



Metropolitan Transportation Commission

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

Meeting Agenda - Final-revised

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, June 24, 2020

9:55 AM

Board Room - 1st Floor (REMOTE)

The Metropolitan Transportation Commission is scheduled to meet on Wednesday, June 24, 2020 at 9:55 a.m., in the Bay Area Metro Center (Remotely), or immediately following the 9:50 a.m. SAFE meeting. 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/97146320867>
Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 971 4632 0867

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

A quorum of the Commission shall be a majority of its voting members (10).

2. Chair's Report (Haggerty)

- 2a. [20-1031](#) Committee Assignments for New Commissioner

Action: Commission Approval

- 2b. [20-1042](#) MTC Resolution No. 4435

Resolution reaffirming the Metropolitan Transportation Commission's commitment to advancing equity, diversity, access, and inclusion while condemning systemic and structural racism in the nine county Bay Area.

Action: Commission Approval

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

5. Commissioner Comments

6. Consent Calendar:

- 6a. [20-0831](#) Minutes of the May 27, 2020 meeting

Action: Commission Approval

Attachments: [6a 20-0831 Commission Draft Meeting Minutes 05-27-2020.pdf](#)

Administration Committee

- 6b. [20-0814](#) MTC Resolution No. 4370, Revised - FY 2019-20 Overall Work Program (OWP) Amendment. A request to refer MTC Resolution No. 4370, Revised, the MTC FY 2019-20 Overall Work Program (OWP), Amendment No. 4, approving a final revised allocation which includes a \$102,034 decrease in Federal Highway Administration Planning funds and a \$238,602 increase in Federal Transit Administration 5303 funds.

Action: Commission Approval

Attachments: [6b 20-0814 ResoNo 4370 FY2019-20 MTC OWP Amend4.pdf](#)

Programming and Allocations Committee

- 6c. [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
- Attachments: [6c 20-0739 ResoNo 3914 Revised - I-80-680-12 Project2A.pdf](#)
-
- 6d. [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
- Attachments: [6d 20-0738 STIP STA Amendment.pdf](#)
-
- 6e. [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
- Attachments: [6e 20-0437 ResoNos 3880-3881-4053-4179 - LTP Revisions.pdf](#)
-
- 6f. [20-0438](#) MTC Resolution No. 4416. Lifeline Transportation Program Cycle 6 Guidelines for FY2018-19 and FY2019-20.
- Action: Commission Approval
- Attachments: [6f 20-0438 ResoNo 4416 LTP C6 Guidelines.pdf](#)
-
- 6g. [20-0740](#) MTC Resolution No. 4272, Revised. FY2016-17 through FY2019-20 Transit Capital Priorities Program Revisions
- Action: Commission Approval
- Attachments: [6g 20-0740 ResoNo 4272 TCP Program Revisions.pdf](#)
-
- 6h. [20-0614](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-38.
- Action: Commission Approval
- Attachments: [6h 20-0614 ResoNo 4375 TIP Amendment 2019-38.pdf](#)
-
- 6i. [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
- Attachments: [6i 20-0815 ResoNo 4381 SMART Allocation.pdf](#)

- 6j. [20-0754](#) MTC Resolution No. 4419. Adoption of the FY 2020-21 Regional State Transit Assistance (STA) Program
- Action: Commission Approval
- Attachments: [6j 20-0754 ResoNo 4419 STA Regional Coordination Program.pdf](#)
- 6k. [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
- Attachments: [6k 20-0758 ResoNo 4426 TDA Allocation.pdf](#)

Committee Reports

7. Administration Committee (Glover)

- 7a. [20-0427](#) MTC Resolution No. 4415 - MTC Agency FY 2020-21 Pay Schedules
- A request that the Committee refer to the Commission for approval, MTC Resolution No. 4415, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2020-21 to the Commission for approval, consistent with the requirements of California Code of Regulations Title 2, Section 570.5.
- Action: Commission Approval
- Attachments: [7a 20-0427 ResoNo 4415 FY2020-21 MTC Agency Pay Schedules.pdf](#)
- 7b. [20-0846](#) MTC Resolution No. 4371, Revised - FY 2019-20 MTC Operating and Capital Budgets Amendment
- A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 4, approving a reduction in certain operating revenue and an increase in the reserve fund transfer of \$5.1 million to offset the operating shortfall.
- Action: Commission Approval
- Attachments: [7b 20-0846 ResoNo 4371 FY2019-20 MTC Agency Budget Amendment.pdf](#)

7c. [20-0765](#)

MTC Resolution No. 4422, FY 2020-21 MTC Operating and Capital Budgets

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4422, the MTC FY 2020-21 Operating and Capital Budgets. The budget is balanced as submitted including a \$1.0 million transfer from the MTC Operating reserve to cover the revenue shortfall.

Action: Commission Approval

Attachments: [7c 20 0765 ResoNo 4422 FY2020-21 MTC Operating and Capital Budgets.pdf](#)

8. Programming and Allocations Committee (Josefowitz)

8a. [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

Attachments: [8a 20-0642 - ResoNos 4378-4379-4428 RM2 Ops and Mktg Program Amendm](#)

8b. [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

Attachments: [8b 20-0760 - ResoNos 4427-4429-4430-4431-4432 Transit Ops Capital Project](#)

8c. [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

Attachments: [8c 20-0813 ResoNo 3914 Valley Link Allocation.pdf](#)

9. Legislation (Mackenzie)

- 9a. [20-0833](#) Assembly Bill 2621 (Mullin) Regional Climate Adaptation Planning
- Requires the Strategic Growth Council to establish guidelines for regional climate adaptation action plans and sets forth how regional climate networks can be established.
- Action:** Support if Amended / ABAG Executive Board Approval
Support if Amended / MTC Commission Approval
- Attachments:** [9a 20-0833 - AB 2621 Mullin.pdf](#)

10. Planning Committee (Spering)

- 10a. [20-0788](#) MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy
- Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.
- Action:** MTC Commission Approval
- Attachments:** [10a 20-0788 - ResoNo 4400 Regional Safety VZ Policy.pdf](#)

11. Executive Committee (Haggerty)

- 11a. [20-0923](#) Report on Initial Strategic Framework for Expanded Regional Housing Portfolio
- Discussion of an initial framework for a regional housing strategy that expands the housing portfolio currently held by ABAG and MTC and preliminary overview of potential guiding principles for a regional housing strategy and a three-phased implementation plan to align potential future initiatives with available funding and thorough planning.
- Action:** Commission Approval
- Attachments:** [11a 20-0923 - Initial Framework for Regional Housing Strategy.pdf](#)

12. Public Comment / Other Business

13. Adjournment / Next Meetings:

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1031 **Version:** 1 **Name:**
Type: Appointment **Status:** Commission Approval
File created: 6/16/2020 **In control:** Metropolitan Transportation Commission
On agenda: 6/24/2020 **Final action:**
Title: Committee Assignments for New Commissioner
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Committee Assignments for New Commissioner

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0831 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Consent
File created: 5/15/2020 **In control:** Metropolitan Transportation Commission
On agenda: 6/24/2020 **Final action:**
Title: Minutes of the May 27, 2020 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [6a 20-0831 Commission Draft Meeting Minutes 05-27-2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 27, 2020 meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, May 27, 2020

9:15 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

Non-Voting Commissioner Present: Commissioner Giacomini,

Non-Voting Commissioners Absent: Commissioner Stracner and Commissioner Tavares

1. Roll Call / Confirm Quorum

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

Absent: 1 - Commissioner Slocum

2. Chair's Report (Haggerty)

Chair Haggerty also reported that there will be an "active August" and all regular standing meetings will be convened.

Commissioners expressed appreciation to Anne Halsted on the occasion of her stepping down from MTC.

2a. [20-0773](#) Appointment of an Ad-Hoc General Counsel Recruitment Committee.

Action: Commission Approval

Upon the motion by Commissioner Mackenzie and the second by Commissioner Cortese, the Commission unanimously appointed Chair Scott Haggerty, Commissioner Alfredo Pedroza, Commissioner Amy Worth, Commissioner Jeannie Bruins, Commissioner Hilary Ronen, and ABAG President Jesse Arreguin as a participant advisor (not a formal Committee member) to the Ad-Hoc General Counsel Recruitment Committee. The motion carried by the following vote:

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

Absent: 1 - Commissioner Slocum

2b. [20-0847](#) Appointment of Blue Ribbon Transit Recovery Task Force.

Action: Commission Approval

Peter Strauss was called to speak.

Upon the motion by Commissioner Bruins and the second by Commissioner Spering, the Commission unanimously approved the member appointments to the Blue Ribbon Transit Recovery Task Force as listed in the handout that was distributed and posted online. The motion carried by the following vote:

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

Absent: 1 - Commissioner Slocum

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

[20-0891](#) E.D. Report

5. Commissioner Comments

6. Consent Calendar:

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

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

Absent: 1 - Commissioner Slocum

6a. [20-0666](#) Minutes of the April 22, 2020 meeting

Action: Commission Approval

Programming and Allocations Committee

- 6b. [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
- 6c. [20-0692](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-36.
Action: Commission Approval
- 6d. [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
- 6e. [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
- 6f. [20-0693](#) MTC Resolution No. 4403, Revised. Revision of MTC's 2021 Regional Active Transportation Program (ATP) Guidelines: Application Deadline & Program Schedule.
Action: Commission Approval
- 6g. [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
- 6h. [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

Committee Reports

7. Operations Committee (Cortese)

7a. [20-0711](#) San Francisco Peninsula Rail Program Memorandum of Understanding

A request for approval of a Memorandum of Understanding (MOU) with the Transbay Joint Powers Authority (TJPA), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco County Transportation Authority (SFCTA), City/County of San Francisco, and the California High Speed Rail Authority to support the Transbay Joint Powers Authority in development of the Downtown Extension Rail Program.

Action: Commission Approval

Eric Cordova was called to speak.

Roland Lebrun was called to speak.

Upon the motion by Commissioner Cortese and the second Commissioner Bruins, the Commission unanimously approved the San Francisco Peninsula Rail Program Memorandum of Understanding. The motion carried by the following vote:

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

Absent: 1 - Commissioner Slocum

8. Planning Committee (Spering)

8a. [20-0851](#) Proposed Amendment to Plan Bay Area 2040

Approval of the proposed amendments to the Amended Plan Bay Area 2040 (Plan) and the Amended 2019 Transportation Improvement Program (TIP) to include the Interstate 680 Express Lanes Gap Closure Project in Alameda County, and approval of two companion technical documents - Transportation-Air Quality Conformity Analysis (Conformity Analysis) and Environmental Impact Report (EIR) Addendum that demonstrate the Amended Plan and Amended TIP comply with federal transportation conformity and California Environmental Quality Act (CEQA) requirements. The public comment period closed on April 24, 2020, and a summary of comments and responses will be presented prior to Committee action.

Action: Commission Approval of:

1. MTC Resolution No. 4423: Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program
2. MTC Resolution No. 4424: Addendum to the Final Environmental Impact Report for Plan Bay Area 2040
3. MTC Resolution No. 4425: Amendment to Amended Plan Bay Area 2040
4. MTC Resolution No. 4375, Revised: Amendment to the Amended 2019 TIP

Upon the motion by Commissioner Spering and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution Nos. 4423, 4424, 4425, and 4375, Revised. The motion carried by the following vote:

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

Absent: 1 - Commissioner Slocum

9. Administration Committee

- 9a. [20-0622](#) MTC Resolution No. 4421 - FY 2020-21 Overall Work Program (OWP), Planning Certification, and Authorization for Execution of Agreements for Federal and State Planning Grants

A request that the Committee refer to the Commission for approval the FY 2020-21 OWP (MTC Resolution No. 4421), which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners and for authorization to enter into agreements for transportation planning funds.

Action: Commission Approval

Upon the motion by Commissioner Glover and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution No. 4421. The motion carried by the following vote:

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

Absent: 1 - Commissioner Slocum

10. Programming and Allocations Committee (Josefowitz)

- 10a. [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

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

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

Absent: 1 - Commissioner Slocum

- 10b.** [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

Public written comments were received from Senator Mike McGuire and Transportation Authority of Marin.

Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution Nos. 4417 and 4418. The motion carried by the following vote:

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

Absent: 1 - Commissioner Slocum

- 10c.** [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

Public written comments were received from Bike East Bay, Seamless Bay Area, Silicon Valley Community Foundation, Urban Habitat, Youth Leadership Institute, and petitions from Transit Workers Riders and ATU.

The following members of the public were called to speak:
Aleta Dupree, Monica Mallon, Bob Allen of Urban Habitat, Peter Strauss, Hayley Currier of Transform, Richard Marcantonio of Public Advocates, Dave Campbell of Bike East Bay, Adina Levin of Friends of Caltrain, Vinita Goyal of Silicon Valley Community Foundation, Sarah Greenwahl of 350 Bay Area, Eugene Bradley, Ian Griffiths of Seamless Bay Area, John Courtney of ATU Local 365, Terry Taplin, Lalo Gonzalez, and Benjamin Zank of East Bay Democratic Socialists of America.

Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4420, Revised. The motion carried by the following vote:

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

Absent: 1 - Commissioner Slocum

11. MTC Executive Committee (Haggerty)

- 11a. [20-0848](#) Follow-up to Questions at the April Board meetings related to AB1487 Implementation and Mechanics

This item summarizes the legal and administrative framework for the Bay Area Housing Finance Authority (BAHFA), including the steps necessary to pursue a November 2020 revenue measure and a pathway to explore expanding the region's housing portfolio even absent a November 2020 ballot measure. This is an informational item to frame the discussion and provide context for the decisions that the Joint Committee will recommend to the ABAG Executive Board and the Metropolitan Transportation Commission as part of Agenda Items 11b and 11c.

Action: Information

The following members of the public were called to speak: Rich Hedges, Roland Lebrun, and JR Starrett.

- 11b. [20-0849](#) Decision on Pursuit of November 2020 Revenue Measure

Key considerations to inform a decision regarding whether or not to pursue a general obligation bond on the November 2020 ballot to fund affordable housing.

Action: Commission Approval

Upon the motion by Commission Chair Haggerty and the second by Commissioner Rabbitt, the Commission unanimously deferred action to place a general obligation bond to fund affordable housing on the ballot until after November 2020. The motion carried by the following vote:

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

Absent: 2 - Commissioner Schaaf and Commissioner Slocum

11c. [20-0850](#) Direction on Future Regional Housing Work Plan

Discussion of Bay Area Regional Housing Portfolio and Range of Activities for Potential Future Regional Housing Work Plan.

Preliminary overview of options and strategies for Bay Area regional agencies to expand their existing housing portfolio and seek new funding to support tenant protections, preservation of existing housing, and production of new affordable housing.

Action: Commission Approval

Public written comment was received from Bay Area Housing for All.

The following members of the public were called to speak: Natalie Bonnewit, Stewart Hyland, Hayley Currier, Mario B. Lopez, Alice Tenkhous, Livesey Pack, Shajuti Hossain, Abbie Tuning, and Rich Hedges.

Upon the motion by Commission Chair Haggerty and the second by Commissioner Bruins, the Commission adopted option 2. The motion carried by the following vote:

Aye: 13 - Commissioner Bruins, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commission Vice Chair Pedroza, Commissioner Rabbitt, Commissioner Spering and Commissioner Worth

Absent: 5 - Commissioner Cortese, Commissioner Liccardo, Commissioner Ronen, Commissioner Schaaf and Commissioner Slocum

12. Public Comment / Other Business

Public written public comment was received from Paul Steinberg of Carma.

[20-0832](#) Written Public Comments Received

13. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, June 24, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

Scott Haggerty, Chair



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0814	Version:	1	Name:	
Type:	Resolution	Status:		Commission Consent	
File created:	5/11/2020	In control:		Administration Committee	
On agenda:	6/10/2020	Final action:			
Title:	MTC Resolution No. 4370, Revised - FY 2019-20 Overall Work Program (OWP) Amendment. A request to refer MTC Resolution No. 4370, Revised, the MTC FY 2019-20 Overall Work Program (OWP), Amendment No. 4, approving a final revised allocation which includes a \$102,034 decrease in Federal Highway Administration Planning funds and a \$238,602 increase in Federal Transit Administration 5303 funds.				

Sponsors:

Indexes:

Code sections:

Attachments: [6b 20-0814 ResoNo 4370 FY2019-20 MTC OWP Amend4.pdf](#)
[20-0814 ResoNo 4370 FY2019-20 MTC OWP Amend 4.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4370, Revised - FY 2019-20 Overall Work Program (OWP) Amendment. A request to refer MTC Resolution No. 4370, Revised, the MTC FY 2019-20 Overall Work Program (OWP), Amendment No. 4, approving a final revised allocation which includes a \$102,034 decrease in Federal Highway Administration Planning funds and a \$238,602 increase in Federal Transit Administration 5303 funds.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Administration Committee**

June 10, 2020

Agenda Item 2d - 20-0814

**MTC Resolution No. 4370, Revised –
FY 2019-20 Overall Work Program (OWP) Amendment**

Subject: A request to refer MTC Resolution No. 4370, Revised, the MTC FY 2019-20 Overall Work Program (OWP), Amendment No. 4, approving a final revised allocation which includes a \$102,034 decrease in Federal Highway Administration Planning funds and a \$238,602 increase in Federal Transit Administration 5303 funds.

Background: The Fixing America's Surface Transportation Act (FAST Act) calls for the development of the OWP by the federally designated Metropolitan Planning Organization (MPO). The Metropolitan Transportation Commission (MTC), as the federally designated MPO for the nine-county San Francisco Bay Area region, annually develops and maintains the OWP. The OWP is the principal document governing the budget, allocation, and use of federal and state transportation planning funds in the nine-county San Francisco Bay Area region.

The FY 2019-20 OWP is developed in consultation and coordination with the region's transit operators, congestion management agencies (CMAs), the Association of Bay Area Governments, Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The Final FY 2019-20 OWP includes Caltrans' Unified Work Program and transportation and air quality related planning activities proposed for the nine-county San Francisco Bay Area region for the state fiscal year July 1, 2019 to June 30, 2020.

The FY 2019-20 OWP was approved by MTC on June 26, 2019 and was jointly approved by FHWA and FTA on June 30, 2019.

The OWP is subject to periodic adjustments resulting from changes in activities/scope of work/project tasks and deliverables as well as revisions in revenues and expenditures during the fiscal year. The proposed Amendment No. 4 to the FY 2019-20 OWP accounts for programming the final FHWA Planning (PL) and FTA 5303 estimates.

- A decrease of \$102,034 in FHWA PL
- An increase of \$238,602 in FTA 5303

The aggregate transportation planning funds in the amount of \$136,568 will be utilized for planning staff costs.

MTC's OWP for FY 2019-2020 is available to view/download on MTC's website at https://mtc.ca.gov/sites/default/files/FINAL_FY_2019-20_OWP.pdf.

Recommendation: Staff requests approval to submit Resolution 4370, Revised to the MTC Commission for approval.

Attachments: MTC Resolution No. 4370, Revised, FY 2019-20 Overall Work Program (OWP) Amendment



Therese W. McMillan

Date: May 22, 2019
W.I.: 1152
Referred by: Administration Committee
Revised: 09/25/19-C
12/18/19-C
06/24/20-C

ABSTRACT

MTC Resolution No. 4370, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2019-20, certifies that the planning process of the Metropolitan Transportation Commission (MTC) is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation (DOT), and authorizes MTC's Executive Director to apply for and execute agreements with the DOT for grants to aid in the financing of the OWP.

Attachment C to the resolution was revised on September 25, 2019 to add two new grants and a final SB1 allocation of \$64,013. The two new grants are: a new SB1 Adaptation Planning grant for State Route 37 Resilient Corridor Program for Marin and Sonoma Counties for \$500,000 and an FTA 5304 Strategic Partnerships grant for BART Metro 2030 and Beyond for \$466,559.

Attachment C to the resolution was revised on December 18, 2019 to add \$2,994,680 FHWA PL, FTA 5303 and FTA 5304 of unspent carryover funds from FY 2017-18 and FY 2018-19, as well as \$1,874,599 SB1 Formula and Competitive grants.

Attachment C to the resolution was revised on June 24, 2020 to reflect the final estimates which reduce FHWA PL by \$102,034, and increase FTA 5303 by \$238,602.

Further discussion of the OWP is contained in the Cover Memorandum dated May 8, 2019 and the Administration Committee Summary Sheets dated September 4, 2019, December 11, 2019, and June 10, 2020.

Re: Overall Work Program for Fiscal Year 2019-20, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4370

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 is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area 2040, which was adopted in July 2017; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2019-20 has been prepared by MTC, the Association of Bay Area Governments, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA); and

WHEREAS, the OWP for Fiscal Year 2019-20 includes Caltrans' Unified Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2019-20; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's Overall Work Program for fiscal year 2019-20; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2019-20 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2019-20 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further


RESOLVED, that the Executive Director or her designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's Overall Work Program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or her designee is authorized to execute and file with such application assurances or other documentation requested by

DOT of MTC's compliance with applicable federal statutory and regulatory requirements;
and be it further

RESOLVED, that the Executive Director or her designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

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.: 1152
Referred by: Admin

Attachment A
Resolution No. 4370
Page 1 of 1

Attachment A is the FY 2019-20 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4370
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: May 22, 2019
W.I.: 1152
Referred by: Admin
Revised: 09/25/19-C
12/18/19-C
06/24/20-C

Attachment C
Resolution No. 4370
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2019-20 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

Amendment No. 1 to the FY2019-20 OWP adds a new SB1 Adaptation Planning grant in the amount of \$500,000 for State Route 37 Resilient Corridor Program for Marin and Sonoma Counties and an FTA 5304, grant for BART Metro 2030 and Beyond in the amount of \$466,559, as well as a final SB1 allocation of \$64,013.

Amendment No. 2 to the FY2019-20 OWP adds the following unspent carryover funds from FY2017-18 and FY2018-19. FHWA Metropolitan (PL) \$673,731.10; FTA 5303 Statewide & Metropolitan Planning \$1,820,948.70; FTA 5304 Strategic Partnerships \$500,000; SB1 Sustainable Communities \$1,202,042.46; Adaptation Planning Grants totaling \$363,955.86; and SB1 Sustainable Communities Competitive Grants \$308,600.60.

Amendment No. 3 to the FY2019-20 OWP reflects the Final estimate of FHWA (PL) and FTA 5303; which reduces FHWA (PL) by (\$102,034), and increases FTA 5303 by \$238,602.



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:	6c 20-0739 ResoNo 3914 Revised - I-80-680-12 Project2A.pdf 20-0739 ResoNo 3914 Revised.pdf				

Date	Ver.	Action By	Action	Result
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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

COMMISSION AGENDA ITEM 6c

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.

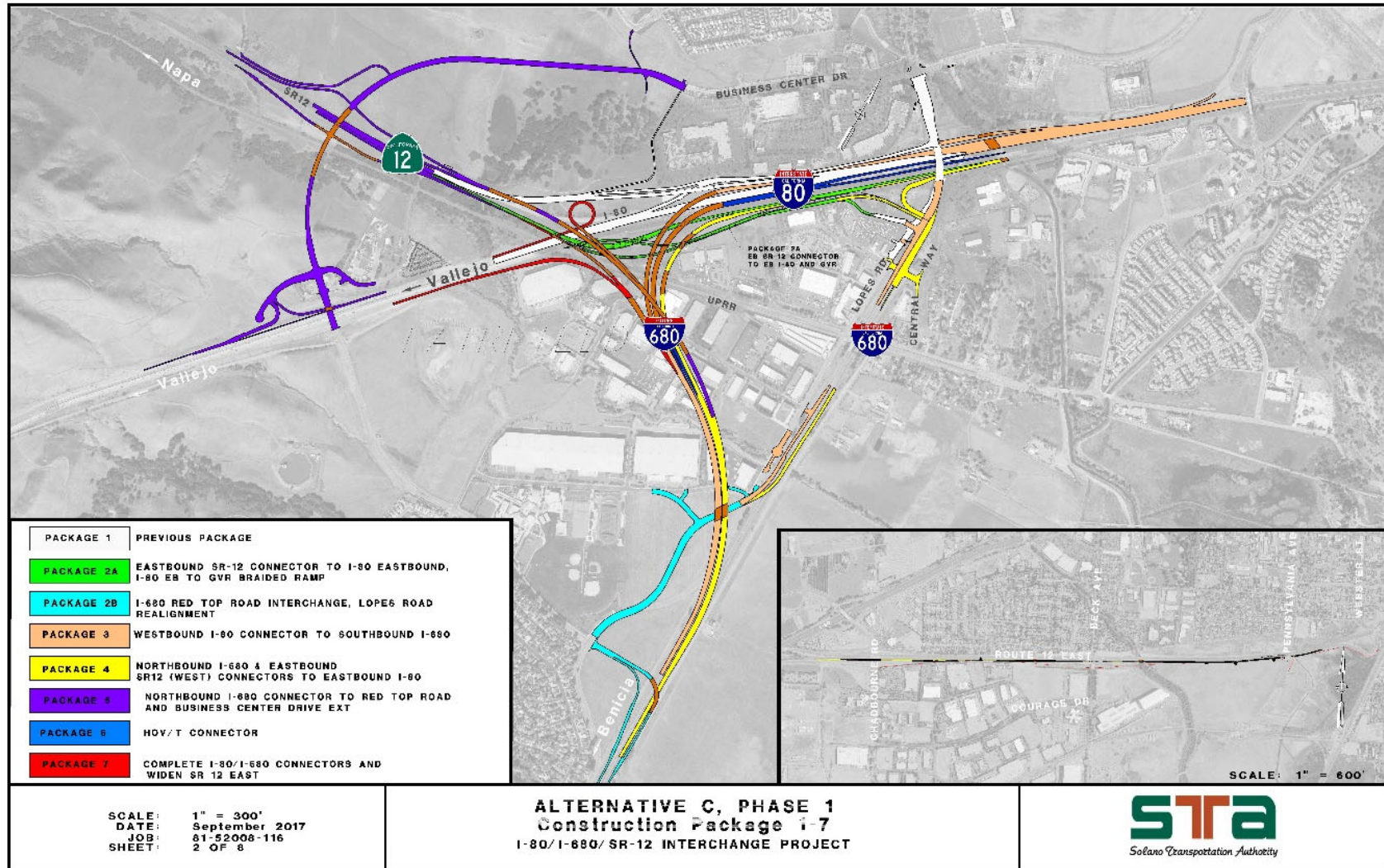
Issues: None.

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: [6d 20-0738 STIP STA Amendment.pdf](#)
[20-0738 STIP STA Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
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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 been 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:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
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:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Title</u>
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



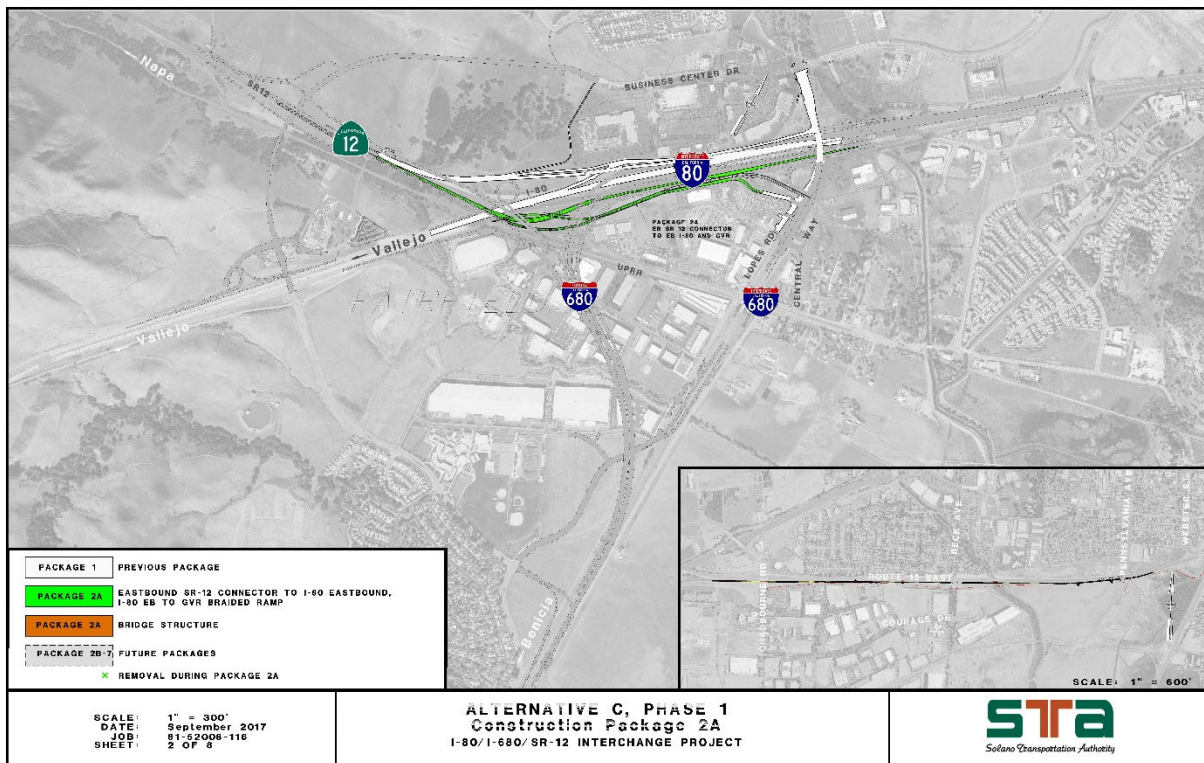
Therese W. McMillan

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
STA Director of Projects

Attachments: Project Programming Request

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



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

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 from 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:	6e 20-0437 ResoNos 3880-3881-4053-4179 - LTP Revisions.pdf 20-0437 ResoNos 3880-3881-4053-4179.pdf				

Date	Ver.	Action By	Action	Result
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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

**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

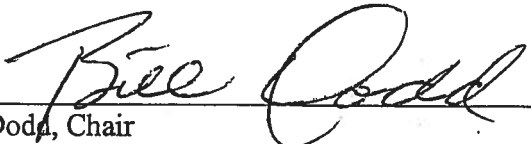
WHEREAS, staff has prepared a Proposition 1B – Transit population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolution 3814, said attachment attached hereto and incorporated herein as though set forth at length;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

		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.

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

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 Accessibility 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 design	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 Messaging 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

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 also 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

ABSTRACT

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 programmed 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 Coastsides 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.

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

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
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, (f) 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, (f) 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	(l) 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			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
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 cBART 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			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
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 transportation 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			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
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/Parallones/ 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
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.				-	219,567	863,710		1,083,277	1,083,277	(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			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
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 (f) 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 (f)
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 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
			Proposed Programming	1,348,711	1,145,565	295,228	2,789,504	295,228	747,555	232,829	1,275,612	4,065,116	
			Unprogrammed Balance	1,348,711	1,000,000	295,228	2,643,939	295,228	893,120	232,829	1,421,177	4,065,116	
				-	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			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
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 transportation 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			Tier 1	Tier 2 Funding Sources			Tier 2	TOTAL	Notes
				STA	IB	JARC	Total	STA	IB	JARC	Total	Lifeline Funding	
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 Read-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 Read-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 Read-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 Action	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			Tier 1	Tier 2 Funding Sources			Tier 2	TOTAL Lifeline Funding	Notes
				STA	IB	JARC	Total	STA	IB	JARC	Total		
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 funds were advanced to the Urban Core category from the Lifeline category in May 2011 in order to accommodate 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/ Farnallones/ 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 Hunter'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 Coastsides 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

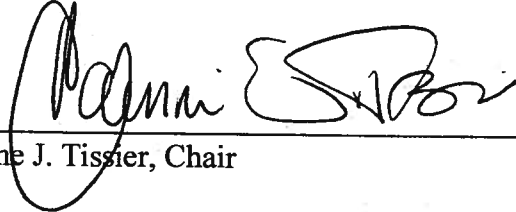
WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (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

A handwritten signature in black ink, appearing to read 'Adrienne J. Tissier', is written over a horizontal line.

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) C	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	MTA	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	MTA	The goals and objectives of this project are to enhance access to MTA's accessible transportation services by removing barriers that might dissuade persons with disabilities from using fixed route service. MTA 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 MTA's administrative 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 UC Davis. 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 information 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 Preserve 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 modification 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 Messaging 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)

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- (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	<u>Operating Assistance (funding exchange project)</u>	<u>Marin Transit</u>	<u>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)</u>		<u>502,218</u>	<u>26,433</u>		<u>528,651</u>	<u>(5)</u>
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.		<u>595,503</u>	31,342	<u>90,657</u>	717,502	<u>(4)</u>
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)
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 10:55 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. SFTA 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

375 Beale Street, Suite 800
San Francisco, CA 94105

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: [6f 20-0438 ResoNo 4416 LTP C6 Guidelines.pdf](#)
[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

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

Operator¹	Share of Regional Low Income Ridership Estimate²	Operator Percent Low-Income Ridership Estimate³ (50% Distribution)	CoC Population Served as Share of Service Area Population⁴ (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

Operator¹	Share of Regional Low Income Ridership Estimate²	Operator Percent Low-Income Ridership Estimate³ (50% Distribution)	CoC Population Served as Share of Service Area Population⁴ (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



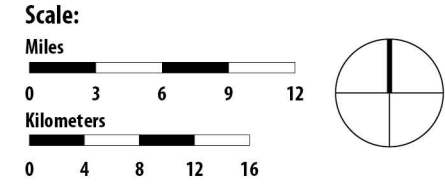
Map 1
Communities of Concern
American Community Survey 2014

- Communities of Concern
- The Communities of Concern (tract geography) dataset is based upon eight demographic variables:
- 1. Minority (70% threshold)
 - 2. Low-Income (less than 200% of Fed. poverty level, 30% threshold)
 - 3. Limited English Proficiency (20% threshold)
 - 4. Elderly (10% threshold)
 - 5. Zero-Vehicle Households (10% threshold)
 - 6. Single Parent Families (20% threshold)
 - 7. Disabled (25% threshold)
 - 8. Rent-Burdened Households (15% threshold)

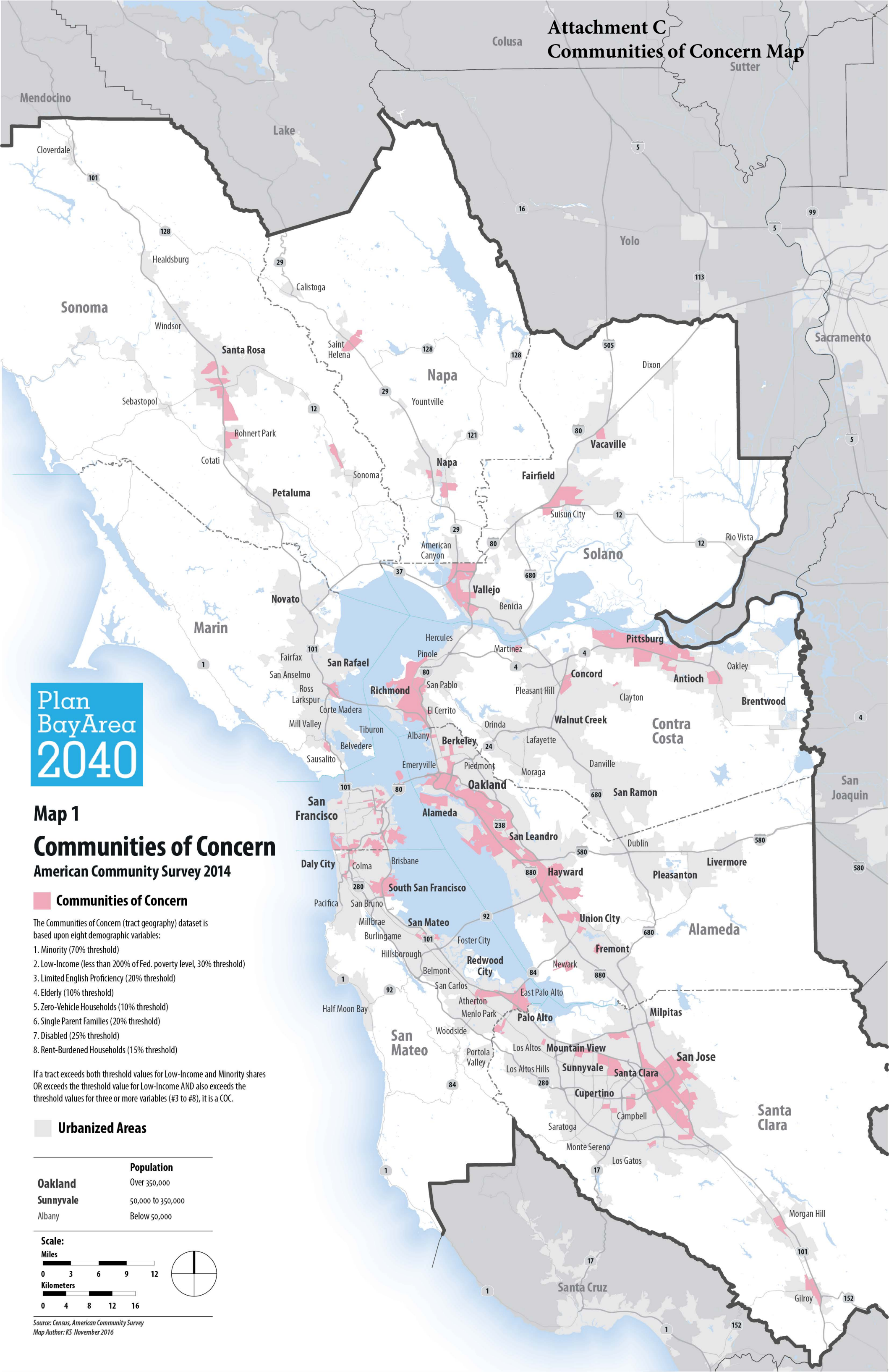
If a tract exceeds both threshold values for Low-Income and Minority shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is a COC.

Urbanized Areas

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



Source: Census, American Community Survey
Map Author: KS November 2016





METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: MTC Commission
FR: MTC Policy Advisory Council
RE: Lifeline Transportation Program Cycle 6

DATE: April 22, 2020
W.I. 1114

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.

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

Attachment A
MTC Resolution No. 4416
Page 1 of 16



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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Appendix 1. Funding Source Information

Appendix 2. Standard Evaluation Screening Criteria

**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 Formula¹ 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

<i>Operator¹</i>	<i>Share of Regional Low- Income Ridership Estimate²</i>	<i>Operator Percent Low-Income Ridership Estimate³ (50% Distribution)</i>	<i>CoC Population Served as Share of Service Area Population⁴ (50% Distribution)</i>
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%

<i>Operator¹</i>	<i>Share of Regional Low- Income Ridership Estimate²</i>	<i>Operator Percent Low-Income Ridership Estimate³ (50% Distribution)</i>	<i>CoC Population Served as Share of Service Area Population⁴ (50% Distribution)</i>
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	<ul style="list-style-type: none"> ▪ Transit operators that are FTA grantees
Eligible Sub-recipients (must partner with an eligible recipient that will serve as a pass-through agency)	<ul style="list-style-type: none"> ▪ Private non-profit organizations ▪ Public agencies that are not FTA grantees (e.g., cities, counties)

	FTA Section 5307
Eligible Projects	<p><u>New and existing services.</u> 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).</p> <p><u>Capital and Operating projects.</u> Projects that comply with the requirements above may include, but are not limited to:</p> <ul style="list-style-type: none">▪ 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. <p>See FTA C 9030.1E, Chapter IV, Section 5307 for details regarding eligible projects.</p>

	FTA Section 5307	
Lifeline Program Local Match	20%	<ul style="list-style-type: none"> 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	<p>Transit operators, CTSA's and eligible cities and counties can initiate claims for FY18 and FY19 funds immediately following MTC approval of program of projects.</p> <p>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.</p>	<p>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.</p> <p>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.</p>
Accountability & Reporting Requirements	<p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p>

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%207-2017.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:	6g 20-0740 ResoNo 4272 TCP Program Revisions.pdf 20-0740 ResoNo 4272 TCP Program Revisions.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

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

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

**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.

ABSTRACT

MTC Resolution No. 4272, Revised

Page 2

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4272, Revised

Page 3

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

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

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
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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 34 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 Rehabilitation	4,693,408		4,693,408	
SM-050041	Caltrain	Communications System/Signal Rehabilitation	1,200,000		1,200,000	
NEW	ECCTA	Oakley Park & Ride	812,898	812,898		
SOL010006	Fairfield	Operating Assistance	2,493,081	2,493,081		
SOL110041	Fairfield	Bus Replacement	269,387			269,387
MRN050025	GGBHTD	Facilities Rehabilitation	4,600,000	4,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	3,000,000		3,000,000	
MRN170009	GGBHTD	Replacing 6 Paratransit 22' Gas Cut-away Vehicles	557,202			557,202
MRN170003	Marin Transit	Replace 3 Paratransit Vehicle	218,940	218,940		
MRN170004	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280	85,280		
NAP970010	Napa VINE	Operating Assistance	2,084,334	2,084,334		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	180,025	15,278		164,747
SON170004	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100	45,100		
SON170005	Petaluma	Transit Yard & Facilities Improvements	45,100	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861	455,861		
SF-170004	SFMTA	Replacement of 40' Trolley Coaches	95,660,612		95,660,612	
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520	63,128,520		
SF-170005	SFMTA	Replacement of 60' Trolley Coaches	28,100,579		28,100,579	
SF-150006	SFMTA	Replacement of 60' Motor Coaches	10,008,506	5,295,178		4,713,328
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	2,190,339	1,824,023		366,316

Date: March 22, 2016
W.I.: 1512
Referred by: PAC
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Resolution No. 4272
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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	SoTrans	Preventive Maintenance	837,984	837,984		
SOL110040	SoTrans	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

Date: 3/22/2017
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09/25/19-C 12/18/19-C
03/25/20-C 06/24/20-C

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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
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, & Inti	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 34 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	

Date: March 22, 2017
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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

Date: March 22, 2017

W.I.: 1512

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Revised: 12/20/17-C 06/27/18-C
 01/23/19-C 05/22/19-C
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Attachment C

Resolution No. 4272

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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		
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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 Rehabilitation	8,600,000	8,600,000		
MRN170024	GGBHTD	Replace 14 Paratransit Vehicle	1,044,680			1,044,680
MRN150015	GGBHTD	Ferry Vessel Propulsion Systems Rehab	500,000		500,000	
ALA190005	LAVTA	Hybrid Bus Battery Pack Replacement	169,830			169,830
MRN170006	MCTD	Replace Articulated Vehicles	7,216,000	7,216,000		
NAP970010	Napa Vine	Operating Assistance	2,623,951	2,623,951		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	205,812			205,812
SON170017	Petaluma	AVL Model Upgrade	60,000	60,000		
SM150011	SamTrans	Purchase of Replacement Minivans	619,920	619,920		
SON150008	Santa Rosa	Fixed Route Bus Replacement	1,309,308	431,309		877,999
SON090023	Santa Rosa	Operating Assistance	1,095,895	1,095,895		
SON090024	Santa Rosa	Preventive Maintenance	611,309	611,309		
SF-970170	SFMTA	Overhead Line Rehabilitation	20,000,000		20,000,000	
SF-170018	SFMTA	60' Motor Coach Mid-Life Overhaul	19,392,931	19,392,931		
SF-170019	SFMTA	40' Motor Coach Mid-Life Overhaul	16,928,241	16,928,241		
SF-970170	SFMTA	Muni Rail Replacement	16,736,000		16,736,000	
SF-090012	SFMTA	LRV Replacement	13,220,000		13,220,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	8,640,000		8,640,000	

Date: February 22, 2017

W.I.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
06/26/19-C 09/25/19-C
03/25/20-C 06/24/20-C

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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

Date: March 22, 2017

W.L.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C
 05/22/19-C 06/26/19-C
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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	
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Lifeline Set-Aside

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439		
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ADA Operating Set-Aside

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

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.L.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C
05/22/19-C 06/26/19-C
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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
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 Replacement 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	MTA	Rehabilitation of LRV System Elevators & Escalators	7,440,000		7,440,000	
SCL050001	MTA	Standard and Small Bus Replacement	7,220,578	3,521,503		3,699,075
NEW	MTA	Pedestrian Backgates - non-Vasona	6,560,000		6,560,000	
NEW	MTA	Downtown San Jose Speed Improvements (LRV)	4,920,000		4,920,000	
SCL150008	MTA	Track Intrusion Abatement	4,000,000	4,000,000		
SCL170047	MTA	Paratransit Fleet Program	3,978,116	3,978,116		
NEW	MTA	Facilities ADA Upgrades	2,560,000	2,560,000		
NEW	MTA	Guadalupe Steam Rack Improvements & Liner Replacement	2,400,000		2,400,000	
NEW	MTA	PA System Hardware & Software Upgrade	2,216,352		2,216,352	
NEW	MTA	Guadalupe Roll-up Doors	2,000,000		2,000,000	
NEW	MTA	Fuel Dispenser & UDC Replacement	1,920,000	1,920,000		
NEW	MTA	Cameras for VTA ACCESS Paratransit Vehicles	1,804,850	1,804,850		
NEW	MTA	Mobile Router/Passenger WiFi	1,200,000	1,200,000		
NEW	MTA	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	1,200,000	1,200,000		
NEW	MTA	Network & Gigabit Fiber Upgrade	1,200,000	1,200,000		
NEW	MTA	Guadalupe Entrance Security Improvements	1,000,000	-	1,000,000	
NEW	MTA	LRV Station Rehabilitation	776,000		776,000	
NEW	MTA	LRV Station Platform CCTV System Replacement	445,600		445,600	
NEW	MTA	Replace UPSs & PDU in OCC/EOC	377,361	377,361		
CC-170008	WestCAT	Replacement of 6 40' Revenue Vehicles	2,745,360	2,745,360		
CC-170009	WestCAT	Purchase of 6 Fast Fare Electronic Fareboxes	85,494	85,494		
REG090067	WETA	Ferry Fixed Guideway Connectors	6,000,000		6,000,000	
REG090057	WETA	Ferry Major Component Rehabilitation	3,554,140		3,554,140	
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

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 09/25/19-C

03/25/20-C 04/22/20-C

06/24/20-C

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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	<p>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.</p> <p>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.</p> <p>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.</p>
3	<p>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.</p> <p>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.</p> <p>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.</p>
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	<p>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.</p> <p>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.</p>
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	<p>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).</p> <p>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).</p>
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: [6h 20-0614 ResoNo 4375 TIP Amendment 2019-38.pdf](#)
[20-0614 ResoNo 4375 TIP Amendment 2019-38.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

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

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

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 (SJRRRC)	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 Revision Summary 2019-38

Attachment A

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

ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

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 (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} 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

Attachment B
Resolution No. 4375, Revised
Page 1 of 15

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: [6i 20-0815 ResoNo 4381 SMART Allocation.pdf](#)
[20-0815 ResoNo 4381 SMART Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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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

**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.

ABSTRACT

MTC Resolution No. 4381, Revised

Page 2

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

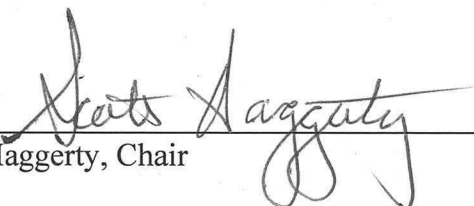
RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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, 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
 Page 1 of 2

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
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: [6j 20-0754 ResoNo 4419 STA Regional Coordination Program.pdf](#)
[20-0754 ResoNo 4419 STA Regional Coordination Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

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

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

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.

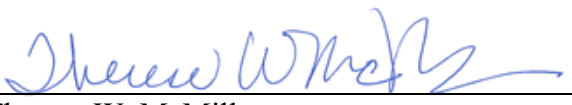
Attachment A to MTC Resolution No. 4419 summarizes the program of projects proposed for FY 2020-21. Attachment B provides more detailed information about each of these projects.

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

Attachment A
MTC Resolution No. 4419
Page 1 of 1

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 February 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.		

Date: June 24, 2020
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

Attachment B
MTC Resolution No. 4419
Page 1 of 3

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: [6k 20-0758 ResoNo 4426 TDA Allocation.pdf](#)
[20-0758 ResoNo 4426 TDA Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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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

**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 #: 20-0427 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 2/27/2020 **In control:** Administration Committee
On agenda: 6/10/2020 **Final action:**
Title: MTC Resolution No. 4415 - MTC Agency FY 2020-21 Pay Schedules

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4415, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2020-21 to the Commission for approval, consistent with the requirements of California Code of Regulations Title 2, Section 570.5.

Sponsors:

Indexes:

Code sections:

Attachments: [7a 20-0427 ResoNo 4415 FY2020-21 MTC Agency Pay Schedules.pdf](#)
[20-0427 ResoNo 4415 FY2020-21 MTC Agency Pay Schedules.pdf](#)

Date	Ver.	Action By	Action	Result
6/10/2020	1	Administration Committee		

Subject:

MTC Resolution No. 4415 - MTC Agency FY 2020-21 Pay Schedules

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4415, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2020-21 to the Commission for approval, consistent with the requirements of California Code of Regulations Title 2, Section 570.5.

Presenter:

Robin James

Recommended Action:

Commission Approval


**Metropolitan Transportation Commission
Administration Committee**

June 10, 2020

Agenda Item 3a - 20-0427

MTC Resolution No. 4415 – MTC Agency FY 2020-21 Pay Schedules

- Subject:** A request that the Committee refer to the Commission for approval, MTC Resolution No. 4415, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2020-21, consistent with the requirements of California Code of Regulations Title 2, Section 570.5.
- Background:** On June 27, 2018, the Commission approved employment benefits and salaries for a four-year period from July 1, 2018 through June 30, 2022 through MTC Resolution Nos. 4341 and 4342.
- Resolution No. 4415 adopts and approves Fiscal Year (FY) 20/21 salary schedules, which are in the CalPERS required format, and which must be transmitted to CalPERS upon approval and adoption by the Commission. The pay schedules reflect a 2.8% overall increase from the FY 19/20 level ranges for each MTC staff grade and level as approved per Resolutions Nos. 4341, Employment Benefits and Salary Schedule from July 1, 2018 through June 30, 2022 for CSR and Confidential Employees and 4342, Employment Benefits and Salary Schedule from July 1, 2018 through June 30, 2022 for Specific Executive Employees. Resolutions Nos. 4341 and 4342 reflect agreements between MTC and the two negotiating staff groups.
- Recommendation:** Staff recommends that the Commission approve MTC Resolution No. 4415.
- Attachments:** MTC Resolution No. 4415 with Attachments A and B.


Therese W. McMillan

Date: June 24, 2020
W.I.: 1153
Referred by: Administration

ABSTRACT

Resolution No. 4415

This resolution sets forth the MTC agency pay schedules for MTC employees from July 1, 2020 through and including June 30, 2021.

Further discussion of the agency pay schedules is contained in the Administration Committee Summary Sheet dated June 10, 2020.

Date: June 24, 2020
W.I.: 1153
Referred by: Administration Committee

Re: MTC Agency Pay Schedules for FY 2020-21, from July 1, 2020 through June 30, 2021

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4415

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

WHEREAS, MTC Resolution No. 4341 sets forth the employment benefits and salary schedule for CSR represented employees and confidential employees from July 1, 2018 through and including June 30, 2022; and

WHEREAS, MTC Resolution No. 4342 sets forth the employment benefits and salary schedule for specific executive employees from July 1, 2018 through and including June 30, 2022; and

WHEREAS, the MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees; and

WHEREAS, CalPERS uses the MTC's pay schedules to calculate retirement benefits earned by the MTC's employees; and

WHEREAS, the MTC as a contracting public employer is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS member agencies to have a duly approved and adopted publicly available pay schedule; now therefore be it

RESOLVED, that this resolution sets forth the MTC pay schedules contemplated in MTC Resolution Nos. 4341 and 4342 for the period from July 1, 2020 through June 30, 2021; and be it further

RESOLVED, that the MTC agency pay schedule for CSR represented regular staff employees and Confidential employees effective July 1, 2020 through June 30, 2021 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the MTC agency pay schedule for specific executive employees effective July 1, 2020 through June 30, 2021 shall be as set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the attached pay schedules will be posted at MTC's offices or immediately accessible for public review during normal business hours or posted on MTC's website.

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 remote locations, on June 24, 2020.

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2020 - 2021, Effective July 1, 2020 to June 30, 2021

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ADMINISTRATOR I	I	\$22.5757	\$23.0273	\$23.4878	\$23.9576	\$24.4367	\$24.9254	\$25.4239	\$25.9324	\$26.4511	\$26.9801	\$27.5197	\$28.0701	\$28.6315
<i>Intern</i>														
ADMINISTRATOR II	II	\$25.6431	\$26.1559	\$26.6790	\$27.2126	\$27.7569	\$28.3120	\$28.8782	\$29.4558	\$30.0449	\$30.6458	\$31.2587	\$31.8839	\$32.5216
<i>Administrative Assistant I GSU Assistant I Accounting Assistant I</i>														
ADMINISTRATOR III	III	\$28.2565	\$28.8217	\$29.3981	\$29.9861	\$30.5858	\$31.1975	\$31.8215	\$32.4579	\$33.1071	\$33.7692	\$34.4446	\$35.1335	\$35.8361
<i>Administrative Assistant II GSU Assistant II Accounting Assistant II</i>														
ADMINISTRATOR/TECHNICIAN	IV	\$31.0736	\$31.6951	\$32.3290	\$32.9755	\$33.6351	\$34.3078	\$34.9939	\$35.6938	\$36.4077	\$37.1358	\$37.8785	\$38.6361	\$39.4088
<i>Administrative Assistant III Purchasing Technician GSU Assistant III Building Services Assistant I Information Systems Technician I Accounting Assistant III Library Technician I Public Info & Outreach Technician I</i>														
TECHNICIAN	V	\$34.1897	\$34.8735	\$35.5710	\$36.2824	\$37.0080	\$37.7482	\$38.5032	\$39.2732	\$40.0587	\$40.8599	\$41.6771	\$42.5106	\$43.3608
<i>Executive Assistant I Legal Assistant I Purchasing/Procurement Specialist Building Services Assistant II Human Resources Technician Information Systems Technician II Finance Technician I GIS Planner/Analyst I Graphic Artist I Library Technician II Public Info & Outreach Technician II Planning Technician Program Technician</i>														

Metropolitan Transportation Commission Pay Schedule for CSR Represented Employees and Confidential Employees Fiscal Year 2020 - 2021, Effective July 1, 2020 to June 30, 2021														
The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level														
CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
JUNIOR	VI	\$37.7135	\$38.4678	\$39.2372	\$40.0219	\$40.8224	\$41.6388	\$42.4716	\$43.3210	\$44.1874	\$45.0712	\$45.9726	\$46.8920	\$47.8299
<i>Executive Assistant II</i> <i>Legal Assistant II</i> <i>Contract Assistant</i> <i>Assistant Building Engineer</i> <i>Human Resources Analyst I</i> <i>Information Systems Specialist I</i> <i>Systems Analyst I</i> <i>Junior Financial Analyst</i> <i>Accountant/Auditor I</i> <i>Finance Technician II</i> <i>GIS Planner/Analyst II</i> <i>Graphic Artist II</i> <i>Librarian I</i> <i>Junior Public Info/Outreach Analyst</i> <i>Junior Planner/Analyst</i> <i>Junior Program Coordinator</i>														
ASSISTANT	VII	\$43.4841	\$44.3538	\$45.2409	\$46.1457	\$47.0686	\$48.0100	\$48.9702	\$49.9496	\$50.9486	\$51.9675	\$53.0069	\$54.0670	\$55.1484
<i>Contract Specialist</i> <i>Executive Assistant III</i> <i>Legal Assistant III</i> <i>Building Engineer</i> <i>Human Resources Analyst II</i> <i>Information Systems Specialist II</i> <i>Systems Analyst II</i> <i>Assistant Financial Analyst</i> <i>Accountant/Auditor II</i> <i>GIS Planner/Analyst III</i> <i>Graphic Artist III</i> <i>Librarian II</i> <i>Assistant Public Info/Outreach Analyst</i> <i>Assistant Legislative Analyst</i> <i>Assistant Planner/Analyst</i> <i>Assistant Program Coordinator</i>														

Metropolitan Transportation Commission Pay Schedule for CSR Represented Employees and Confidential Employees Fiscal Year 2020 - 2021, Effective July 1, 2020 to June 30, 2021														
The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level														
CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ASSOCIATE	VIII(a)	\$50.1337	\$51.1364	\$52.1591	\$53.2023	\$54.2664	\$55.3517	\$56.4587	\$57.5879	\$58.7397	\$59.9145	\$61.1127	\$62.3350	\$63.5817
<i>Contract Administrator</i> <i>Building Administrator</i> <i>Human Resources Analyst III</i> <i>Information Systems Specialist III</i> <i>Systems Analyst III</i> <i>Associate Financial Analyst</i> <i>Accountant/Auditor III</i> <i>GIS Coordinator</i> <i>Graphic Artist Coordinator</i> <i>Head Librarian</i> <i>Associate Public Info/Outreach Analyst</i> <i>Associate Legislative Analyst</i> <i>Associate Planner/Analyst</i> <i>Associate Program Coordinator</i>														
SENIOR	VIII(b)	\$52.6718	\$53.7252	\$54.7997	\$55.8957	\$57.0136	\$58.1539	\$59.3169	\$60.5033	\$61.7134	\$62.9476	\$64.2066	\$65.4907	\$66.8005
<i>Senior Contract Administrator</i> <i>Human Resources Analyst IIIb</i> <i>Information Systems Specialist IIIb</i> <i>Systems Analyst IIIb</i> <i>Senior Financial Analyst</i> <i>Accountant/Auditor IIIb</i> <i>GIS Senior Coordinator</i> <i>Graphic Artist Senior Coordinator</i> <i>Head Librarian IIIb</i> <i>Senior Public Info/Outreach Analyst</i> <i>Senior Legislative Analyst</i> <i>Senior Planner/Analyst</i> <i>Senior Program Coordinator</i>														

Metropolitan Transportation Commission Pay Schedule for CSR Represented Employees and Confidential Employees Fiscal Year 2020 - 2021, Effective July 1, 2020 to June 30, 2021														
The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level														
CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
PRINCIPAL	IX	\$61.3825	\$62.6101	\$63.8623	\$65.1396	\$66.4424	\$67.7712	\$69.1266	\$70.5092	\$71.9194	\$73.3577	\$74.8249	\$76.3214	\$77.8478
Contract Manager Building Manager Assistant Human Resources Manager Principal Information Systems Manager Principal Systems Manager Revenue & Budget Manager Principal Financial Analyst Accounting Manager GIS Principal Principal Public Info/Outreach Analyst Principal Legislative Analyst Principal Planner/Analyst Principal Program Coordinator														

Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.

Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1,248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.

Pay Schedule for MTC Specific Executive Employees Fiscal Year 2020-21, Effective July 1, 2020 through June 30, 2021				
CLASS/POSITION	GRADE	MIN	MAX	Hourly Base Rate
ASSOCIATE COUNSEL I/II	L/2	\$70.8414	\$94.3866	HOURLY BASE RATE
Associate Counsel I Associate Counsel II				
EXECUTIVE ADMINISTRATIVE	X/B & F/2	\$70.8414	\$94.3866	HOURLY BASE RATE
Assistant Director BARC Director				
DEPUTY GENERAL COUNSEL	L/3	\$92.9498	\$115.5715	HOURLY BASE RATE
Deputy General Counsel Senior Attorney				
EXECUTIVE MANAGEMENT	X/A & F/3	\$92.9498	\$115.5715	HOURLY BASE RATE
Section Director Deputy Financial Officer Deputy Director Administrative Director				
SENIOR DEPUTY GENERAL COUNSEL	L/4	\$103.1023	\$120.5719	HOURLY BASE RATE
Senior Deputy General Counsel				
DEPUTY EXECUTIVE DIRECTOR	X/3	\$115.7493	\$138.3360	HOURLY BASE RATE
Deputy Executive Director				
Chief Financial Officer	X/4	\$115.7493	\$138.3360	HOURLY BASE RATE
Chief Financial Officer				
Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.				
Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1,248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.				



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0846	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	5/19/2020	In control:		Administration Committee	
On agenda:	6/10/2020	Final action:			
Title:	MTC Resolution No. 4371, Revised - FY 2019-20 MTC Operating and Capital Budgets Amendment				

A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 4, approving a reduction in certain operating revenue and an increase in the reserve fund transfer of \$5.1 million to offset the operating shortfall.

Sponsors:

Indexes:

Code sections:

Attachments: [7b 20-0846 ResoNo 4371 FY2019-20 MTC Agency Budget Amendment.pdf](#)
[20-0846 ResoNo 4371 FY2019-20 MTC Agency Budget Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
6/10/2020	1	Administration Committee		

Subject:

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

A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 4, approving a reduction in certain operating revenue and an increase in the reserve fund transfer of \$5.1 million to offset the operating shortfall.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Administration Committee****June 10, 2020****Agenda Item 3b - 20-0846****MTC Resolution No. 4371, Revised –
FY 2019-20 MTC Operating and Capital Budgets Amendment**

Subject: A request to refer to the Commission MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 4, approving a reduction in certain operating revenue and an increase in the reserve fund transfer of \$5.1 million to offset the operating shortfall.

Amendment No. 4 accounts for a reduction in revenue sources primarily due to the recent economic downturn as a result of the COVID-19 pandemic and associated Shelter-in-Place orders. As a result, there are overall reductions in Transportation Development Act (TDA) sales tax revenue of \$3.2 million and Bay Area Toll Authority (BATA) revenue of \$2.1 million.

Background: The pandemic has had an immediate and significant impact on MTC operating revenue. Particularly impacted are the sales tax based revenue and toll bridge revenue that impacts the administrative transfers supporting MTC operations.


State-wide retail sales dropped almost as quickly as toll traffic. Retail sales taxes are collected through the State Board of Equalization (SBOE) and transmitted to local jurisdictions. The SBOE makes an estimate of annual revenue based on prior year collections and makes advances reconciled against actual collections on a quarterly basis. The March reconciliation alone was 13% below the FY 2018-19. Our estimates and our consultants project a total 28% drop for FY 2019-20, or \$3.2 million in reduced revenue.

BATA bridge toll traffic and revenue dropped by approximately 50% immediately following the regional shelter-in-place order issued on March 16. While we have seen some increase in toll traffic since the March 16 order, the change is not adequate to reach the original transfer budget of \$15.1 million. Current projections indicate the toll transfer will be approximately \$13 million, a decrease of just over \$2.1 million for FY 2019-20.

MTC projected a \$.2 million surplus as of FY 2019-20 Budget Amendment No. 3. As a result of the economic downturn, Budget Amendment No. 4 reflects toll collection and sales tax revenues are anticipated to decline by approximately \$5.3 million. Therefore, staff is proposing a reserve transfer of \$5.1 million to cover the projected revenue shortfall. Actual ending numbers will vary depending on the year end level of expenses and revenues. Transfers from operating reserves are not authorized without specific Commission approval.

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

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


Therese W. McMillan

Date: June 26, 2019
W.I.: 1152
Referred By: Administration
Revised: 11/20/19-C
01/22/20-C
03/25/20-C
06/24/20-C

ABSTRACT

Resolution No. 4371, Revised

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

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

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

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

This resolution was revised on June 24, 2020 for budget changes. The changes include the reduction in certain operating revenue and an increase in the reserve fund transfer of \$5.1 million to offset the operating shortfall. A reduction in revenue sources primarily due to the recent economic downturn as a result of the COVID-19 pandemic and associated Shelter-in-Place orders, results in overall reductions in Transportation Development Act (TDA) sales tax revenue of \$3.2 million and Bay Area Toll Authority (BATA) revenue of \$2.1 million.

Further discussion of the agency budget is contained in the Administration Committee Summary Sheets dated June 12, 2019, November 13, 2019, January 8, 2020, March 11, 2020, and June 10, 2020. A budget is attached as Attachments A, B and C.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4371

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

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

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

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

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Date: June 26, 2019
W.I.: 1152
Referred By: Administration
Revised: 11/20/19-C
01/22/20-C
03/25/20-C
06/24/20-C

Attachments A, B, C
Resolution No. 4371

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2019-20

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METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2019-20

SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY

Attachment A

	Amendment 3 FY 2019-20	Amendment 4 FY 2019-20	Change % Inc./(Dec)	Change \$ Inc./(Dec)
General Planning Revenue	\$32,764,504	\$29,547,807	-10%	(\$3,216,697)
Other MTC Revenue	1,336,377	1,336,377	0%	0
Transfers from other Funds	43,527,671	41,430,677	-5%	(2,096,994)
Local Revenue Grants	5,847,864	5,847,864	0%	0
Total Operating Revenue	\$83,476,416	\$78,162,725	-6%	(\$5,313,691)
Total Operating Expense	\$83,277,872	\$83,277,872	0%	\$0
Operating Surplus (Shortfall)	\$198,546	(\$5,115,145)	-2676%	(\$5,313,691)
Total Operating Revenue - Prior Year	\$14,503,963	\$14,503,963	-100%	\$0
Total Operating Expense - Prior Year	\$14,503,963	\$14,503,963	-100%	\$0
Operating Surplus (Shortfall)- Prior year	\$0	\$0	0%	\$0
Total Operating Surplus (Shortfall)	\$198,546	(\$5,115,145)	-2676%	(\$5,313,691)

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$540,000	\$540,000	0%	\$0
Total Annual Capital Expense	\$540,000	\$540,000	0%	\$0
Capital Surplus(Shortfall)	\$0	\$0	0%	\$0
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	\$198,546	(\$5,115,145)	-2676%	(\$5,313,691)

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0		
Net MTC Reserves - in(out)	\$198,546	(\$5,115,145)	-2676%	(\$5,313,691)
Current Year Ending Balance	\$0	\$0		

REVENUE DETAIL				
	Amendment 3 FY 2019-20	Amendment 4 FY 2019-20	Change % Inc./(Dec)	Change \$ Inc./(Dec)
General Planning Revenue				
FTA Section 5303	\$3,510,474	\$3,510,474	0%	\$0
FTA 5303 FY 19 carryover	1,350,737	1,350,737	0%	\$0
FTA 5304 - Diridon Plan	500,000	500,000	0%	\$0
FTA 5304 - BART Metro	466,559	466,559	0%	\$0
FHWA 1/2 % PL	8,209,054	8,209,054	0%	\$0
SB1 East Palo Alto & Dumbarton Bridge (Fund Sc# 2208)	191	191	0%	\$0
FHWA carryover FY*19	626,663	626,663	0%	\$0
SB1 - FY 2018-19 (Fund Sc# 2211)	321,676	321,676	0%	\$0
SB1 Climate Change (Fund Sc# 2209)	47,241	47,241	0%	\$0
SB1 Adaptation PI Grant FY2017-18 (Fund Sc# 2210)	445,059	445,059	0%	\$0
Sustainable Communities SB1 - Formula	2,106,140	2,106,140	0%	\$0
Sustainable Communities SB1 - FY20 Formula - Revised	64,013	64,013	0%	\$0
Sustainable Communities SB1 - Award	500,000	500,000	0%	\$0
TDA (Planning/Administrative)	14,616,697	11,400,000	-22%	(\$3,216,697)
Subtotal: General Planning Revenue	\$32,764,504	\$29,547,807	-9.8%	(\$3,216,697)
Other MTC Revenue				
STIP-PPM	\$701,377	\$701,377	0.0%	\$0
HOV lane fines	520,000	520,000	0.0%	0
Interest	115,000	115,000	0.0%	0
Subtotal: MTC Other Revenue	\$1,336,377	\$1,336,377	0.0%	\$0
Operating Transfers				
BATA 1%	\$8,096,994	\$7,000,000	-14%	(\$1,096,994)
Transfer BATA RM2	3,880,000	3,880,000	0%	0
BATA Reimbursements (Audit/misc. contracts)	980,500	980,500	0%	0
Service Authority Freeways Expressways (SAFE)	1,751,788	1,751,788	0%	0
STA Transfer	7,575,000	7,575,000	0%	0
2% Transit Transfers	239,000	239,000	0%	0
Bay Trail funds from MTC 5% and 2% Bridge Tolls	833,076	833,076	0%	0
Transfer in - Net of Membership Dues	530,000	530,000	0%	0
Transfer in - Exchange Fund	257,987	257,987	0%	0
BATA Operating for SFEP -Overhead	1,175,865	1,175,865	0%	0
ABAG Admin	100,000	100,000	0%	0
ABAG Other Programs - Overhead	840,968	840,968	0%	0
Express Lanes - Overhead	1,274,228	1,274,228	0%	0
MTC Grant Funded - Overhead	3,170,492	3,170,492	0%	0
Capital Programs - Overhead	2,371,773	2,371,773	0%	0
ABAG Regional Early Action Plan for RHNA	3,450,000	3,450,000	0%	0
BATA Transfer for employee benefits	7,000,000	6,000,000	-14%	(1,000,000)
Subtotal: Transfers from other funds	\$43,527,671	\$41,430,677	-5%	(\$2,096,994)
MTC Total Planning Revenue	\$77,628,552	\$72,314,861	-7%	(\$5,313,691)
Local Revenue Grants				
Misc. Revenue (PMP Sales)	\$2,275,000	\$2,275,000	0%	\$0
TFCA (Regional Rideshare), Spare the Air.	1,000,000	1,000,000	0%	0
Motivate/Lyft	300,000	300,000	0%	0
BAAQMD	351,067	351,067	0%	0
Cities	1,921,797	1,921,797	0%	0
Subtotal: Local Revenue Grants	\$5,847,864	\$5,847,864	0%	\$0
Total Current Year Revenue	\$83,476,416	\$78,162,725	-6%	(\$5,313,691)

MTC Prior Year Project Revenue

Prior Year Project Revenue - Federal/State

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

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

Prior Year Project Revenue - Local

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

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

Sub Total:

12,926,251

Total Prior Year Project Revenue

14,503,963

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

Total Operating Expense	\$83,277,872	\$83,277,872	0%	\$0
IX. Contractual Services - Prior Year	\$14,503,963	\$14,503,963	0%	\$0

CAPITAL PROJECTS

	LTD Budget FY 2019-20	Amendment 4 FY 2019-20	Change % Inc./Dec)	Change \$ Inc./Dec)
Annual Transfer from Reserve to Capital	\$540,000	\$540,000	0%	\$0
Legal reserve	\$0	\$0	0%	\$0
Annual Capital Expense	\$540,000	\$540,000	0%	\$0

	LTD Budget Thru FY 2019-20	Amendment 4 FY 2019-20	LTD Budget Thru FY 2019-20
Hub Signage Program			
Revenue			
Prop. 1B	\$9,729,204	\$9,729,204	(\$0)
RM2	362,000	362,000	\$0
Real Flap Sign - STA	3,106,789	3,106,789	\$0
	\$13,197,993	\$13,197,993	(\$0)
Expense			
Staff	\$1,645,697	\$1,645,697	\$0
Consultants	11,552,296	11,552,296	0
	\$13,197,993	\$13,197,993	\$0

BAY AREA FORWARD PROJECT

	Adopted FY 2019-20	C/O FY2018-19 FY 2019-20 Amendment #3	Total FY 2019-20
Revenue			
STP	9,038,923	15,966,076	\$25,004,999
CMAQ	7,499,000	5,135	\$7,504,135
STA	\$0	\$0	\$0
BATA REHAB	600,000	\$0	\$600,000
RM2 Capital	12,800,000	1,931,742	\$14,731,742
SAFE Capital	975,000	47,874	\$1,022,874
Exchange	\$0	2,590,781	\$2,590,781
Local- Cities	2,802,151	\$0	\$2,802,151
Total Revenue	\$33,715,074	\$20,541,608	\$54,256,682

Expense			
Staff	\$1,411,811		\$1,411,811
Consultants		\$20,541,608	\$20,541,608
Design Alternative Assessments/Corridor Studies	\$2,000,000		\$2,000,000
Vehicle Occupancy Enforcement Program	\$1,000,000		\$1,000,000
Richmond Access to Richmond bridge	0		\$0
Bay/Dumbarton/Richmond-San Rafael Bridges	0		\$0
Napa Forward	1,100,000		\$1,100,000
Bay Bridge Forward Implementation	11,526,112		\$11,526,112
Bay Bridge Forward ICM/Sterling Street / Other	6,100,000		\$6,100,000
SR 37 Interim project/Richmond-San Rafael Access Improver	652,151		\$652,151
SR Interim Project & Early Ecological Enhancement	225,000		\$225,000
Freeway Performance Impl. US 101	3,000,000		\$3,000,000
Freeway Performance Impl. I-580	2,500,000		\$2,500,000
Freeway Performance Impl. SR-37 / Other	1,000,000		\$1,000,000
Performance Monitoring & Tools	450,000		\$450,000
Freeway Performance Impl. I-680	0		\$0
Freeway Performance Impl I-880	2,750,000		\$2,750,000
Freeway Performance Impl. SR 84	0	\$0	\$0
Total Expense	\$33,715,074	\$20,541,608	\$54,256,682

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Work Element	Description/Purpose	Amendment 3 FY 2019-20	Amendment 4 FY 2019-20	Change \$ Inc./(Dec)
1111	Support Commission Standing Committees			
	Governance Study	\$0	\$0	\$0
	Planning Programs - Other	200,000	200,000	0
	TOTAL	\$200,000	\$200,000	\$0
1112	Implement Public Information Program			
	LWV Monitor	\$0	\$0	\$0
	Photography services for MTC/BATA	75,000	75,000	0
	Design & Production Services	150,000	150,000	0
	On-call Facilitation and Outreach	40,000	40,000	0
	Digital Promotion & Analysis	60,000	60,000	0
	On call Video Services	50,000	50,000	0
	Social Media Consultants	75,000	75,000	0
	Climate Initiatives	2,000	2,000	0
	Awards Program	45,000	45,000	0
	MTC web integration/portal	0	0	0
	Bike to Work	50,000	50,000	0
	Hub Outreach and Promotion	0	0	0
	Public Records Management System	30,000	30,000	0
	Transit Connectivity	15,000	15,000	0
	Regional Transit Mapping Project	1,280,000	1,280,000	0
	Website Maintenance for Bay Bridge Info	37,000	37,000	0
	YES Conference and BTWD Promo	25,000	25,000	0
	TOTAL	\$1,934,000	\$1,934,000	\$0
1121	Plan Bay Area			
	Horizon Public Engagement Program	\$200,000	\$200,000	\$0
	Public Opinion/Revenue Poll - CASA	0	0	0
	Horizon digital Engagement Program	128,628	128,628	0
	Y-PLAN/CBO Engagement	150,000	150,000	0
	Horizon Poll	100,000	100,000	0
	PBA Website: Development & Maintenance	50,000	50,000	0
	Blue Sky Planning	0	0	0
	Needs Assessment Assistance	0	0	0
	CALCOG MPO Coordination	40,000	40,000	0
	Horizon/PBA 2050 Digital Tool Launch/Maintenance	50,000	50,000	0
	PBA 2050 Social Media Promotion	30,000	30,000	0
	Preferred Scenario- Resilience/ED Assistance	75,000	75,000	0
	Environmental Impact Report	150,000	150,000	0
	Support for RHNA	200,000	200,000	0
	Plan Document Design	25,000	25,000	0
	TOTAL	\$1,198,628	\$1,198,628	\$0
1122	Analyze Regional Data using GIS and Travel Models			
	Travel Model Research	\$200,000	\$200,000	\$0
	Land use Model Research	175,000	175,000	0
	Travel Model Assistance	35,000	35,000	0
	Technical Support for Web Based Projects	150,000	150,000	0
	Consolidated household travel	202,000	202,000	0
	Regional Transit on Board	600,000	600,000	0
	Future Mobility Research Program	488,113	488,113	0
	Bay Area Spatial Info. System	175,000	175,000	0
	TOTAL	\$2,025,113	\$2,025,113	\$0
1125	Active Transportation			
	Bike share Low Income Community Outreach	\$0	\$0	\$0
	Bay Area Bike Share Expansion	0	0	0
	Bike share Liquidated Damages	300,000	300,000	0
	Complete Streets Workshop	0	0	0
	Bike/Ped Counts	0	0	0
	Active Transportation Plan	150,000	150,000	0
	Bike-Ped Counter Purchase/Installation Pilot	150,000	150,000	0
	Total	\$600,000	\$600,000	\$0
1127	Regional Trails			
	Bay Trail Cartographic Services	\$15,000	\$15,000	\$0
	Bay Trail Outreach & Promotion	0	0	0
	Economic Benefits of the Bay Trail Report	0	0	0
	Bay Trail Signage Installer	0	0	0
	Assessment of Existing Bay Trail Conditions/O&M/Funding Strategy	75,000	75,000	0
	TOTAL	\$90,000	\$90,000	\$0
1129	Economic Development and Forecasting			
	Data Management and Engagement	\$250,000	\$250,000	\$0
	Research Support for Economic Program	0	0	0
	Data and Research for forecasting	50,000	50,000	0
	Data and reports for economic analysis	50,000	50,000	0
	TOTAL	\$350,000	\$350,000	\$0
1132	Advocacy Coalitions			
	Legislative advocates - Sacramento	\$150,000	\$150,000	\$0
	Legislative advocates - Washington D.C.	325,000	325,000	0
	TOTAL	\$475,000	\$475,000	\$0
1152	Agency Financial Management			
	Financial Audit	\$448,166	\$448,166	\$0
	OPEB Actuary	30,000	30,000	\$0
	Financial System Evaluation/RFP	100,000	100,000	\$0
	Financial System Maintenance	10,000	10,000	\$0
	TOTAL	\$588,166	\$588,166	\$0

Work Element	Description/Purpose	Amendment 3 FY 2019-20	Amendment 4 FY 2019-20	Change \$ Inc./(Dec)
1153	Administrative Services			
	Organizational and Compensation	\$200,000	\$200,000	\$0
	Mineta Transportation Institute	100,000	100,000	0
	Ergonomics	50,000	50,000	0
	SBE Pilot Program	150,000	150,000	0
	Internship Program	200,000	200,000	0
	TOTAL	\$700,000	\$700,000	\$0
1161	Information Technology Services			
	Data Security Improvements	\$75,000	\$75,000	\$0
	Web/DB Application Development/Integration	70,000	70,000	0
	Network Assistance	50,000	50,000	0
	Business Process ID - Planning	325,000	325,000	0
	Process improvements - automated forms/app	100,000	100,000	0
	Change training	25,000	25,000	0
	Website Operations Maintenance and Enhancement (AlyshaN)	250,000	250,000	0
	Information Management & Governance	50,000	50,000	0
	Regional Map	325,000	325,000	0
	Salesforce Development	650,000	650,000	0
	TOTAL	\$1,920,000	\$1,920,000	\$0
1212	Performance Measuring and Monitoring			
	Vital Signs Website Development	\$250,000	\$250,000	\$0
	Federal Performance Monitoring	0	0	0
	TOTAL	\$250,000	\$250,000	\$0
1222	Regional Rideshare Program			
	511 Ridesharing Program Operations	\$0	\$0	\$0
	Regional Vanpool Supprt Program	750,000	750,000	0
	Regional Carpool Program	250,000	250,000	0
	TOTAL	\$1,000,000	\$1,000,000	\$0
1223	Operational Support for Regional Programs			
	TMC Asset Upgrade and Replacement	\$421,000	\$421,000	\$0
	Regional ITS Architecture Update	0	0	0
	TMS Program Strategic Plan	125,000	125,000	0
	TOTAL	\$546,000	\$546,000	\$0
1224	Regional Traveler Information			
	511 Transit system	\$0	\$0	\$0
	511 Communications	10,000	10,000	0
	511 Alerting	100,000	100,000	0
	511 Web Hosting	50,000	50,000	0
	511 Innovation Lab	300,000	300,000	0
	TOTAL	\$460,000	\$460,000	\$0
1233	Transportation Asset Management			
	Software Development and Maintenance	\$1,750,000	\$1,750,000	\$0
	Transit Capital Inventory	254,549	254,549	0
	Software Training Support	300,000	300,000	0
	PTAP Projects	407,297	407,297	0
	Quality Assurance Program	75,000	75,000	0
	StreetSaver Software Development	300,000	300,000	0
	Regional Transit Asset Management Initiatives	250,000	250,000	0
	TOTAL	\$3,336,846	\$3,336,846	\$0
1234	Arterial Operations			
	Program for Arterial System	\$0	\$0	\$0
	Arterial Operations Pass	600,000	600,000	0
	Arterial Operations IDEA CAT 1&2	700,000	700,000	0
	TOTAL	\$1,300,000	\$1,300,000	\$0
1235	Incident Management			
	Incident Management Concept of Operations	\$175,000	\$175,000	\$0
	Regional Communication Infrastructure	0	0	0
	Incident Management Task Force	0	0	0
	Incident Analytics Module	175,000	175,000	0
	TOTAL	\$350,000	\$350,000	\$0
1238	Technology-Based Operations & Mobility			
	Connected Vehicles/Tech.-Based Op.& Mob.	\$0	\$0	\$0
	Commute Challenge	\$2,000,000	\$2,000,000	\$0
	TOTAL	\$2,000,000	\$2,000,000	\$0
1310	Planning for Lifeline Transportation Program			
	Coordinated Plan Implementation Activities	\$20,000	\$20,000	\$0
	TOTAL	\$20,000	\$20,000	\$0
1311	Means Based Fare Program			
	Means Based Fare Program	\$6,000,000	\$6,000,000	\$0
	Coordinated Technology Platform for Paratransit Trips	0	0	0
	TOTAL	\$6,000,000	\$6,000,000	\$0
1413	Climate Initiative			
	Global Climate Summit	\$0	\$0	\$0
	EV Strategic Council	35,000	35,000	0
	Off-Model Climate Program analysis/Plan Bay Area	150,000	150,000	0
	Parking program development/implemetation	100,000	100,000	0
	TOTAL	\$285,000	\$285,000	\$0

Work Element	Description/Purpose	Amendment 3 FY 2019-20	Amendment 4 FY 2019-20	Change \$ Inc./(Dec)
1415	Road Maintenance & Rehabilitation Adaption PL East Palo Alto and Dumbarton Bridge Resiliency Study			
	TOTAL	\$40,191	\$40,191	\$0
1416	State Routes 37 Res. Corridor Program State Routes 37 Res. Corridor Program for Marin & Sonoma	\$600,000	\$600,000	\$0
	TOTAL	\$600,000	\$600,000	\$0
1514	Regional Assistance Programs TDA Clims/Fund Estimate online Migration and Reporting Performance audits - TDA audit & RM2 Oversight	\$0	\$0	\$0
	TOTAL	274,000	274,000	0
		\$274,000	\$274,000	\$0
1515	State Programming, Monitoring and STIP Dev. FMS Developer	\$187,200	\$187,200	\$0
	TOTAL	\$187,200	\$187,200	\$0
1517	Transit Sustainability Transit Sustainability Planning Fare Integration Southern Alameda County Integrated Rail Transit Core Capacity Phase 2 Planning/Implementation SRTP	\$224,000	\$224,000	\$0
	TOTAL	600,000	600,000	0
		883,887	883,887	0
		0	0	0
		360,000	360,000	0
		\$2,067,887	\$2,067,887	\$0
1520	BART Metro 2030 and Beyond BART Metro 2030 and Beyond	\$529,559	\$529,559	\$0
	TOTAL	\$529,559	\$529,559	\$0
1615	Connecting Housing and Transportation CASA Facilitation	\$2,052,811	\$2,052,811	\$0
	TOTAL	\$0	\$2,052,811	\$0
1616	RAMP Regional Advance Mitigation projects	\$43,495	\$43,495	\$0
	TOTAL	\$0	\$43,495	\$0
1617	Technical Assistance Strategic Planning Technical Assistance Strategic Planning	\$1,000	\$1,000	\$0
	TOTAL	\$0	\$1,000	\$0
1619	Diridon Concept Plan Diridon Concept Plan	\$500,000	\$500,000	\$0
	TOTAL	\$0	\$500,000	\$0
1611	Transportation and Land Use Coordination Rail Volution Transportation and Land Use Project PDA Implementation TOD Policy Update PDA Assessment Bay Area Framework Guidelines Planning Regional Catalyst Projects analysis	\$25,000	\$25,000	\$0
	TOTAL	0	0	0
		0	0	0
		250,000	250,000	0
		150,000	150,000	0
		50,000	50,000	0
		186,720	186,720	0
		\$661,720	\$661,720	\$0
1613	Road Maintenance & Rehab Acct Local & Regional climate change	\$47,241	\$47,241	\$0
	TOTAL	\$0	\$47,241	\$0
1612	Climate Adaption Consulting (BARC)	\$121,000	\$121,000	\$0
106	Legal Services	\$538,000	\$538,000	\$0
	Total consultant contracts:	\$30,648,310	\$33,292,857	\$0

LTD Federal Grants Budget

Attachment B

		1	2	3 = (1-2)	4	5	6	7 = (3+4-5-6)
STP Grants		LTD Grant thru FY 2018	LTD Actual & Enc thru FY 2019	Balance thru FY 2019	New Grant FY 2019-20	staff budget FY 2019-20	Consultant budget FY 2019-20	Balance FY 2019-20
Grant # / Fund Source #	Project Description							
6084-175 1801	MTC Regional Planning	\$51,629,000	\$51,535,245	\$93,755				\$93,755
6084-176 1803	511 Grant	32,500,000	32,487,662	12,338				12,338
6084-179 1806	Pavement Management	6,000,000	5,965,814	34,186				34,186
6084-180 1809	FPI	4,000,000	3,925,000	75,000				75,000
6084-186 1812	OBAG Regional PDA	8,740,305	8,740,305	-				-
6084-193 1816	Arterial Operations	2,500,000	2,497,517	2,483				2,483
6084-198 1818	Pavement Management	6,000,000	4,043,644	1,956,356			1,900,000	56,356
6084-199 1819	511 Traveler Information	8,750,000	8,634,911	115,089				115,089
6084-201 1820	Freeway Performance Initiative	3,480,000	3,480,000	-				-
6084-205 1822	Pavement Management	1,847,000	721,007	1,125,993				1,125,993
6160-027 1823	Incident Management	517,000	480,300	36,700				36,700
6084-206 1826	CMA Planning	56,932,000	55,732,000	1,200,000			0	1,200,000
6084-207 1827	MTC Planning	9,555,000	2,930,865	6,624,135	35,000	2,310,533	206,467	4,142,135
6084-213 1833	511 Next Generation	11,226,000	6,239,204	4,986,796			4,406,000	580,796
6084-212 1834	TMS Program	2,910,000	447,818	2,462,182		531,068		1,931,114
6084-222 1835	Incident Management	4,160,000	531,028	3,628,972		655,439		2,973,533
6084-225 1836	TMC Asset	1,150,000	11,475	1,138,525			430,000	708,525
6084-228 1838	Freeway Performance -SR 84	1,000,000	275,000	725,000				725,000
6084-232 1839	PDA Planning & Implementation	8,550,000	2,389,923	6,160,077		500,000	5,600,000	60,077
6084-226-1841	Active Operational Management	12,250,000	3,717,297	8,532,703	2,000,000	2,576,056	2,450,000	5,506,647
6084-227-1842	Enhance Arterial: CATI	7,000,000	6,211,608	788,392	3,915,000		3,915,000	788,392
6084-230 1843	Commuter Parking O&M	2,500,000	72,888	2,427,112	-		2,427,112	-
6084-231 1844	Freeway Performance - 1880 Corridor	3,000,000	250,000	2,750,000			2,750,000	-
6084-233 1845	Freeway Performance - 1680 Corridor	14,000,000	14,000,000	-			0	-
6084-235 1846	I-880 Communications Infrastructure	2,500,000	8,108	2,491,892			2,200,000	291,892
New	511 Implementation				5,700,000	1,504,410		4,195,590
New	Connected Automated Vehicles Projects				2,500,000		2,500,000	-
New	Commute Challenge				6,000,000		6,000,000	-
New	Transportation Management Systems				3,000,000		3,000,000	-
New	Bikeshare Program (New STP)				700,000	257,987		442,013
6084-241 1847	Shared Use Mobility				2,500,000		2,500,000	-
		\$262,696,305	\$215,328,620	\$47,367,684	\$26,350,000	\$8,335,493	\$40,284,579	\$25,097,612
CMAQ Grants								
6084-160 1589	Arterial Operations	\$10,750,000	\$10,541,843	\$208,157	\$0	\$0	\$0	\$208,157
6160-018 1596	Freeway Performance	8,608,000	8,510,904	97,097				97,097
6084-176 1804	511 Grant	16,270,000	16,270,000	-				-
6084-188 1814	Regional Bicycle Program	394,636	313,982	80,654		67,000		13,654
6084-202 1824	Climate Initiatives	1,300,000	704,610	595,390			200,000	395,390
6084-209 1825	Operate Car Pool Program	8,000,000	2,295,219	5,704,781		218,910	1,550,000	3,935,871
6084-211 1828	Commuter Benefits Implementation	1,379,000	470,803	908,197		128,105	240,000	540,092
6084-210-1829	Incident Management	19,478,000	2,198,799	17,279,201			17,200,000	79,201
6084-215 1830	Spare the Air Youth Program	2,463,000	2,451,768	11,232				11,232
6084-216 1831	Arterial/Transit Performance/Rideshare	5,000,000	1,812,750	3,187,250			3,000,000	187,250
6084-208 1832	Vanpool Program	2,000,000	251,000	1,749,000			500,000	-
6084-220 1837	I-880 ICM Central Segment	1,142,000	14,235	1,127,765			1,127,765	0
6084-219 1840	BBF West Grand TSP	1,000,000	1,000	999,000			999,000	-
6084-243 1849	Targeted Transportation Alternatives			325,000			325,000	-
New	Freeway Performance Impl. I-580				5,000,000		2,500,000	2,500,000
New	Freeway Performance Impl. SR-37 / Other				18,000,000		1,000,000	17,000,000
New	I880 Central Segment Project Study				8,840,000		1,000,000	7,840,000
6084-242 1848	Regional Car Sharing			1,200,411			1,200,411	-
New	Freeway Performance Impl. US 101				3,000,000		3,000,000	-
New	Climate Initiatives			10,875,000			10,875,000	-
		\$77,784,636	\$45,836,913	\$44,348,134	\$34,840,000	\$414,015	\$44,717,176	\$32,807,944
FTA GRANTS								
CA57-X023 1623	New Freedom	\$1,545,232	\$1,462,654	\$82,578	\$0	\$0	\$0	\$82,578
CA37-X104 1625	JARC	2,654,120	2,654,120	(0)	-	-	-	(0)
CA37-X133 1627	JARC	1,004,559	874,366	130,193	-	-	-	130,193
CA37-X164 1629	JARC	805,190	805,190	0	-	-	-	0
CA37-X177 1630	JARC	2,430,952	1,868,961	561,991	-	-	300,000	261,991
CA34-X001 1631	FTA 5339 - Bus Purchases	10,506,277	10,506,277	-	-	-	-	-
CA57-X109 1632	New Freedom	1,383,631	1,283,375	100,256	-	-	-	100,256
CA34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	11,962,726	277,289	-	-	-	277,289
CA34-0032 1634	FTA 5339 - Bus Purchases	11,515,172	11,242,155	273,017	-	-	-	273,017
		\$44,085,148	\$42,659,824	\$1,425,324	\$0	\$0	\$300,000	\$1,125,324
Other Grants								
SHA 6084-184 1112	FHWA - SHRP2	\$700,000	\$692,354	\$7,646	\$0		\$0	\$7,646
16-X065-00 1635	FTA 5310	347,000	247,000	100,000			100,000	-
G16AP00172 1312	USGS National Grant - G16AC00172	42,031	33,884	8,147				8,147
G15AP00118 1313	USGS National Grant - G15AC00118	12,500	11,812	688				688
G17AC00239 1315	USGS National Grant - G17AC00136	50,000	48,868	1,132				1,132
G140CG0318P 1316	USGS National Grant - G140G0318P0151	24,400	24,400	-				-
BF-99T455 1340	Environmental Protection Agency (EPA)	1,074,579	516,989	557,590		-		557,590
CA000007-01 1342	Environmental Protection Agency (EPA)	1,200,000	457,600	742,400		250,000		492,400
EMF2016 1372	Federal Emergency Management Agency	299,221	183,077	116,144				116,144
CARB 2404	California Air Resources Board	2,250,000	973,820	1,276,180				1,276,180
14 -003 2800	Coastal Conservancy	726,931	485,536	241,395	21,992		263,387	-
10-092 2801	Coastal Conservancy	1,314,909	749,142	565,767		175,000	185,000	205,767
North Bay 5007	Rockefeller Philanthropy Advisors			3,961				3,961
New	LCTOP - Cap. & Trade				4,800,000		4,800,000	-
New	SSARP Planning Grant			500,000			500,000	-
New	State Coastal Conservancy Prop. 68				1,400,000		1,400,000	-
New	State Coastal Conservancy Prop. 68				600,000		600,000	-
New	FEMA			300,000		175,000	100,000	25,000
New	USGS National Grant			75,000	-	-	-	75,000
		\$8,041,571	\$4,424,482	\$4,496,050	\$6,821,992	\$600,000	\$7,948,387	\$2,769,655
Total Federal Grants Budget		\$392,607,660	\$308,249,839	\$97,637,193	\$68,011,992	\$9,349,508	\$93,250,142	\$61,800,535

CONTRACTUAL SERVICES DETAIL Federal Grants

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

Attachment C

Clipper Operating:

	Amendment 3 FY 2019-20	Prior Year Enc.	Amendment 4 FY 2019-20		Change \$ Inc./(Dec)
Revenue:					
RM2	\$3,469,614		\$3,469,614	0%	\$0
STA	9,747,119		9,747,119	0%	0
Inactive Accounts	2,960,359		2,960,359	0%	0
Transit Operators	23,773,381		23,773,381	0%	0
Total clipper operating Revenue	\$39,950,473	\$0	\$39,950,473	0%	\$0
Expenses:					
Staff cost	\$1,152,346		\$1,152,346	0%	0
Travel & Other General Ops.	93,233		93,233	0%	0
Promotion/Outreach/Fare Inc.	3,000,000		3,000,000	0%	0
Clipper Operations	35,704,894		35,704,894	0%	0
Total clipper operating Expense	\$39,950,473	\$0	\$39,950,473	0%	\$0

Clipper 1 Capital:

	LTD Budget Thru FY2019-20	Amendment 4 FY 2019-20	LTD Budget Thru FY2019-20
Revenue:			
CMAQ	\$66,669,515	\$0	\$66,669,515
Card Sales	17,951,267	\$0	17,951,267
Unregistered Inactive Cards	0	\$0	0
Low Carbon Transit Operations (LCTOP)	7,777,971	\$0	7,777,971
ARRA	11,167,891	\$0	11,167,891
FTA	14,072,565	\$0	14,072,565
STP	31,790,753	\$0	31,790,753
STA	21,946,540	\$0	21,946,540
Prop 1B	1,115,383	\$0	1,115,383
SFMTA	8,005,421	\$0	8,005,421
GCGHTD	2,975,000	\$0	2,975,000
BART	725,000	\$0	725,000
MTC Exchange Fund	7,573,878	\$0	7,573,878
BATA	26,864,813	\$0	26,864,813
Transit Operators	10,279,437	\$0	10,279,437
WETA	603,707	\$0	603,707
Sales Tax	890,216	\$0	890,216
Total Clipper 1 capital Revenue	\$230,409,357	\$0	\$230,409,357

Expense:

Staff Costs	\$13,831,306	\$0	\$13,831,306
Travel	3,208	\$0	3,208
Pilot Equipment Maintenance	3,093,834	\$0	3,093,834
Transit Agency Funded Projects	10,333,144	\$0	10,333,144
Design	54,690,574	\$0	54,690,574
Site Preparation	3,899,437	\$0	3,899,437
Construction	21,867,682	\$0	21,867,682
Consultants	28,572,623	\$0	28,572,623
Engineering	7,953,061	\$0	7,953,061
Communications	1,583,000	\$0	1,583,000
Marketing	2,212,029	\$0	2,212,029
Financial Services	391,600	\$0	391,600
Equipment	49,226,873	\$0	49,226,873
Clipper Cards	26,240,095	\$0	26,240,095
Other	6,510,891	\$0	6,510,891
Total Clipper 1 Expense	\$230,409,357	\$0	\$230,409,357

Clipper 2 Capital:

	LTD Budget Thru FY2019-20	Amendment 4 FY 2019-20	LTD Budget Thru FY2019-20
Revenue:			
STP	\$4,569,554	\$0	\$4,569,554
FTA	10,078,133	\$0	10,078,133
Toll Bridge	23,000,000	\$0	23,000,000
OBAG 2	34,000,000	\$0	34,000,000
Prop 1B/LCTOP	4,000,000	\$0	4,000,000
FTA Funds	22,684,772	\$0	22,684,772
FTA Funds shifted from C1 to C2	13,140,784	\$0	13,140,784
CMAQ Funds shifted from C1 to C2	2,034,320	\$0	2,034,320
STP Funds shifted from C1 to C2	5,747,333	\$0	5,747,333
Transit Operators Funds shifted C1 to C2	4,077,563	\$0	4,077,563
Projected FTA/FHWA Funds	88,000,000	\$0	88,000,000
Golden Gate Pass through	5,000,000	\$0	5,000,000
Low Carbon Transit Operations (LCTOP)	0	\$0	0
BATA	260,000	\$0	260,000
Transfer in SGR	0	\$0	0
STA	2,410,841	\$0	2,410,841
Total Clipper 2 Revenue	\$219,003,300	\$0	\$219,003,300

Expense:

Staff Costs	\$9,767,141	\$0	\$9,767,141
Equipment	7,591,903	0	7,591,903
Consultants	175,776,496	0	175,776,496
Sales Taxes	4,250,000	0	4,250,000
Contingency	21,617,760	0	21,617,760
Total Clipper 2 Expense	\$219,003,300	\$0	\$219,003,300

CONTRACTUAL SERVICES DETAIL
Prior Year Contractual and Professional Services

		Prior year BUDGET FY 2018-19
Work Element	Description/Purpose	
1111	Placeworks	7,187.50
	Timothy Papandreou	18,000.00
	Portland State University	10,000.00
		\$35,188
1112	Daily Journal Corp.	79,383.18
	SPUR	10,000.00
	City Id Ltd	138,453.74
	Visual Strategies	117,111.92
	Symmetrical Designs	26,630.00
	Lowercase Productions	7,027.71
	International Effectiveness	5,740.30
	Craft & Commercial LLP	51,257.60
	Civic Repsonse Group	1,472.44
	League of Women Voters	25,000.00
	Visions Plus	10,728.37
	Circlepoint	76,651.67
		\$549,457
1121	Thomas Law Group	45,545.88
	San Jose State University	46,715.94
	Management Partners	848.21
	Exygy Inc	84,578.70
	CA Association of Council Govt.	804.00
	Aecom Technical Services Inc	45,000.00
	Visual Strategies	8,600.00
	Bay Area Council Institute	20,000.00
	LeSar Development Consultants	23,020.73
	Civic Edge, LLC	33,615.93
	Economic and Planning Systems	29,970.00
	EMC Research	110,000.00
	Trust for Conservation	0.00
	Aecom Technical Services Inc	1,076.67
	Sacred Heart School	2,000.00
	Community Resources For Inde	0.00
	West Oakland Environmental	0.00
	Lighthouse for the Blind	8,000.00
	Urban Institute Press	87,026.04
	Brown and Caldwell	15,342.02
		\$562,144
1122	Parsons Brinckerhoff	11,374.49
	Resource Systems Group, Inc.	299,386.10
	Sam Schwartz Engineering	1,206.86
	Resource Systems Group, Inc.	205,092.90
	Redhill Group	55,499.66
	Corey, Canapary	47,068.46
	Urbanism, Inc.	17,050.00
	ETC Institute	79,338.33
	Parsons Brinckerhoff	40.00
		\$716,057
1124	Cambridge Systematics	\$50,705
1125	PlaceWorks	85,355
	Vertiba, LLC	49,875
		\$135,230
1126	Bay Area Conservation	\$2,406
1128	Visual Strategies	7,906
	Rutherford & Chekene	80,290
		\$88,196
1129	Center for Continuing Study of the CA Economy	24,875
	Bay Area Council Economic Institute	10,000
	SFMADE INC	5,500
		\$40,375
1212	Exygy Inc	\$155,861
1222	WSP (Parsons Brinkerhoff)	8,374
	WSP (Parsons Brinkerhoff)	84,341
	Enterprise Rent-A-Car	173,613
		\$266,328
1223	Iteris, Inc.	71,763
	Delcan	83,763
		\$155,526
1224	Iteris, Inc.	30,838
	Civic Resource Group	33,534
	Kimley Horn	2,029
	Iteris, Inc.	109,071
		\$175,472
1229	URS	\$55,151

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0765 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/30/2020 **In control:** Administration Committee
On agenda: 6/10/2020 **Final action:**
Title: MTC Resolution No. 4422, FY 2020-21 MTC Operating and Capital Budgets

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4422, the MTC FY 2020-21 Operating and Capital Budgets. The budget is balanced as submitted including a \$1.0 million transfer from the MTC Operating reserve to cover the revenue shortfall.

Sponsors:

Indexes:

Code sections:

Attachments: [7c 20 0765 ResoNo 4422 FY2020-21 MTC Operating and Capital Budgets.pdf](#)
[20 0765 ResoNo 4422 FY2020-21 MTC Operating and Capital Budgets.pdf](#)
[20 0765 Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
6/10/2020	1	Administration Committee		

Subject:

MTC Resolution No. 4422, FY 2020-21 MTC Operating and Capital Budgets

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4422, the MTC FY 2020-21 Operating and Capital Budgets. The budget is balanced as submitted including a \$1.0 million transfer from the MTC Operating reserve to cover the revenue shortfall.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Administration Committee**

June 10, 2020

Agenda Item 3c - 20-0765

**MTC Resolution No. 4422,
FY 2020-21 MTC Operating and Capital Budgets**

Subject: A request that the Committee refer to the Commission for approval, MTC Resolution No. 4422, the MTC FY 2020-21 Operating and Capital Budgets. The budget is balanced as submitted including a \$1.0 million transfer from the MTC Operating reserve to cover the revenue shortfall.

Background: The Commission is only too aware of the financial impact the current health crisis has imposed on the national, state and Bay Area economy. The nation ended the 2019 calendar year with an economic growth rate of 2.3%. By March 2020 the Gross National Product (GNP) had declined by 5.0% putting the economy into a sharp recession.

The most immediate impact to MTC is the drop in toll traffic and the severe decline in regional sales tax, impacting a number of MTC revenue sources. The sharp economic drop is projected to result in a revenue shortfall of just over \$5.0 million ending the FY 2019-20 budget year.

There are any number of economic forecasts attempting to estimate just how deep and prolonged the current economic recession will be. The word “unprecedented” is utilized a great deal to describe the speed and depth of the current economic situation. For example, comparing the 2008-2010 recession:

	<u>2008-2010</u>	<u>March-May 2020</u>
<u>Unemployment (National)</u>		
Number	15m	38m+
Percent	10%	21%
<u>GNP Drop (%)</u>	- 2.6%	- 5.0%
<u>Retail Sales (Regional)</u>		
\$	-\$47m	-\$42m
%	20%	12%
<u>Toll Traffic (BATA)</u>		
Vehicle Trips	-6.9m	-10m
%	5.4%	6.0%

If the recession of 2008 is any sort of a guide, sales tax revenue and toll traffic did not recover to pre-recession levels until FY 2013 and FY 2014 respectively. As to the length of the recession, GNP made up recession losses during 2010 while the number of jobs did not recover to pre-recession levels until 2015. History suggests an economic recovery period of anywhere from 2-7 years.

The three largest revenue sources in MTC are sales tax based, toll revenue transfers from the Bay Area Toll Authority (BATA), and grants. Evaluating the exposure of these revenue sources to the current economy is difficult.

FY 2020-21 Budget Strategy

MTC started the budget process with a projected FY 2020-21 deficit of approximately \$5.0 million. In the final analysis the remaining deficit is now just under \$1.0 million. The reduction was achieved through \$2.0 million in new revenue and \$2.0 million in expense cuts. The \$2.0 million in new revenue includes \$800,000 in one-time sources that will not be repeated in future years. The balance represents permanent changes in revenue and expense, particularly the reduction of unfunded pension and Other Post-Employment Benefits (OPEB) liability costs.

The basic strategy to manage the remaining revenue shortfall is to manage cash flow.

- No new positions
- Hold all discretionary spending to prior year level or below
- Maintain contract expenditures at FY 2019-20 level
- “Strategic” hiring controls
 - Fill all essential vacancies
 - Maintain a minimum “equivalent” of 10 vacant positions

The strategy for meeting the balance of the revenue shortfall is basically “zero-base” the FY 2020-21 budget, hold the line on expenses and control hiring. Cash flow should make up the revenue difference and minimize the draw on the operating reserve. If, for example, we maintain the equivalent of 10 vacant positions, the budget savings is \$2.5 million with a monthly cash flow savings over \$200,000, more than an offset for the budgeted revenue shortfall. The 10 vacancies represent a “core” or minimum going into the budget year, if financial circumstances change the “core” vacancy number might change as well.

Positions

As the parent agency, MTC must approve all staffing for all entities. The total authorized positions, both full time regular (FTR) and full-time project-based term-limited, requested for MTC and all operating entities in the FY 2020-21 Budget is 300, which is a reduction of five full time positions in comparison to FY 2019-20.

	FY 2020	Change	FY 2021
FTR	292	-2	290
Project Based	<u>13</u>	<u>-3</u>	<u>10</u>
Total Authorize	305	-5	300

The FTR position reductions include one paralegal and an analyst in Local Government Services. In addition, 2.5 project based positions will be replaced with existing internal staff. No further increases to regular or project staffing levels can be made without further commission approval. All positions proposed for reduction are currently vacant.

There were other mitigations considered, such as deferring cost of living or merit increases and agency-wide furloughs, that may be necessary later but we believe the current mitigations are adequate. In addition, there are potential offsetting issues that are not yet built into the budget model:

- Faster revenue recovery – especially toll traffic
- Release of Regional Measure (RM) 3 administrative transfer from escrow

Above all, with a projected deficit of less than 1.0% of total operating expenses and the fact MTC has a funded equity position projected to be just over 50% of the proposed FY 2021 Operating Budget, we believe the proposed mitigations are adequate going into FY 2020-21. Obviously we will be watching revenue and expenses carefully and reporting any material change to the Commission as part of our quarterly financial reports.

MTC Budget

The proposed FY 2020-21 MTC budget is balanced but requires a \$1.0 million transfer from the operating reserve to cover the revenue shortfall. Expenses have been cut by \$4.9 million, or 6%. However, that will still leave a small deficit of just under \$1 million. The proposed FY 2020-21 reserve transfer follows an estimated reserve transfer of \$5.1 million to cover the anticipated revenue shortfall for FY 2019-20. This will drop the total MTC operating reserve to \$41 million going into FY 2021-22, which is 52% of the MTC FY 2020-21 operating budget included in **Attachment A**.

Operating Revenue

MTC revenue proposed for FY 2020-21 will be down approximately 8% from the adopted FY 2019-20 MTC Operating Budget. MTC revenue change consists of:

	FY 2019-20 Amend. 3	FY 2019-20 Amend. 4	FY 2020-21 Proposed
Planning Revenue	\$32.8	\$29.6	\$30.0
Operating Transfers	43.5	41.4	36.0
State & Local	5.8	5.8	10.1
Grants			
Other	<u>1.3</u>	<u>1.3</u>	<u>1.3</u>
	<u>\$83.4</u>	<u>\$78.1</u>	<u>\$77.4</u>

Between Amendment No. 3 and 4, FY 2019-20 revenue dropped \$5.3 million. The proposed budget for FY 2020-21 estimates a further reduction, making the revenue loss a total of nearly \$6 million from the FY 2019-20 Amendment No. 3 adopted budget.

General Planning Revenue consists mainly of Federal transportation planning funds, Senate Bill (SB1) and Transportation Development Act (TDA) sales tax revenue sources dedicated to transportation planning. TDA revenue, which is 36% of planning revenue, has declined from \$14.6 to \$11.4 or over 20% during FY 2019-20 alone while the estimate for the FY 2020-21 budget is just under \$11 million for a total drop of 25% since adoption of the FY 2019-20 budget.

Operating Transfers are equity transfers from other funds, mainly BATA and State Transit Assistance (STA) as well as overhead charges to state and federal grants that support MTC programming. Operating Transfers make up 47% of the proposed FY 2020-21 operating budget. The drop in the proposed FY 2020-21 budget is mainly the drop in BATA transfers from reduced toll traffic.

Operating Expenses

MTC Operating expenses will drop 6%, \$4.9 million in the proposed FY 2020-21 budget. Every expense category will be down in the proposed FY 2020-21 budget with the exception of Information Systems. In addition to holding-the-line or “Zero Base” from most categories, MTC will benefit from changes in unfunded post-employment obligations.

<u>Unfunded Liability</u>	2020	2021
OPEB	\$7.5 m	\$0
PERS	<u>36.7 m</u>	<u>\$20.1 m</u>
Total	<u>\$44.2m</u>	<u>\$20.1 m</u>
Annual costs		
OPEB	\$3.6 million	\$2.3 million
PERS	\$3.7 million	\$2.5 million

Accelerated payments to PERS and OPEB accounts have reduced the total outstanding liability by nearly 55%.

The proposed cost reductions for FY 2020-21 include:

	Reduction	%
Salaries & Benefits	\$3,625,000	9%
General Operations	855,000	26%
Other	246,000	28%
Contractual Services	<u>451,000</u>	1%
Total Budget Reductions	<u>\$5,177,000</u>	<u>6%</u>

A slight increase in the Computer Services budget of \$250,000 will reduce the savings to \$4,927,000. Despite the overall decline in operating expenses, MTC will still have a revenue shortfall of approximately \$1.0 million.

MTC Capital Projects

MTC has two capital programs, Equipment Replacement and Bay Bridge Forward. The Equipment Replacement budget is broken into two components:

	FY 2020	FY 2021
Equipment Replacement	\$540,000	\$566,000
Employee Purchase	<u>0</u>	<u>250,000</u>
Total Funding	<u>\$540,000</u>	<u>\$816,000</u>

The employee purchase program will be broken out separately in the FY 2020-21 budget in anticipation of employees working remotely. The Equipment Replacement funding will be \$566,000 for FY 2020-21, bringing the total Equipment Replacement budget to just over \$1 million. Funding for these programs is designated as part of the MTC reserve designations and transferred to the program at the start of the year.

The second MTC capital project is the Bay Bridge Forward project. The project consists of 15 individual projects covering improvements from bicycle lanes to freeway improvements. The projects are funded by a combination of federal, state, and local grant sources. The total revenue budget for the projects is \$54.3 million and \$34.2 million for FY 2019-20 and FY 2020-21 respectively.

Grant Funded Projects

MTC has an open project list of \$266 million in active project grants through FY 2019-20. The proposed budget for FY 2020-21 will add approximately \$33.9 million in new proposed grant funding as follows:

	Grant Award	FY 2021
STP	\$182	\$ 19.9
CMAQ	\$ 46	10.9
FTA	\$ 28	.2
State & Local	<u>\$ 10</u>	<u>2.9</u>
Total	\$266	\$33.9

Life-to-date funding will now be \$300 million in MTC managed projects. A complete listing of the proposed projects is included in **Attachment B**.

Clipper - Operating

The proposed Clipper Operating budget for FY 2020-21 is balanced with a proposed reduction in revenue and expense.

	FY 2020	FY 2021	Change
Clipper I	\$40m	\$35.6m	11%
Clipper II	\$0	\$2.0m	N/A

The reduction in Clipper I is mainly the result of a reduced transit operator payments of \$4.4 million with offsetting reductions in promotion and Clipper Operations to offset the reduced operator payments. Details are included in Attachment C.

Clipper Capital

The Clipper Capital program consists of the Clipper I Program which is winding down the original Clipper development project and Clipper II which is designing and developing the new Clipper project.

	FY 2020	FY 2021	Change
Clipper I	\$230m	\$237m	\$ 7m
Clipper II	\$219m	\$229m	\$10m

Both projects are adding small amounts to the budget for FY 2020-21. Clipper I is adding \$6.5 million from card sales and transit operators for staff support and Clipper cards. Clipper II is adding \$10 million from inactive accounts and state of good repair funds for staff support and consulting services. A complete detail is in **Attachment C**.

MTC Net Equity Position

MTC has established a series of long and short term funded net equity reserves. The goal of the reserve is to

- Cover year end obligations
- Cover long term liabilities

- Provide liquidity for operations and grants

The principal goal of the MTC reserve base is to maintain 6 months of funded liquidity for MTC operations.

The FY 2020-21 budget as proposed will make the third consecutive year MTC has drawn from the reserve to balance revenue and expenses. MTC has a structural deficit with expenses growing faster than revenue. This structural problem will be exacerbated by the current economic recession. While MTC has the resources to overcome the revenue shortfall, the fact that over \$6 million in reserves has been committed between FY 2020 and FY 2021 cannot be overlooked in planning future, non-recession budgets.

Recommendation: Staff recommends approval of MTC Resolution No. 4422 authorizing the FY 2020-21 MTC Operating and Capital Budgets and directing staff to submit Resolution No. 4422 to the MTC Commission for approval.

Attachments: MTC Resolution No. 4422, MTC Operating and Capital Budgets for FY 2020-21.



Therese W. McMillan

Date: June 24, 2020
W.I.: 1152
Referred By: Administration

ABSTRACT

Resolution No. 4422

This resolution approves the Agency Budget for FY 2020-21

Further discussion of the agency budget is contained in the Administration Committee Summary Sheets dated June 10, 2020. A budget is attached as Attachments A, B and C.

Date: June 24, 2020
W.I.: 1152
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4422

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

WHEREAS, on May 27, 2020 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2020-21 with the adoption of MTC Resolution No. 4421; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2020-21; and

WHEREAS, the final draft MTC Agency Budget for FY 2020-21 as reviewed and recommended by the Administration Committee will be consistent with the OWP as adopted pursuant to MTC Resolution No. 4421; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2020-21, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2020-21, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2020-21, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

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

Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2020-21; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2020-21; and, be it further

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

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2020-21 as follows: Benefits, Liability, Compensated Absences , Encumbrances, Building, Unfunded Pension Obligation, Other Post-Employment Benefits (OPEB) and Capital and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$1,000,000 for computer capital and replacement. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2020-21 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 300 and will not be increased without approved increase to the appropriate FY 2020-21 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2020-21 budgets; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

Date: June 24, 2020
W.I.: 1152
Referred By: Administration

Attachments A, B, C
Resolution No. 4371

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2020-21

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METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2020-21

SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Inc./ (Dec)	Change \$ Inc./ (Dec)
General Planning Revenue	\$ 32,764,504	\$ 29,547,807	\$ 30,002,076	2%	\$ 454,269
Other MTC Revenue	\$ 1,336,377	\$ 1,336,377	\$ 1,280,500	-4%	\$ (55,877)
Transfers from other Funds	\$ 43,527,671	\$ 41,430,677	\$ 35,975,973	-13%	\$ (5,454,704)
Local Revenue Grants	\$ 5,847,864	\$ 5,847,864	\$ 10,123,636	73%	\$ 4,275,772
Total Operating Revenue	\$83,476,416	\$78,162,725	\$77,382,185	-1%	\$ (780,540)
Total Operating Expense	\$83,277,872	\$83,277,872	\$78,350,776	-6%	\$ (4,927,096)
Operating Surplus (Shortfall)	\$198,546	(\$5,115,145)	(\$968,591)	-81%	\$ 4,146,554
Total Operating Revenue - Prior Year	\$ 14,503,963	\$ 14,503,963	\$0	-100%	\$ (14,503,963)
Total Operating Expense - Prior Year	\$ 14,503,963	\$ 14,503,963	\$0	-100%	\$ (14,503,963)
Operating Surplus (Shortfall)- Prior year	\$ -	\$ -	\$ -	N/A	\$ -
Total Operating Surplus (Shortfall)	\$198,546	(\$5,115,145)	(\$968,591)	-81%	\$ 4,146,554

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	\$540,000	\$540,000	\$ 1,506,000	179%	\$ 966,000
Total Annual Capital Expense	\$540,000	\$540,000	\$ 1,506,000	179%	\$ 966,000
Capital Surplus(Shortfall)	\$0	\$0	\$0	N/A	\$ -
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	\$198,546	(\$5,115,145)	(\$968,591)	-81%	\$ 4,146,554

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	\$0	\$0	\$0
Net MTC Reserves - in(out)	\$198,546	(\$5,115,145)	(\$968,591)
Current Year Ending Balance	\$0	\$0	\$0

REVENUE DETAIL					
	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change % Inc./(Dec)	Change \$ Inc./(Dec)
General Planning Revenue					
FTA Section 5303	\$ 3,510,474	\$ 3,510,474	\$ 3,730,640	6%	\$ 220,166
FTA 5303 FY 20 Est. C/O	\$ 1,350,737	\$ 1,350,737	\$ 1,616,707	20%	\$ 265,970
FTA 5304 - Diridon Plan	\$ 500,000	\$ 500,000	\$ -	-100%	\$ (500,000)
FTA 5304 - BART Metro	\$ 466,559	\$ 466,559	\$ 466,559	0%	\$ -
FTA 5304 - Rail Partnership	\$ -	\$ -	\$ 400,000	N/A	\$ 400,000
FHWA PL	\$ 8,209,054	\$ 8,209,054	\$ 8,540,197	4%	\$ 331,143
FHWA PL FY'20 Est. C/O	\$ 626,663	\$ 626,663	\$ 491,730	-22%	\$ (134,933)
SB1 - East Palo Alto & Dumbarton Bridge	\$ 191	\$ 191	\$ -	-100%	\$ (191)
SB1 - FY 2018-19 Formula Est. C/O	\$ 321,676	\$ 321,676	\$ 244,779	-24%	\$ (76,897)
SB1 - Climate Change	\$ 47,241	\$ 47,241	\$ -	-100%	\$ (47,241)
SB1 - Adaptation Planning	\$ -	\$ -	\$ 270,781	N/A	\$ 270,781
SB1 - Adaptation Planning Grant FY 2017-18	\$ 445,059	\$ 445,059	\$ -	-100%	\$ (445,059)
SB1 - FY 2020-21 Formula	\$ 2,106,140	\$ 2,106,140	\$ 2,106,140	0%	\$ -
SB1 - FY 2019-20 Formula - Est. C/O	\$ -	\$ -	\$ 672,020	N/A	\$ 672,020
SB1 - FY 2019-20 Revised	\$ 64,013	\$ 64,013	\$ -	-100%	\$ (64,013)
SB1 - Road Maint. State Rt. 37	\$ 500,000	\$ 500,000	\$ 500,000	0%	\$ -
TDA (Planning/Administrative)	\$ 14,616,697	\$ 11,400,000	\$ 10,962,523	-4%	\$ (437,477)
Subtotal: General Planning Revenue	\$ 32,764,504	\$ 29,547,807	\$ 30,002,076	2%	\$ 454,269
Other MTC Revenue					
STIP-PPM	\$ 701,377	\$ 701,377	\$ 723,000	3%	\$ 21,623
HOV lane fines	\$ 520,000	\$ 520,000	\$ 500,000	-4%	\$ (20,000)
Interest	\$ 115,000	\$ 115,000	\$ 57,500	-50%	\$ (57,500)
Subtotal: MTC Other Revenue	\$ 1,336,377	\$ 1,336,377	\$ 1,280,500	-4%	\$ (55,877)
Operating Transfers					
BATA 1%	\$ 8,096,994	\$ 7,000,000	\$ 5,442,895	-22%	\$ (1,557,105)
Transfer BATA RM2	\$ 3,880,000	\$ 3,880,000	\$ 1,140,000	-71%	\$ (2,740,000)
BATA Reimbursements (Audit/misc. contracts)	\$ 980,500	\$ 980,500	\$ 627,668	-36%	\$ (352,832)
Service Authority Freeways Expressways (SAFE)	\$ 1,751,788	\$ 1,751,788	\$ 1,831,142	5%	\$ 79,354
OPEB Credit	\$ -	\$ -	\$ 1,000,000	N/A	\$ 1,000,000
STA Transfer	\$ 7,575,000	\$ 7,575,000	\$ 7,477,166	-1%	\$ (97,834)
CARES	\$ -	\$ -	\$ 1,908,416	N/A	\$ 1,908,416
2% Transit Transfers	\$ 239,000	\$ 239,000	\$ 674,000	182%	\$ 435,000
5% Transfers	\$ 833,076	\$ 833,076	\$ 281,706	-66%	\$ (551,370)
Transfer in - Net of ABAG Membership Dues	\$ 530,000	\$ 530,000	\$ 543,000	2%	\$ 13,000
Transfer in - Exchange Fund	\$ 257,987	\$ 257,987	\$ 261,015	1%	\$ 3,028
BATA Operating for SFEP -Overhead	\$ 1,175,865	\$ 1,175,865	\$ 670,205	-43%	\$ (505,660)
ABAG (for BARC)	\$ 100,000	\$ 100,000	\$ 173,335	73%	\$ 73,335
ABAG Other Programs - Overhead	\$ 840,968	\$ 840,968	\$ 1,139,903	36%	\$ 298,935
Express Lanes - Overhead	\$ 1,274,228	\$ 1,274,228	\$ 1,499,625	18%	\$ 225,397
MTC Grant Funded - Overhead	\$ 3,170,492	\$ 3,170,492	\$ 3,438,861	8%	\$ 268,369
Capital Programs - Overhead	\$ 2,371,773	\$ 2,371,773	\$ 2,424,141	2%	\$ 52,368
ABAG Regional Early Action Plan for RHNA	\$ 3,450,000	\$ 3,450,000	\$ -	-100%	\$ (3,450,000)
BATA Transfer for employee benefits	\$ 7,000,000	\$ 6,000,000	\$ 5,442,895	-9%	\$ (557,105)
Subtotal: Transfers from other funds	\$ 43,527,671	\$ 41,430,677	\$ 35,975,973	-13%	\$ (5,454,704)
MTC Total Planning Revenue	\$ 77,628,552	\$ 72,314,861	\$ 67,258,549	-7%	\$ (5,056,312)
Local Revenue Grants					
Misc. Revenue (PMP Sales)	\$ 2,275,000	\$ 2,275,000	\$ 1,350,000	-41%	\$ (925,000)
TFCA (Regional Rideshare), Spare the Air.	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	50%	\$ 500,000
Motivate/Lyft	\$ 300,000	\$ 300,000	\$ -	-100%	\$ (300,000)
BAAQMD (for BARC And W1122)	\$ 351,067	\$ 351,067	\$ 639,898	82%	\$ 288,831
LCTOP	\$ -	\$ -	\$ 5,220,738	N/A	\$ 5,220,738
Cities	\$ 1,921,797	\$ 1,921,797	\$ 1,150,000	-40%	\$ (771,797)
BART	\$ -	\$ -	\$ 263,000	N/A	\$ 263,000
Subtotal: Local Revenue Grants	\$ 5,847,864	\$ 5,847,864	\$ 10,123,636	73%	\$ 4,275,772
Total Current Year Revenue	\$ 83,476,416	\$ 78,162,725	\$ 77,382,185	-1%	\$ (780,540)

MTC Prior Year Project Revenue	\$ 14,503,963	\$ 14,503,963
 Prior Year Project Revenue - Federal/State		
FTA 5303	\$ 470,212	\$ 470,212
FHWA PL	\$ 47,068	\$ 47,068
FHWA - SP&R	\$ -	\$ -
SB1 East Palo Alto & Dumbarton Bridge	\$ 161,648	\$ 161,648
SB1 Climate Change	\$ 154,876	\$ 154,876
SB1 Adaptation PI Grant FY2017-18	\$ 203,985	\$ 203,985
SB1 - FY 2018-19	\$ 231,323	\$ 231,323
SB1 -	\$ 308,601	\$ 308,601
Sub Total:	\$ 1,577,712	\$ 1,577,712
 Prior Year Project Revenue - Local		
General Fund	\$ 3,087,898	\$ 3,087,898
California State Transportation Agency (CalSTA)	\$ 4,923,200	\$ 4,923,200
Transportation Fund for Clean Air (TFCA)	\$ 257,954	\$ 257,954
SAFE	\$ 744,534	\$ 744,534
BATA RM2	\$ 851,943	\$ 851,943
Transit 2%	\$ 54,204	\$ 54,204
STIP PPM	\$ 26,235	\$ 26,235
STA	\$ 985,703	\$ 985,703
 Pavement Management (PTAP)	\$ 209,016	\$ 209,016
PMS Software	\$ 207,139	\$ 207,139
AC Transit	\$ 36,670	\$ 36,670
Miscellaneous	\$ 661,496	\$ 661,496
California Air Resource Board	\$ 880,259	\$ 880,259
 Sub Total:	\$ 12,926,251	\$ 12,926,251
 Total Prior Year Project Revenue	\$ 14,503,963	\$ 14,503,963

	Act & Enc 12/31/2019	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change % Inc./Dec)	Change \$ Inc./Dec)
Operating Expense						
I. Salaries and Benefits	\$ 16,370,222	\$ 42,321,426	\$ 42,321,426	\$ 38,696,024	-9%	\$ (3,625,402)
MTC Staff - Regular		\$ 41,504,347	\$ 41,504,347	\$ 38,044,265	-8%	\$ (3,460,082)
Temporary Staff		\$ 765,881	\$ 765,881	\$ 509,672	-33%	\$ (256,209)
Hourly /Interns		\$ 51,198	\$ 51,198	\$ 142,087	178%	\$ 90,889
II. Travel and Training	\$ 188,849	\$ 590,419	\$ 590,419	\$ 432,500	-27%	\$ (157,919)
III. Printing, Repro. & Graphics	\$ 20,429	\$ 137,700	\$ 137,700	\$ 50,000	-64%	\$ (87,700)
IV. Computer Services	\$ 1,917,051	\$ 3,506,550	\$ 3,506,550	\$ 3,756,238	7%	\$ 249,688
V. Commissioner Expense	\$ 45,655	\$ 150,000	\$ 150,000	\$ 150,000	0%	\$ -
VI. Advisory Committees	\$ 7,150	\$ 15,000	\$ 15,000	\$ 15,000	0%	\$ -
VII. General Operations	\$ 1,123,911	\$ 3,310,988	\$ 3,310,988	\$ 2,455,999	-26%	\$ (854,989)
Subtotal of Op Exp Before Contractual Service	\$ 19,673,266	\$ 50,032,083	\$ 50,032,083	\$ 45,555,761	-9%	\$ (4,476,322)
IX. Contractual Services	\$ 4,393,252	\$ 33,245,789	\$ 33,245,789	\$ 32,795,015	-1%	\$ (450,774)
Total Operating Expense		\$83,277,872	\$83,277,872	\$78,350,776	-6%	\$ (4,927,096)
IX. Contractual Services - Prior Year		\$ 14,503,963	\$ 14,503,963	\$0	-100%	\$ (14,503,963)

RESERVE TRANSFER

	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change % Inc./[Dec]	Change \$ Inc./[Dec]
Annual Transfer from Reserve to Capital	\$ 540,000	\$ 540,000	\$ 566,000	5%	\$ 26,000
Staff Equipment Purchase Program	\$ -	\$ -	\$ 250,000	N/A	\$ 250,000
Legal Reserve	\$ -	\$ -	\$ 690,000	N/A	\$ 690,000
Annual Transfer from Reserve	\$ 540,000	\$ 540,000	\$ 1,506,000	179%	\$ 966,000

BAY AREA FORWARD PROJECT

	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change \$ Inc./[Dec]
Revenue				
STP	\$ 25,004,999	\$ 25,004,999	\$ 12,396,448	\$ (12,608,551)
CMAQ	\$ 7,504,135	\$ 7,504,135	\$ 1,000,000	\$ (6,504,135)
BATA Rehab	\$ 600,000	\$ 600,000	\$ -	\$ (600,000)
RM2 Capital	\$ 14,731,742	\$ 14,731,742	\$ 11,170,000	\$ (3,561,742)
SAFE Capital	\$ 1,022,874	\$ 1,022,874	\$ 650,000	\$ (372,874)
Exchange	\$ 2,590,781	\$ 2,590,781	\$ 1,585,000	\$ (1,005,781)
Local- Cities	\$ 2,802,151	\$ 2,802,151	\$ 7,350,000	\$ 4,547,849
Total Revenue	\$ 54,256,682	\$ 54,256,682	\$ 34,151,448	\$ (20,105,234)
Expense				
Staff	\$1,411,811	\$1,411,811	\$ 1,162,652	\$ (249,159)
Consultants				
Design Alternative Assessments/Corridor Studies	\$ 2,000,000	\$ 2,000,000	\$ 2,500,000	\$ 500,000
Dumbarton Forward Bike & Ped Improve/P&R Others	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000
Vehicle Occupancy Enforcement Program	\$ 1,000,000	\$ 1,000,000	\$ 400,000	\$ (600,000)
Napa Forward	\$ 1,100,000	\$ 1,100,000	\$ 1,790,000	\$ 690,000
Bay Bridge Forward West Grand Bus/ HOV Lane Extension	\$ 11,526,112	\$ 11,526,112	\$ 4,645,000	\$ (6,881,112)
Bay Bridge Forward ICM/Sterling Stret/Other	\$ 6,100,000	\$ 6,100,000	\$ 1,700,000	\$ (4,400,000)
SR 37 Interim project/Richmond-San Rafael Access Improvements	\$ 652,151	\$ 652,151	\$ -	\$ (652,151)
SR Interim Project & Early Ecological Enhancement	\$ 225,000	\$ 225,000	\$ -	\$ (225,000)
RSR Forward Bike & Ped Improve/Other	\$ -	\$ -	\$ 795,000	\$ 795,000
Freeway Performance Impl. US 101	\$ 3,000,000	\$ 3,000,000	\$ 1,000,000	\$ (2,000,000)
Freeway Performance Prelim Eng/Impl - I-80	\$ -	\$ -	\$ 9,425,000	\$ 9,425,000
Freeway Performance Impl. I-580	\$ 2,500,000	\$ 2,500,000	\$ 6,375,000	\$ 3,875,000
Freeway Performance Impl. SR-37 / Other	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -
Performance Monitoring & Tools	\$ 450,000	\$ 450,000	\$ -	\$ (450,000)
Freeway Performance Impl I-880	\$ 2,750,000	\$ 2,750,000	\$ 1,858,796	\$ (891,204)
FY 2018-19 C/O	\$ 20,541,608	\$ 20,541,608	\$ -	\$ (20,541,608)
Total Expense	\$ 54,256,682	\$ 54,256,682	\$ 34,151,448	\$ (20,105,234)

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Contractual Services Detail - State and Local Funds

Work Element	Description/Purpose	Act & Enc 12/31/2019	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change \$ Inc./Dec
1111	Support Commission Standing Committees					
	Planning Programs - Other		\$ 200,000	\$ 200,000	\$ 200,000	\$ -
	Encumbered C/O		\$ 35,188	\$ 35,188	\$ -	\$ (35,188)
	TOTAL	\$ 35,188	\$ 235,188	\$ 235,188	\$ 200,000	\$ (35,188)
1112	Implement Public Information Program and Tribal Government Coordination					
	Photography services for MTC/BATA		\$ 75,000	\$ 75,000	\$ 50,000	\$ (25,000)
	Design & Production Services		\$ 150,000	\$ 150,000	\$ 100,000	\$ (50,000)
	On-call Facilitation and Outreach		\$ 40,000	\$ 40,000	\$ 25,000	\$ (15,000)
	Digital Promotion & Analysis		\$ 60,000	\$ 60,000	\$ 70,000	\$ 10,000
	On call Video Services		\$ 50,000	\$ 50,000	\$ 35,000	\$ (15,000)
	Social Media Consultants		\$ 75,000	\$ 75,000	\$ 75,000	\$ -
	Climate Initiatives		\$ 2,000	\$ 2,000	\$ -	\$ (2,000)
	Awards Program		\$ 45,000	\$ 45,000	\$ 55,000	\$ 10,000
	Bike to Work		\$ 50,000	\$ 50,000	\$ 35,000	\$ (15,000)
	Public Records Management System		\$ 30,000	\$ 30,000	\$ 30,000	\$ -
	Transit Connectivity		\$ 15,000	\$ 15,000	\$ 15,000	\$ -
	Regional Transit Mapping Project		\$ 1,280,000	\$ 1,280,000	\$ -	\$ (1,280,000)
	Website Maintenance for Bay Bridge Info		\$ 37,000	\$ 37,000	\$ 30,000	\$ (7,000)
	YES Conference and BTWD Promo		\$ 25,000	\$ 25,000	\$ 25,000	\$ -
	Transit Polling		\$ -	\$ -	\$ 100,000	\$ 100,000
	Encumbered C/O		\$ 549,547	\$ 549,547	\$ -	\$ (549,547)
	TOTAL	\$ 2,160,666	\$ 2,483,547	\$ 2,483,547	\$ 645,000	\$ (1,838,547)
1121	Regional Transportation Plan/Sustainable Communities					
	Horizon Public Engagement Program		\$ 200,000	\$ 200,000	\$ -	\$ (200,000)
	Horizon digital Engagement Program		\$ 128,628	\$ 128,628	\$ -	\$ (128,628)
	Y-PLAN/CBO Engagement		\$ 150,000	\$ 150,000	\$ -	\$ (150,000)
	Horizon Poll		\$ 100,000	\$ 100,000	\$ -	\$ (100,000)
	PBA Website: Development & Maintenance		\$ 50,000	\$ 50,000	\$ -	\$ (50,000)
	CALCOG MPO Coordination		\$ 40,000	\$ 40,000	\$ 45,000	\$ 5,000
	PBA 2050 Social Media Promotion		\$ 30,000	\$ 30,000	\$ -	\$ (30,000)
	Preferred Scenario- Resilience/ED Assistance		\$ 75,000	\$ 75,000	\$ -	\$ (75,000)
	Environmental Impact Report		\$ 150,000	\$ 150,000	\$ 500,000	\$ 350,000
	Environmental Impact Report (Legal)		\$ -	\$ -	\$ 100,000	\$ 100,000
	Support for RHNA		\$ 200,000	\$ 200,000	\$ -	\$ (200,000)
	Plan Document Design		\$ 25,000	\$ 25,000	\$ -	\$ (25,000)
	PBA Plan Bay Area Public Engagement		\$ -	\$ -	\$ -	\$ -
	PBA 2050 Youth Engagement Program		\$ -	\$ -	\$ -	\$ -
	Plan Bay Area 2050 CBO Engagement		\$ -	\$ -	\$ 75,000	\$ 75,000
	Plan Bay Area 2050 Digital Promotion/Social Media		\$ -	\$ -	\$ 75,000	\$ 75,000
	Plan Bay Area 2050 Digital Tool Enhancements		\$ -	\$ -	\$ 100,000	\$ 100,000
	Plan Bay Area 2050: Upgrades & Maintenance		\$ -	\$ -	\$ 75,000	\$ 75,000
	Equity Analysis		\$ -	\$ -	\$ 40,000	\$ 40,000
	RPP Strategic Planning		\$ -	\$ -	\$ -	\$ -
	SB1 FY 2019-20 Encumbered C/O		\$ -	\$ -	\$ 257,595	\$ 257,595
	Encumbered C/O		\$ 562,144	\$ 562,144	\$ -	\$ (562,144)
	TOTAL	\$ 868,924	\$ 1,710,772	\$ 1,710,772	\$ 1,267,595	\$ (443,177)
1122	Analyze Regional Data Using GIS and Planning Models					
	Travel Model Research		\$ 200,000	\$ 200,000	\$ 350,000	\$ 150,000
	Land Use Model Research		\$ 175,000	\$ 175,000	\$ 175,000	\$ -
	Travel Model Assistance		\$ 35,000	\$ 35,000	\$ 35,000	\$ -
	Technical Support for Web Based Projects		\$ 150,000	\$ 150,000	\$ -	\$ (150,000)
	Consolidated household travel		\$ 202,000	\$ 202,000	\$ -	\$ (202,000)
	Regional Transit on Board		\$ 600,000	\$ 600,000	\$ -	\$ (600,000)
	Transbay Rail Crossing		\$ -	\$ -	\$ 200,000	\$ 200,000
	Travel Model Research - Unenc. c/o		\$ -	\$ -	\$ 377,031	\$ 377,031
	Future Mobility Research Program		\$ 488,113	\$ 488,113	\$ -	\$ (488,113)
	Bay Area Spatial Info. System		\$ 175,000	\$ 175,000	\$ 150,000	\$ (25,000)
	Encumbered C/O		\$ 716,057	\$ 716,057	\$ -	\$ (716,057)
	TOTAL	\$ 1,241,057	\$ 2,741,170	\$ 2,741,170	\$ 1,287,031	\$ (1,454,139)
1125	Active Transportation Planning					
	Active Transportation Plan		\$ 150,000	\$ 150,000	\$ 100,000	\$ (50,000)
	Bike Share Liquidated Damages		\$ 300,000	\$ 300,000	\$ -	\$ (300,000)
	Active Transportation Plan - Rebudget		\$ 150,000	\$ 150,000	\$ 150,000	\$ -
	Bike Count		\$ -	\$ -	\$ 75,000	\$ 75,000
	Encumbered C/O		\$ 135,230	\$ 135,230	\$ -	\$ (135,230)
	TOTAL	\$ 135,230	\$ 735,230	\$ 735,230	\$ 325,000	\$ (410,230)
1127	Regional Trails					
	Bay Trail Cartographic Services		\$ 15,000	\$ 15,000	\$ 15,000	\$ -
	Assessment of Existing Bay Trail Conditions/O&M/Funding Strategy		\$ 75,000	\$ 75,000	\$ -	\$ (75,000)
	TOTAL	\$ -	\$ 90,000	\$ 90,000	\$ 15,000	\$ (75,000)
1128	Resilience and Hazards Planning					
	Encumbered C/O	\$ 88,196	\$ 88,196	\$ 88,196	\$ -	\$ (88,196)
1129	Economic Development and Forecasting					
	Data Management and Engagement		\$ 250,000	\$ 250,000	\$ -	\$ (250,000)
	Data and Research for forecasting		\$ 50,000	\$ 50,000	\$ -	\$ (50,000)
	Data and reports for economic analysis		\$ 50,000	\$ 50,000	\$ -	\$ (50,000)
	Encumbered C/O		\$ 40,375	\$ 40,375	\$ -	\$ (40,375)
	TOTAL	\$ 30,000	\$ 390,375	\$ 390,375	\$ -	\$ (390,375)

Work Element	Description/Purpose	Act & Enc 12/31/2019	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change \$ Inc./Dec
1132	Advocacy Coalitions					
	Legislative advocates - Sacramento		\$ 150,000	\$ 150,000	\$ 144,000	\$ (6,000)
	Legislative advocates - Washington D.C.		\$ 325,000	\$ 325,000	\$ 400,000	\$ 75,000
	TOTAL	\$ 325,273	\$ 475,000	\$ 475,000	\$ 544,000	\$ 69,000
1152	Agency Financial Management					
	Financial Audit		\$ 448,166	\$ 448,166	\$ 441,000	\$ (7,166)
	OPEB Actuary		\$ 30,000	\$ 30,000	\$ 25,000	\$ (5,000)
	Financial System Evaluation/RFP		\$ 100,000	\$ 100,000	\$ 15,000	\$ (85,000)
	Financial System Maintenance		\$ 10,000	\$ 10,000	\$ -	\$ (10,000)
	Bench Audits		\$ -	\$ -	\$ 100,000	\$ 100,000
	Financial System Upgrade		\$ -	\$ -	\$ 125,000	\$ 125,000
	HR/Payroll (December 2020)		\$ -	\$ -	\$ 23,750	\$ 23,750
	Encumbered C/O		\$ 305,459	\$ 305,459	\$ -	\$ (305,459)
	TOTAL	\$ 278,848	\$ 893,625	\$ 893,625	\$ 729,750	\$ (163,875)
1153	Administrative Services					
	Organizational and Compensation		\$ 200,000	\$ 200,000	\$ 200,000	\$ -
	Mineta Transportation Institute		\$ 100,000	\$ 100,000	\$ -	\$ (100,000)
	Ergonomics		\$ 50,000	\$ 50,000	\$ 60,000	\$ 10,000
	SBE Pilot Program		\$ 150,000	\$ 150,000	\$ -	\$ (150,000)
	Internship Program		\$ 200,000	\$ 200,000	\$ -	\$ (200,000)
	San Jose State University		\$ -	\$ -	\$ 10,000	\$ 10,000
	Internship Program High School		\$ -	\$ -	\$ 15,000	\$ 15,000
	Internship Program College		\$ -	\$ -	\$ 15,000	\$ 15,000
	HR EDMM Updates		\$ -	\$ -	\$ 200,000	\$ 200,000
	Preference Programs and Compliance		\$ -	\$ -	\$ 150,000	\$ 150,000
	Encumbered C/O		\$ 349,359	\$ 349,359	\$ -	\$ (349,359)
	TOTAL	\$ 560,453	\$ 1,049,359	\$ 1,049,359	\$ 650,000	\$ (399,359)
1161	Information Technology Services					
	Data Security Improvements		\$ 75,000	\$ 75,000	\$ 100,000	\$ 25,000
	Web/DB Application Development/Integration		\$ 70,000	\$ 70,000	\$ 50,000	\$ (20,000)
	Website Operations Maintenance and Enhancement		\$ -	\$ -	\$ 200,000	\$ 200,000
	Network Assistance		\$ 50,000	\$ 50,000	\$ 50,000	\$ -
	Business Process ID - Planning		\$ 325,000	\$ 325,000	\$ -	\$ (325,000)
	Process improvements - Automated Forms/Aapp		\$ 100,000	\$ 100,000	\$ 75,000	\$ (25,000)
	Change Training		\$ 25,000	\$ 25,000	\$ -	\$ (25,000)
	Website Operations Maintenance and Enhancement		\$ 250,000	\$ 250,000	\$ -	\$ (250,000)
	RTC		\$ -	\$ -	\$ 604,000	\$ 604,000
	Contact DB		\$ -	\$ -	\$ 347,000	\$ 347,000
	Information Management & Governance		\$ 50,000	\$ 50,000	\$ -	\$ (50,000)
	Regional Map		\$ 325,000	\$ 325,000	\$ 500,000	\$ 175,000
	Salesforce Support		\$ 650,000	\$ 650,000	\$ -	\$ (650,000)
	Replacement Device Deployment Program		\$ -	\$ -	\$ 95,000	\$ 95,000
	Operations Support		\$ -	\$ -	\$ 234,500	\$ 234,500
	Administrative Assistance		\$ -	\$ -	\$ 25,000	\$ 25,000
	CoreBTS G2E Post Migration Support		\$ -	\$ -	\$ 25,000	\$ 25,000
	Web Accessibility 508 On-Going O&M		\$ -	\$ -	\$ 25,000	\$ 25,000
	Regional ITS Architecture		\$ -	\$ -	\$ 350,000	\$ 350,000
	Clipper Start		\$ -	\$ -	\$ -	\$ -
	FasTrak Escalation		\$ -	\$ -	\$ 30,000	\$ 30,000
	Encumbered C/O		\$ 198,821	\$ 198,821	\$ -	\$ (198,821)
	TOTAL	\$ 664,390	\$ 2,118,821	\$ 2,118,821	\$ 2,710,500	\$ 591,679
1212	Performance Measuring and Monitoring					
	Vital Signs Website Development		\$ 250,000	\$ 250,000	\$ 225,000	\$ (25,000)
	Encumbered C/O		\$ 155,861	\$ 155,861	\$ -	\$ (155,861)
	TOTAL	\$ 404,739	\$ 405,861	\$ 405,861	\$ 225,000	\$ (180,861)
1222	Regional Rideshare Program					
	Regional Vanpool Support Program		\$ 750,000	\$ 750,000	\$ 1,100,000	\$ 350,000
	Regional Carpool Program		\$ 250,000	\$ 250,000	\$ 400,000	\$ 150,000
	Vanpool		\$ -	\$ -	\$ 400,000	\$ 400,000
	Encumbered C/O		\$ 266,328	\$ 266,328	\$ -	\$ (266,328)
	TOTAL	\$ 613,553	\$ 1,266,328	\$ 1,266,328	\$ 1,900,000	\$ 633,672
1223	Operational Support for Regional Programs					
	TMC Asset Upgrade and Replacement		\$ 421,000	\$ 421,000	\$ 210,235	\$ (210,765)
	TMS Strategic Plan		\$ 125,000	\$ 125,000	\$ -	\$ (125,000)
	Connected Bay Area Strategic Plan		\$ -	\$ -	\$ 150,000	\$ 150,000
	Encumbered C/O		\$ 155,526	\$ 155,526	\$ -	\$ (155,526)
	TOTAL	\$ 549,526	\$ 701,526	\$ 701,526	\$ 360,235	\$ (341,291)

Work Element	Description/Purpose	Act & Enc 12/31/2019	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change \$ Inc./Dec
1224	Regional Traveler Information					
	511 System Integration	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
	511 Communications	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ -
	511 Alerting	\$ 100,000	\$ 100,000	\$ 100,000	\$ 70,000	\$ (30,000)
	511 Web Hosting	\$ 50,000	\$ 50,000	\$ 50,000	\$ 80,000	\$ 30,000
	511 Innovation Lab	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ -
	Predictive Analytics Demonstration for Traffic Events	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
	Encumbered C/O	\$ 175,472	\$ 175,472	\$ 175,472	\$ -	\$ (175,472)
	TOTAL	\$ 203,015	\$ 635,472	\$ 635,472	\$ 760,000	\$ 124,528
1233	Transportation Asset Management					
	Software Development and Maintenance	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 975,000	\$ (775,000)
	Transit Capital Inventory	\$ 254,549	\$ 254,549	\$ 254,549	\$ -	\$ (254,549)
	Software Training Support	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ -
	PTAP Projects	\$ 407,297	\$ 407,297	\$ 407,297	\$ 570,000	\$ 162,703
	Quality Assurance Program	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ -
	FY 20 Unencumbered c/o	\$ -	\$ -	\$ -	\$ -	\$ -
	StreetSaver Software Development	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ (300,000)
	Regional Transit Asset Management Initiatives	\$ 250,000	\$ 250,000	\$ 250,000	\$ -	\$ (250,000)
	Encumbered C/O	\$ 515,940	\$ 515,940	\$ 515,940	\$ -	\$ (515,940)
	TOTAL	\$ 2,292,189	\$ 3,852,786	\$ 3,852,786	\$ 1,920,000	\$ (1,932,786)
1234	Arterial Operations					
	Arterial Operations Pass	\$ 600,000	\$ 600,000	\$ 600,000	\$ 400,000	\$ (200,000)
	Arterial Operations IDEA CAT 1&2	\$ 700,000	\$ 700,000	\$ 700,000	\$ 30,000	\$ (670,000)
	IDEA Evaluations CAT 1&2	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
	Encumbered C/O	\$ 571,672	\$ 571,672	\$ 571,672	\$ -	\$ (571,672)
	TOTAL	\$ 1,192,672	\$ 1,871,672	\$ 1,871,672	\$ 580,000	\$ (1,291,672)
1235	Incident Management					
	Incident Management Concept of Operations	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ -
	Incident Analytics Module	\$ 175,000	\$ 175,000	\$ 175,000	\$ 150,000	\$ (25,000)
	I-880 ICM Project Construction and System Integration	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
	Encumbered C/O	\$ 250,870	\$ 250,870	\$ 250,870	\$ -	\$ (250,870)
	TOTAL	\$ 390,939	\$ 600,870	\$ 600,870	\$ 425,000	\$ (175,870)
1238	Technology-Based Operations & Mobility					
	Commute Challenge	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ (2,000,000)
	TOTAL	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ (2,000,000)
1310	Planning for Lifeline Transportation Program					
	Coordinated Plan Implementation Activities	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ (20,000)
	Coordinated Plan Update	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000
	RTC (Regional Transit Card)	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
	TOTAL	\$ -	\$ 20,000	\$ 20,000	\$ 1,200,000	\$ 1,180,000
1311	Means Based Fare Program					
	Means Based Fare Administration	\$ -	\$ -	\$ -	\$ 2,700,000	\$ 2,700,000
	Operations Support	\$ -	\$ -	\$ -	\$ 441,000	\$ 441,000
	Means Based Fare Subsidy	\$ 6,000,000	\$ 6,000,000	\$ 6,000,000	\$ 8,079,738	\$ 2,079,738
	Encumbered C/O	\$ 875,828	\$ 875,828	\$ 875,828	\$ -	\$ (875,828)
	TOTAL	\$ 3,019,385	\$ 6,875,828	\$ 6,875,828	\$ 11,220,738	\$ 4,344,910
1313	Climate Resilience for people with disabilities					
	Sustainable Communities for People with Disabilities	\$ -	\$ -	\$ -	\$ 305,864	\$ 305,864
	Encumbered C/O	\$ 308,601	\$ 308,601	\$ 308,601	\$ -	\$ (308,601)
	TOTAL	\$ 308,601	\$ 308,601	\$ 308,601	\$ 305,864	\$ (2,737)
1413	Climate Initiative					
	EV Strategic Council	\$ 35,000	\$ 35,000	\$ 35,000	\$ 25,000	\$ (10,000)
	Off-Model Climate Program Analysis/Plan Bay Area	\$ 150,000	\$ 150,000	\$ 150,000	\$ 50,000	\$ (100,000)
	Parking Program Development/Implementation	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ -
	TOTAL	\$ 75,000	\$ 285,000	\$ 285,000	\$ 175,000	\$ (110,000)

Work Element	Description/Purpose	Act & Enc 12/31/2019	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change \$ Inc./Dec
1415	Road Maintenance & Rehabilitation Adaption Pl. East Palo Alto and Dumbarton Bridge Resiliency Study Encumbered C/O TOTAL	\$ \$ \$ \$ 161,618	40,191 161,648 201,839	\$ \$ \$ \$ 201,839	- - - -	\$ \$ \$ \$ (201,839)
1416	State Routes 37 Res. Corridor Program State Routes 37 Res. Corridor Program for Marin & S	\$ \$ -	600,000 600,000	\$ \$ 600,000	\$ \$ 600,000	\$ \$ -
1514	Regional Assistance Programs Performance audits - TDA audit & RM2 Oversight Transit Projects Support Financial Reports Transit Recovery Planning Encumbered C/O TOTAL	\$ \$ \$ \$ \$ \$ 62,000	274,000 - - - 40,000 314,000	\$ \$ \$ \$ \$ \$ 314,000	\$ \$ \$ \$ \$ \$ 1,092,416	\$ \$ \$ \$ \$ \$ 778,416
1515	State Programming, Monitoring and STIP Dev. FMS Developer State Programming, Monitoring and STIP Development TOTAL	\$ \$ \$ 187,200	187,200 - 187,200	\$ \$ \$ 187,200	\$ \$ \$ 187,200	\$ \$ \$ -
1517	Transit Sustainability Transit Sustainability Planning Rail Partership Fare Integration Southern Alameda County Integrated Rail SRTP Planning - FY 2019-20 Enc. C/O Transit Sustainability Planning - FY 2018-19 Enc. C/O SRTP Regional Transit Vision Encumbered C/O TOTAL	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ 5,323,199	224,000 - 600,000 883,887 - - 360,000 - - 5,366,056 7,433,943	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ 7,433,943	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ 1,717,127	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ (5,716,816)
1520	BART Metro 2030 and Beynd BART Metro 2030 and Beynd	\$ \$ -	529,559 529,559	\$ \$ 529,559	\$ \$ 529,559	\$ \$ -
1611	Transportation and Land Use Coordination Rail Volution TOD Policy Update PDA Assessment Bay Area Framework Guidelines Planning Regional Catalyst Projects analysis Encumbered C/O TOTAL	\$ \$ \$ \$ \$ \$ \$ 164,325	25,000 250,000 150,000 50,000 186,720 144,992 806,712	\$ \$ \$ \$ \$ \$ \$ 806,712	\$ \$ \$ \$ \$ \$ \$ 341,000	\$ \$ \$ \$ \$ \$ \$ (465,712)
1612	Climate Adaption Consulting (BARC) Consultants Website Maintenance Metro Talks Speaker, Travel, Membership Related to BARC Encumbered C/O TOTAL	\$ \$ \$ \$ \$ \$ 80,000	121,000 - - - 33,384 154,384	\$ \$ \$ \$ \$ \$ 154,384	\$ \$ \$ \$ \$ \$ 142,000	\$ \$ \$ \$ \$ \$ (12,384)
1613	Road Maintenance & Rehab Acct Local & Regional Climate Change Encumbered C/O TOTAL	\$ \$ \$ 362,115	47,241 285,445 332,686	\$ \$ \$ 332,686	\$ \$ \$ -	\$ \$ \$ (332,686)
1615	Connecting Housing and Transportation Encumbered C/O	\$ 149,999	\$ 1,649,999	\$ 1,649,999	\$ -	\$ (1,649,999)
1616	RAMP Regional Advance Mitigation Projects Connect Housing and Transportation Encumbered C/O TOTAL	\$ \$ \$ \$ 50,000	43,495 - 50,000 93,495	\$ \$ \$ \$ 93,495	\$ \$ \$ \$ 50,000	\$ \$ \$ \$ (43,495)
1617	Technical Assistance Strategic Planning Technical Assistance Strategic Planning Encumbered C/O TOTAL	\$ \$ \$ 42,411	1,000 41,428 42,428	\$ \$ \$ 42,428	\$ \$ \$ -	\$ \$ \$ (42,428)
1618	Affordable Mobility Pilot Program Encumbered C/O	\$ 248,278	\$ 1,128,537	\$ 1,128,537	\$ -	\$ (1,128,537)
1619	Diridon Concept Plan Diridon Concept Plan TOTAL	\$ \$ -	500,000 500,000	\$ \$ 500,000	\$ \$ -	\$ \$ (500,000)
106	Legal Services Legal Services Encumbered C/O TOTAL	\$ \$ \$ 597,778	538,000 560,780 1,098,780	\$ \$ \$ 1,098,780	\$ \$ \$ 690,000	\$ \$ \$ (408,780)
	Total consultant contracts	\$ 22,869,078	\$ 46,908,789	\$ 46,908,789	\$ 32,795,015	\$ (14,113,774)

LTD Grants Budget

Attachment B

7 = (3+4-5-6)

		1	2	3 = (1-2)	4	5	6		
STP Grants		Grant	LTD Actual	Balance	New Grant	Staff Budget	Consultant budget	Balance	Expiration
STP Grants		Award	thru March 28, 2020 & Enc.	thru FY 2020	FY 2020-21	FY 2020-21	FY 2020-21	FY 2020-21	Dates
6084-198 1818	Pavement Management	\$ 6,000,000	\$ 4,352,298	\$ 1,647,702	\$ -	\$ -	\$ -	\$ 1,647,702	6/30/2023
6084-199 1819	511 Traveler Information	\$ 8,750,000	\$ 8,495,743	\$ 254,257	\$ -	\$ -	\$ 254,257	\$ (0)	6/30/2022
6084-201 1820	Freeway Performance Initiative	\$ 3,480,000	\$ 3,446,480	\$ 33,520	\$ -	\$ 33,520	\$ -	\$ (0)	6/30/2021
6084-205 1822	Pavement Management	\$ 1,847,000	\$ 1,345,985	\$ 501,015	\$ -	\$ -	\$ 300,000	\$ 201,015	6/30/2022
6084-206 1826	CMA Planning	\$ 56,932,000	\$ 25,428,172	\$ 31,503,828	\$ -	\$ -	\$ 7,953,000	\$ 23,550,828	6/30/2022
6084-207 1827	MTC Planning	\$ 7,601,000	\$ 5,203,423	\$ 2,397,577	\$ -	\$ 2,046,038	\$ 227,052	\$ 124,487	6/30/2022
6084-213 1833	511 Next Generation	\$ 11,226,000	\$ 8,358,086	\$ 2,867,914	\$ -	\$ -	\$ 2,867,914	\$ 0	6/30/2023
6084-212 1834	TMS Program	\$ 2,910,000	\$ 1,070,905	\$ 1,839,095	\$ -	\$ 515,382	\$ -	\$ 1,323,713	6/30/2023
6084-222 1835	Incident Management	\$ 4,160,000	\$ 917,832	\$ 3,242,168	\$ -	\$ 607,599	\$ -	\$ 2,634,569	6/30/2023
6084-225 1836	TMC Asset	\$ 1,150,000	\$ 264,116	\$ 885,884	\$ -	\$ 85,884	\$ 800,000	\$ 0	6/30/2023
6084-232 1839	PDA Planning & Implementation	\$ 8,550,000	\$ 6,914,175	\$ 1,635,825	\$ -	\$ 471,065	\$ -	\$ 1,164,760	6/30/2023
6084-226-1841	AOM & Dumbarton Forward Bike & Ped. Imp.	\$ 14,250,000	\$ 6,214,495	\$ 8,035,505	\$ -	\$ 2,566,201	\$ 3,000,000	\$ 2,469,304	6/30/2024
6084-227-1842	Enhance Arterial: CAT1	\$ 10,915,000	\$ 8,543,347	\$ 2,371,653	\$ -	\$ -	\$ 1,250,000	\$ 1,121,653	6/30/2024
6084-230 1843	Commuter Parking O&M	\$ 2,500,000	\$ 72,888	\$ 2,427,113	\$ -	\$ -	\$ -	\$ 2,427,113	6/30/2024
6084-231 1844	Freeway Performance - I-880 Corridor	\$ 3,000,000	\$ 1,094,204	\$ 1,905,796	\$ -	\$ -	\$ 1,608,796	\$ 297,000	6/30/2024
6084-233 1845	Freeway Performance - I-680 Corridor	\$ 14,000,000	\$ 13,993,541	\$ 6,459	\$ -	\$ -	\$ -	\$ 6,459	6/30/2024
6084-235 1846	I-880 Communications Infrastructure	\$ 2,500,000	\$ 368,872	\$ 2,131,128	\$ -	\$ -	\$ 2,131,000	\$ 128	6/30/2023
6084-241 1847	Shared Use Mobility	\$ 2,500,000	\$ 602,320	\$ 1,897,680	\$ -	\$ -	\$ 1,300,000	\$ 597,680	6/30/2024
6084-255 1850	511 - Traveler Information Program	\$ 5,700,000	\$ 1,146,100	\$ 4,553,900	\$ -	\$ 1,445,639	\$ -	\$ 3,108,261	6/30/2024
6084-244 1852	Connected Automobile Vehicle	\$ 2,500,000	\$ 3,612	\$ 2,496,388	\$ -	\$ -	\$ 2,496,388	\$ 0	6/30/2024
6084-259 1853	Bay Bridge Forward 2020/Freeway Perf: I-580								
	Corridor	\$ 625,000	\$ -	\$ 625,000	\$ -	\$ -	\$ 625,000	\$ -	6/30/2025
6084-260 1854	511 Traveler Information Program	\$ 11,300,000	\$ -	\$ 11,300,000	\$ -	\$ -	\$ 1,927,829	\$ 9,372,171	6/30/2025
	Dumbarton Forward Bike & Ped Improv/P&R								
	Others				\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	New
New	PDA Planning & Implementation				\$ 7,862,000	\$ -	\$ 4,600,000	\$ 3,262,000	New
New	PTAP				\$ 3,000,000	\$ -	\$ 1,600,000	\$ 1,400,000	New
New	I-880 Communications Infrastructure				\$ 3,000,000	\$ -	\$ 3,000,000	\$ -	New
New	Napa Forward Transit/Bike/Ped/ Improve				\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	New
	Bay Bridge Forward 2020/Freeway Perf: I-80								
New	Corridor and Powell I/C				\$ 3,000,000	\$ -	\$ 3,000,000	\$ -	New
New	Freeway Performance Prelim Eng/Imp. SR-37				\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	New
CMAQ Grants		\$ 182,396,000	\$ 97,836,595	\$ 84,559,405	\$ 19,862,000	\$ 7,771,328	\$ 41,941,236	\$ 54,708,841	
6084-209 1825	Operate Car Pool Program	\$ 8,000,000	\$ 4,367,710	\$ 3,632,290	\$ -	\$ 158,083	\$ 1,400,000	\$ 2,074,207	6/30/2022
6084-211 1828	Commuter Benefits Implementation	\$ 1,379,000	\$ 909,447	\$ 469,553	\$ -	\$ 134,166	\$ 220,000	\$ 115,387	6/30/2023
6084-210-1829	Incident Management	\$ 20,478,000	\$ 18,314,112	\$ 2,163,888	\$ -	\$ -	\$ 2,000,000	\$ 163,888	6/30/2023
6084-215 1830	Spare the Air Youth Program	\$ 2,463,000	\$ 2,451,768	\$ 11,232	\$ -	\$ -	\$ -	\$ 11,232	6/30/3024
6084-216 1831	Arterial/Transit Performance/Rideshare	\$ 5,000,000	\$ 1,837,474	\$ 3,162,526	\$ -	\$ -	\$ 2,500,000	\$ 662,526	6/30/2023
6084-208 1832	Vanpool Program	\$ 2,000,000	\$ 251,000	\$ 1,749,000	\$ -	\$ -	\$ 400,000	\$ 1,349,000	6/30/2023
6084-220 1837	I-880 ICM Central Segment	\$ 1,142,000	\$ 35,047	\$ 1,106,953	\$ -	\$ -	\$ 1,106,953	\$ 0	6/30/2023
6084-219 1840	BBF West Grand TSP	\$ 1,000,000	\$ 2,556	\$ 997,444	\$ -	\$ -	\$ -	\$ 997,444	6/30/2023
6084-242 1848	Regional Car Sharing	\$ 1,200,411	\$ 6,028	\$ 1,194,383	\$ -	\$ -	\$ 806,551	\$ 387,832	6/30/2024
6084-243 1849	Targeted Transportation Alternatives	\$ 325,000	\$ 6,551	\$ 318,449	\$ -	\$ -	\$ 318,449	\$ 0	6/30/2024
6084-254 1851	Adaptive Ramp Meter Program Implementation	\$ 3,000,000	\$ 297,000	\$ 2,703,000	\$ -	\$ -	\$ 1,000,000	\$ 1,703,000	6/30/2024
New	Climate Initiatives - New				\$ 10,875,000	\$ -	\$ 10,875,000	\$ -	New
		\$ 45,987,411	\$ 28,478,692	\$ 17,508,719	\$ 10,875,000	\$ 292,249	\$ 20,626,953	\$ 7,464,517	
FTA GRANTS									
CA37-X177 1630	JARC	\$ 2,430,952	\$ 1,868,961	\$ 561,991	\$ -	\$ -	\$ -	\$ 561,991	to Sunset Date
CA57-X109 1632	New Freedom	\$ 1,383,631	\$ 1,334,661	\$ 48,970	\$ -	\$ -	\$ -	\$ 48,970	to Sunset Date
CA34-0024 1633	FTA 5339 - Bus Purchases	\$ 12,240,015	\$ 12,240,015	\$ -	\$ -	\$ -	\$ -	\$ -	to Sunset Date
CA34-0032 1634	FTA 5339 - Bus Purchases	\$ 11,515,172	\$ 11,513,038	\$ 2,134	\$ -	\$ -	\$ -	\$ 2,134	6/15/2022
New	FTA 5310				\$ 208,687	\$ 208,687	\$ -	\$ -	New
		\$ 27,569,770	\$ 26,956,675	\$ 613,095	\$ 208,687	\$ 208,687	\$ -	\$ 613,095	
State and Local Grants									
SHA 6084-184 1112	FHWA - SHRP2	\$ 700,000	\$ 674,768	\$ 25,232	\$ -	\$ -	\$ -	\$ 25,232	6/30/2022
BF-99T455 1340	Environmental Protection Agency (EPA)	\$ 1,074,579	\$ 661,005	\$ 413,574	\$ -	\$ -	\$ -	\$ 413,574	9/30/2020
CA000007-01 1342	Environmental Protection Agency (EPA)	\$ 1,200,000	\$ 444,160	\$ 755,840	\$ -	\$ -	\$ -	\$ 755,840	9/30/2020
6084 245 2214	HSIP/SSARPL	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ -	6/30/2022
14 -003 2800	Coastal Conservancy	\$ 1,475,854	\$ 871,072	\$ 604,782	\$ -	\$ -	\$ -	\$ 604,782	12/31/2020
10-092 2801	Coastal Conservancy	\$ 1,314,909	\$ 786,881	\$ 528,028	\$ -	\$ -	\$ -	\$ 528,028	1/31/2021
2310	ABAG Regional Early Action Plan for RHNA	\$ 3,450,000	\$ -	\$ 3,450,000	\$ -	\$ 1,579,780	\$ 1,030,000	\$ 840,220	12/31/2023
New	Coastal Conservancy Prop 68				\$ 1,400,000	\$ -	\$ 1,400,000	\$ -	New
New	Coastal Conservancy Prop 68				\$ 600,000	\$ 75,234	\$ 524,766	\$ -	New
New	SSARP Planning Grant				\$ 500,000	\$ -	\$ -	\$ 500,000	New
New	FEMA				\$ 300,000	\$ -	\$ -	\$ 300,000	New
New	USGS National Grant				\$ 75,000	\$ -	\$ -	\$ 75,000	New
		\$ 9,715,342	\$ 3,437,885	\$ 6,277,457	\$ 2,875,000	\$ 1,655,014	\$ 3,454,766	\$ 4,042,677	
Total Federal Grants Budget		\$ 265,668,523	\$ 156,709,848	\$ 108,958,676	\$ 33,820,687	\$ 9,927,278	\$ 66,022,955	\$ 66,829,130	

CONTRACTUAL SERVICES DETAIL Grants

Work Element	Description/Purpose	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change \$ Inc./Dec
1112	Implement Public Information Program Bike to Work Day TOTAL	\$ 200,000 \$ 200,000	\$ 200,000 \$ 200,000	\$ - \$ -	\$ (200,000) \$ (200,000)
1127	Regional Trails Water Trail Environmental Services Goodrick Ave Bay Trail construction Project Carquinez Strait Scenic Loop Trail Feasibility Study Project Water Trail Block Grant #1 San Francisco Bay Trail Block Grant #6 Water Trail Block Grant #2 TOTAL	\$ - \$ 130,000 \$ 133,387 \$ 185,000 \$ 1,400,000 \$ 600,000 \$ 2,448,387	\$ - \$ 130,000 \$ 133,387 \$ 185,000 \$ 1,400,000 \$ 600,000 \$ 2,448,387	\$ - \$ - \$ - \$ - \$ 1,400,000 \$ 524,766 \$ 1,924,766	\$ - \$ (130,000) \$ (133,387) \$ (185,000) \$ - \$ (75,234) \$ (523,621)
1128	Resilience and Hazards Planning Hazard Resilience Policy & planning TOTAL	\$ 100,000 \$ 100,000	\$ 100,000 \$ 100,000	\$ 30,000 \$ 30,000	\$ (70,000) \$ (70,000)
1222	Regional Rideshare Program Bay Area Van Pool Program Turn key vanpool services in Bay Area Commuter Benefits Program SB 1128 Regional Carpool Program TOTAL	\$ - \$ 500,000 \$ - \$ 240,000 \$ 1,550,000 \$ 2,290,000	\$ - \$ 500,000 \$ - \$ 240,000 \$ 1,550,000 \$ 2,290,000	\$ 400,000 \$ - \$ 220,000 \$ - \$ 1,400,000 \$ 2,020,000	\$ 400,000 \$ (500,000) \$ 220,000 \$ (240,000) \$ (150,000) \$ (270,000)
1223	Operational Support for Regional Programs 1-880 Communications Upgrade Interconnected Bay Area Program TMC programs and related infrastructure TOTAL	\$ 2,200,000 \$ 3,000,000 \$ 430,000 \$ 5,630,000	\$ 2,200,000 \$ 3,000,000 \$ 430,000 \$ 5,630,000	\$ 5,131,000 \$ - \$ 1,010,235 \$ 6,141,235	\$ 2,931,000 \$ (3,000,000) \$ 580,235 \$ 511,235
1224	Regional Traveler Information 511 Web Services 511 Web Services New Contract 511 System Integrator Technical Advisor Services 511 Communications 511 TIC Operations Transit Data QA/QC Services TOTAL	\$ 1,322,000 \$ - \$ 1,942,000 \$ 25,000 \$ 122,000 \$ 995,000 \$ - \$ 4,406,000	\$ 1,322,000 \$ - \$ 1,942,000 \$ 25,000 \$ 122,000 \$ 995,000 \$ - \$ 4,406,000	\$ 750,000 \$ 100,000 \$ 2,500,000 \$ 400,000 \$ - \$ 1,100,000 \$ 200,000 \$ 5,050,000	\$ (572,000) \$ 100,000 \$ 558,000 \$ 375,000 \$ (122,000) \$ 105,000 \$ 200,000 \$ 644,000
1233	Pavement Management System Software Training Support P-TAP Projects Safety Asset Management Planning Carryover TOTAL	\$ 300,000 \$ 1,600,000 \$ 500,000 \$ 2,400,000	\$ 300,000 \$ 1,600,000 \$ 500,000 \$ 2,400,000	\$ 300,000 \$ 1,600,000 \$ 500,000 \$ 2,400,000	\$ - \$ - \$ - \$ -
1234	Arterial and Transit Performance Program for Arterial System Arterial Operations Pass Arterial Operations IDEA CAT 2 Arterial Operations IDEA CAT 1&2 TOTAL	\$ - \$ 3,000,000 \$ - \$ 3,915,000 \$ 6,915,000	\$ - \$ 3,000,000 \$ - \$ 3,915,000 \$ 6,915,000	\$ - \$ 2,500,000 \$ 250,000 \$ 1,000,000 \$ 3,750,000	\$ - \$ (500,000) \$ 250,000 \$ (2,915,000) \$ (3,165,000)
1235	Incident Management I-880 Central Segment Project Study Report I-880 ICM TOTAL	\$ 1,127,765 \$ 18,200,000 \$ 19,327,765	\$ 1,127,765 \$ 18,200,000 \$ 19,327,765	\$ 1,106,953 \$ 2,000,000 \$ 3,106,953	\$ (20,812) \$ (16,200,000) \$ (16,220,812)
1238	Technology-Based Operations & Mobility Commute Challenge Connected Automated Vehicles Projects Shared Use Mobility TOTAL	\$ 6,000,000 \$ 2,500,000 \$ 2,500,000 \$ 11,000,000	\$ 6,000,000 \$ 2,500,000 \$ 2,500,000 \$ 11,000,000	\$ - \$ 2,496,388 \$ 1,300,000 \$ 3,796,388	\$ (6,000,000) \$ (3,612) \$ (1,200,000) \$ (7,203,612)
1310	Implement Lifeline Transportation Program Coordinated Plan Implementation Activities Lifeline transportation project TOTAL	\$ 100,000 \$ 300,000 \$ 400,000	\$ 100,000 \$ 300,000 \$ 400,000	\$ - \$ - \$ -	\$ (100,000) \$ (300,000) \$ (400,000)
1311	Planning for Lifeline Transportation Program Means Based Fare Program TOTAL	\$ 4,800,000 \$ 4,800,000	\$ 4,800,000 \$ 4,800,000	\$ - \$ -	\$ (4,800,000) \$ (4,800,000)
1413	Climate Initiative Climate Initiatives OBAG 2 Targeted Transportation Alternatives Project Regional Car Sharing TOTAL	\$ 10,875,000 \$ 325,000 \$ 1,200,411 \$ 12,400,411	\$ 10,875,000 \$ 325,000 \$ 1,200,411 \$ 12,400,411	\$ 10,875,000 \$ 318,449 \$ 806,551 \$ 12,000,000	\$ - \$ (6,551) \$ (393,860) \$ (400,411)

Work Element	Description/Purpose	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change \$ Inc./Dec
1611	Transportation and Land Use Coordination				
	BCDC STP	\$ 206,467	\$ 206,467	\$ 227,052	\$ 20,585
	CMA/BACTA Planning	\$ -	\$ -	\$ 7,953,000	\$ 7,953,000
	Access Public Lands near Transit	\$ -	\$ -	\$ -	\$ -
	PDA Implementation Studies	\$ 500,000	\$ 500,000	\$ -	\$ (500,000)
	PDA Planning Grant	\$ 5,100,000	\$ 5,100,000	\$ 7,862,000	\$ 2,762,000
	TOTAL	\$ 5,806,467	\$ 5,806,467	\$ 16,042,052	\$ 10,235,585
1615	RHNA/Housing Policy Consulting Assistance				
	RHNA/Housing Policy Consulting Assistance	\$ 2,052,811	\$ 2,052,811	\$ 1,000,000	\$ (1,052,811)
	RHNA Consulting Assistance	\$ -	\$ -	\$ -	\$ -
	TOTAL	\$ 2,052,811	\$ 2,052,811	\$ 1,000,000	\$ (1,052,811)
	Total Federal Funded Consultants before BBF	\$ 80,176,841	\$ 80,176,841	\$ 57,261,394	\$ (22,915,447)
1237	BAY AREA FORWARD PROJECT				
	Performance Monitoring & Tools	\$ 450,000	\$ 450,000	\$ -	\$ (450,000)
	Bay Bridge Forward Commuter Parking Initiative	\$ 2,427,112	\$ 2,427,112	\$ -	\$ (2,427,112)
	Design Alternative Assessments/Corridor Studies	\$ 2,000,000	\$ 2,000,000	\$ 2,500,000	\$ 500,000
	Bay Bridge Forward Implementation	\$ 999,000	\$ 999,000	\$ -	\$ (999,000)
	Freeway Performance Implementation	\$ 9,250,000	\$ 9,250,000	\$ -	\$ (9,250,000)
	Dumbarton Forward Bike & Ped Improve/P&R Others	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000
	Freeway Performance Implementation. US 101	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
	Napa Forward Transit/Bike/Ped/Intersection Improv	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
	Freeway Performance Impl. I-880	\$ -	\$ -	\$ 1,608,796	\$ 1,608,796
	Bay Bridge Forward 2020/Freeway Perf: I-80 Corridor and Powell I/C	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
	Freeway Performance Prelim Eng/Imp. SR-37	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
	Bay Bridge Forward 2020/Freeway Perf: I-580 Corridor	\$ -	\$ -	\$ 625,000	\$ 625,000
	Total Bay Bridge Forward	\$ 15,126,112	\$ 15,126,112	\$ 12,233,796	\$ (2,892,316)
	Total Federal funded Consultants after BBF	\$ 95,302,953	\$ 95,302,953	\$ 69,495,190	\$ (25,807,763)

Clipper Budget

Attachment C

Clipper 1 Operating:	FY 2019-20 Budget Amendment No. 3	FY 2020-21 Draft Budget		Change \$ Inc./Dec
Revenue:				
RM2	\$ 3,469,614	\$ 3,800,000	10%	\$ 330,386
STA	\$ 9,747,119	\$ 5,800,000	-40%	\$ (3,947,119)
CARES	\$ -	\$ 5,900,000	N/A	\$ 5,900,000
Inactive Accounts	\$ 2,960,359	\$ 391,414	-87%	\$ (2,568,945)
Float Account Interest	\$ -	\$ 300,000	0%	\$ 300,000
Transit Operators	\$ 23,773,381	\$ 19,385,000	-18%	\$ (4,388,381)
Total clipper operating Revenue	\$ 39,950,473	\$ 35,576,414	-11%	\$ (4,374,059)
Expenses:				
Staff cost	\$ 1,152,346	\$ 796,414	-31%	\$ (355,932)
Travel & Other General Ops.	\$ 93,233	\$ 80,000	-14%	\$ (13,233)
Promotion/Outreach/Fare Inc.	\$ 3,000,000	\$ -	-100%	\$ (3,000,000)
Clipper Operations	\$ 35,704,894	\$ 34,700,000	-3%	\$ (1,004,894)
Total clipper operating Expense	\$ 39,950,473	\$ 35,576,414	-11%	\$ (4,374,059)
Clipper 2 Operating:	FY 2019-20 Budget Amendment No. 3	FY 2020-21 Draft Budget		Change \$ Inc./Dec
Revenue:				
SGR	\$ -	\$ 863,149	N/A	\$ 863,149
Transit Operators	\$ -	\$ 1,124,500	N/A	\$ 1,124,500
Total clipper 2 Operating Revenue	\$ -	\$ 1,987,649	N/A	\$ 1,987,649
Expenses:				
Staff cost	\$ -	\$ 363,149	N/A	\$ 363,149
Clipper 2 Operations	\$ -	\$ 1,624,500	N/A	\$ 1,624,500
Total clipper 2 Operating Revenue	\$ -	\$ 1,987,649	N/A	\$ 1,987,649
Clipper 1 Capital:	Thru FY 2019-20 LTD Budget	FY 2020-21 Draft Budget		LTD Budget Thru FY 2020-21
Revenue:				
CMAQ	\$ 66,669,515	\$ -		\$ 66,669,515
Card Sales	\$ 17,951,267	\$ 5,000,000		\$ 22,951,267
Low Carbon Transit Operations (LCTOP)	\$ 7,777,971	\$ -		\$ 7,777,971
ARRA	\$ 11,167,891	\$ -		\$ 11,167,891
FTA	\$ 14,072,565	\$ -		\$ 14,072,565
STP	\$ 31,790,753	\$ -		\$ 31,790,753
STA	\$ 21,946,540	\$ -		\$ 21,946,540
Prop 1B	\$ 1,115,383	\$ -		\$ 1,115,383
SFMTA	\$ 8,005,421	\$ -		\$ 8,005,421
GGGHTD	\$ 2,975,000	\$ -		\$ 2,975,000
BART	\$ 725,000	\$ -		\$ 725,000
MTC Exchange Fund	\$ 7,573,878	\$ -		\$ 7,573,878
BATA	\$ 26,864,813	\$ -		\$ 26,864,813
Transit Operators	\$ 10,279,437	\$ 1,500,000		\$ 11,779,437
WETA	\$ 603,707	\$ -		\$ 603,707
Sales Tax	\$ 890,216	\$ -		\$ 890,216
Total Clipper 1 capital Revenue	\$ 230,409,357	\$ 6,500,000		\$ 236,909,357
Expense:				
Staff Costs	\$ 13,831,306	\$ 1,162,015		\$ 14,993,321
Travel	\$ 3,208	\$ -		\$ 3,208
Pilot Equipment Maintenance	\$ 3,093,834	\$ -		\$ 3,093,834
Transit Agency Funded Projects	\$ 10,333,144	\$ -		\$ 10,333,144
Design	\$ 54,690,574	\$ -		\$ 54,690,574
Site Preparation	\$ 3,899,437	\$ -		\$ 3,899,437
Construction	\$ 21,867,682	\$ -		\$ 21,867,682
Consultants	\$ 28,572,623	\$ -		\$ 28,572,623
Engineering	\$ 7,953,061	\$ -		\$ 7,953,061
Communications	\$ 1,583,000	\$ -		\$ 1,583,000
Marketing	\$ 2,212,029	\$ -		\$ 2,212,029
Financial Services	\$ 391,600	\$ -		\$ 391,600
Equipment	\$ 49,226,873	\$ -		\$ 49,226,873
Clipper Cards	\$ 26,240,095	\$ 6,500,000		\$ 32,740,095
Other	\$ 6,510,891	\$ (1,162,015)		\$ 5,348,876
Total Clipper 1 Expense	\$ 230,409,357	\$ 6,500,000		\$ 236,909,357

Clipper 2 Capital:

Revenue:

	Thru FY2019-20 LTD Budget	FY 2020-21 Draft Budget	LTD Budget Thru FY2020-21
STP	\$ 4,569,554	\$ -	\$ 4,569,554
FTA	\$ 10,078,133	\$ -	\$ 10,078,133
Toll Bridge	\$ 23,000,000	\$ -	\$ 23,000,000
OBAG 2	\$ 34,000,000	\$ -	\$ 34,000,000
Prop 1B/LCTOP	\$ 4,000,000	\$ -	\$ 4,000,000
FTA Funds	\$ 22,684,772	\$ -	\$ 22,684,772
FTA Funds shifted from C1 to C2	\$ 13,140,784	\$ -	\$ 13,140,784
CMAQ Funds shifted from C1 to C2	\$ 2,034,320	\$ -	\$ 2,034,320
STP Funds shifted from C1 to C2	\$ 5,747,333	\$ -	\$ 5,747,333
Transit Operators Funds shifted C1 to C2	\$ 4,077,563	\$ -	\$ 4,077,563
Projected FTA/FHWA Funds	\$ 88,000,000	\$ -	\$ 88,000,000
Golden Gate Pass through	\$ 5,000,000	\$ -	\$ 5,000,000
BATA	\$ 260,000	\$ -	\$ 260,000
Inactive Cards	\$ -	\$ 135,000	\$ 135,000
State of Good Repair	\$ -	\$ 9,931,304	\$ 9,931,304
STA	\$ 2,410,841	\$ -	\$ 2,410,841
Total Clipper 2 Revenue	\$ 219,003,300	\$ 10,066,304	\$ 229,069,604

Expense:

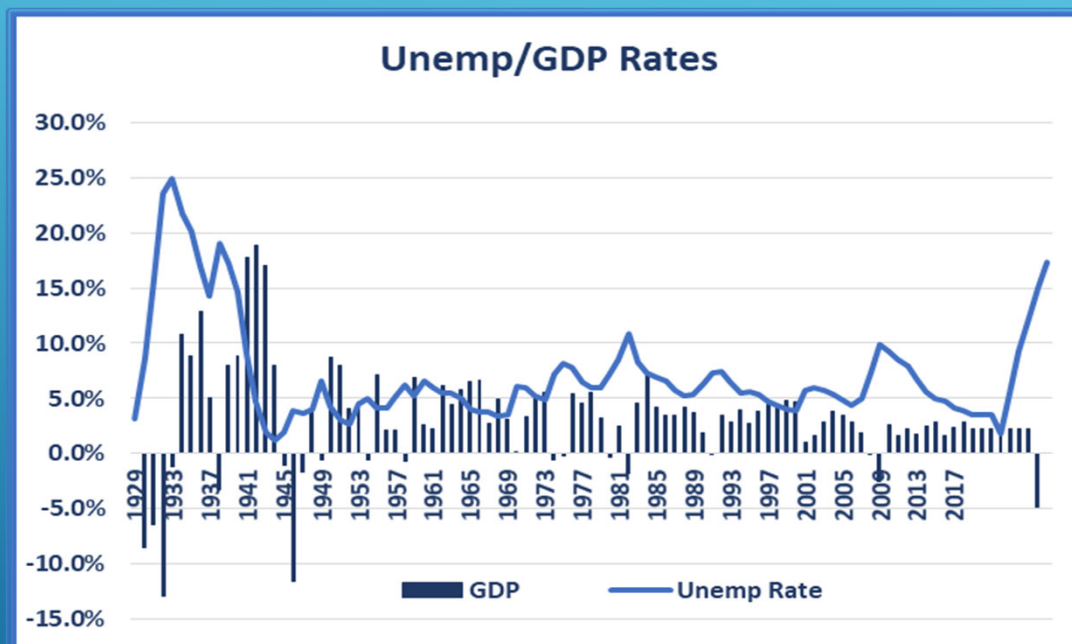
Staff Costs	\$ 8,914,278	\$ 2,954,189	\$ 11,868,467
Equipment	\$ 7,591,903	\$ -	\$ 7,591,903
Consultants	\$ 175,776,496	\$ 10,066,304	\$ 185,842,800
Sales Taxes	\$ 4,250,000	\$ -	\$ 4,250,000
Contingency	\$ 22,470,623	\$ (2,954,189)	\$ 19,516,434
Total Clipper 2 Expense	\$ 219,003,300	\$ 10,066,304	\$ 229,069,604

MTC FY 2020-21 PROPOSED OPERATING AND CAPITAL BUDGETS

June 10, 2020

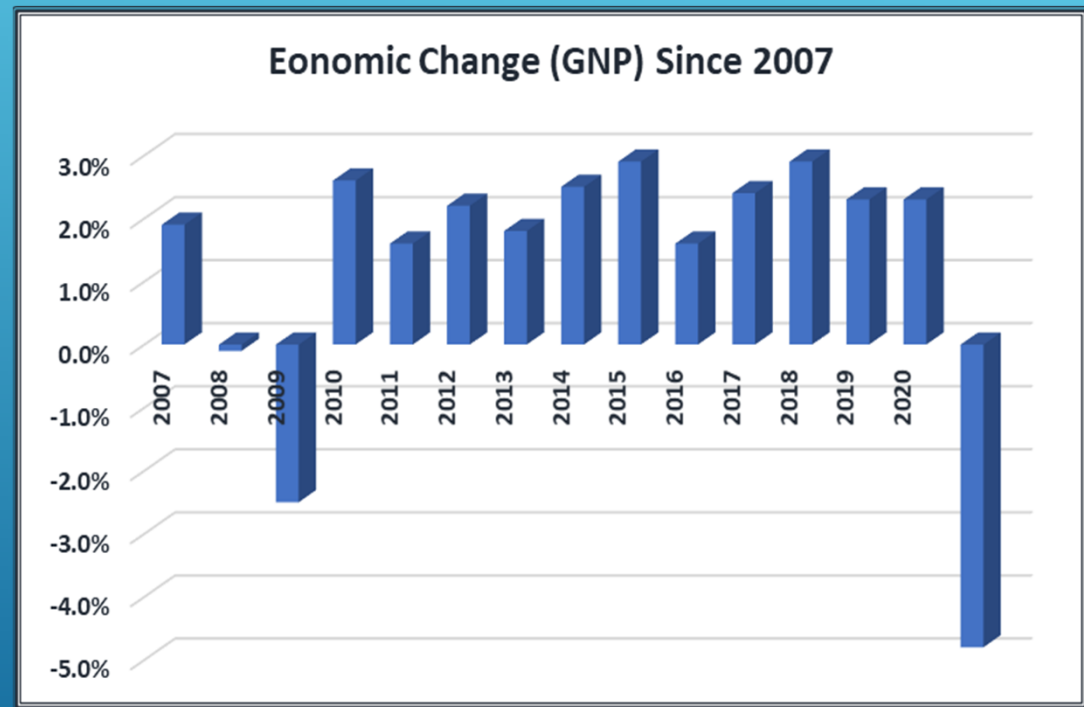
THE ENTIRE ECONOMY HAS CHANGED SINCE APPROVAL OF THE FY 2019-20 BUDGET

- ▶ Longest economic expansion on record ended in March 2020
 - ▶ July 2009 – February 2020
- ▶ US economy entered a recession starting Q1 2020
- ▶ Over 38 million unemployment applications filed in just 10 weeks
- ▶ Question now is what type of recovery to expect



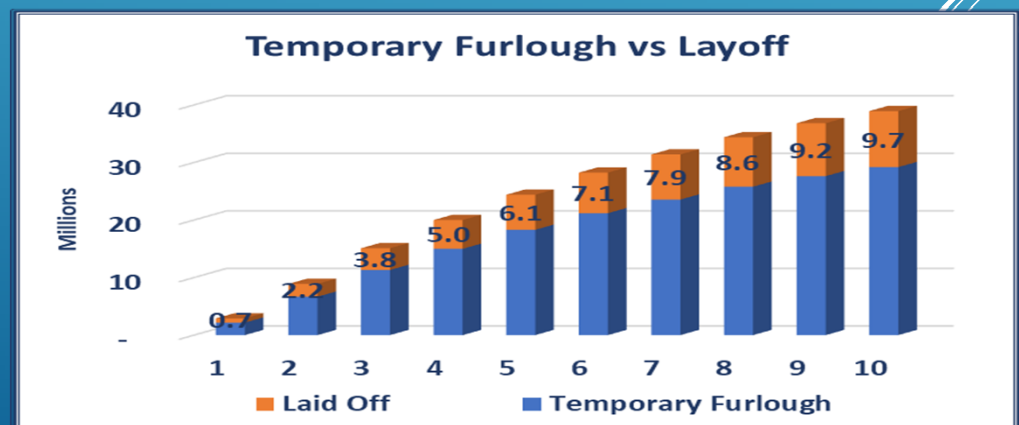
THE ONLY ECONOMIC COMPARISON MAY BE THE “GREAT DEPRESSION”

- ▶ 2010 – 2020 GNP grew 25.1%
- ▶ GNP fell 5% in Q1 2020
- ▶ Projected drop for Q2 - 25% +
- ▶ Q1 2020 drop wiped out nearly three years of growth
- ▶ Q2 2020 drop could -
 - ▶ Wipe out all post recession economic growth
 - ▶ Exceed Great Depression (25%)
- ▶ How long will the recession last?
 - ▶ 2008 economic “recovery” did not start until 2010



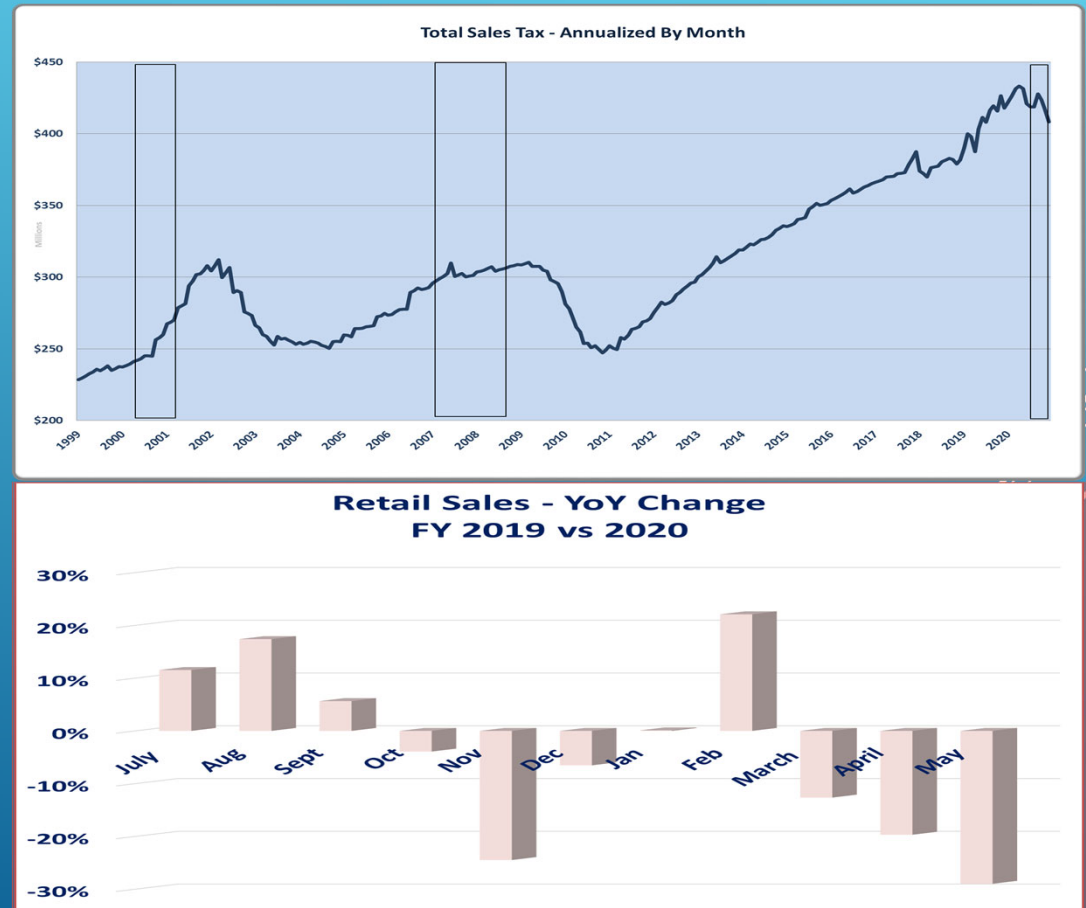
IN 10 WEEKS THE US ECONOMY HAS DROPPED OVER 38 MILLION JOBS

- ▶ Three previous unemployment peaks
 - ▶ 1932 25.0%
 - ▶ 1982 10.3%
 - ▶ 2008 10.0%
- ▶ Over 38 million 1st time unemployment claims - last 10 weeks
 - ▶ January 2020 3.5%
 - ▶ April 2020 17.8%
 - ▶ May 2020 22.0%
- ▶ 75% of recent unemployed consider themselves on temporary "furlough"
- ▶ Furloughed employees expect to be recalled at any time
- ▶ Remaining 25% still represents nearly 10 million unemployed



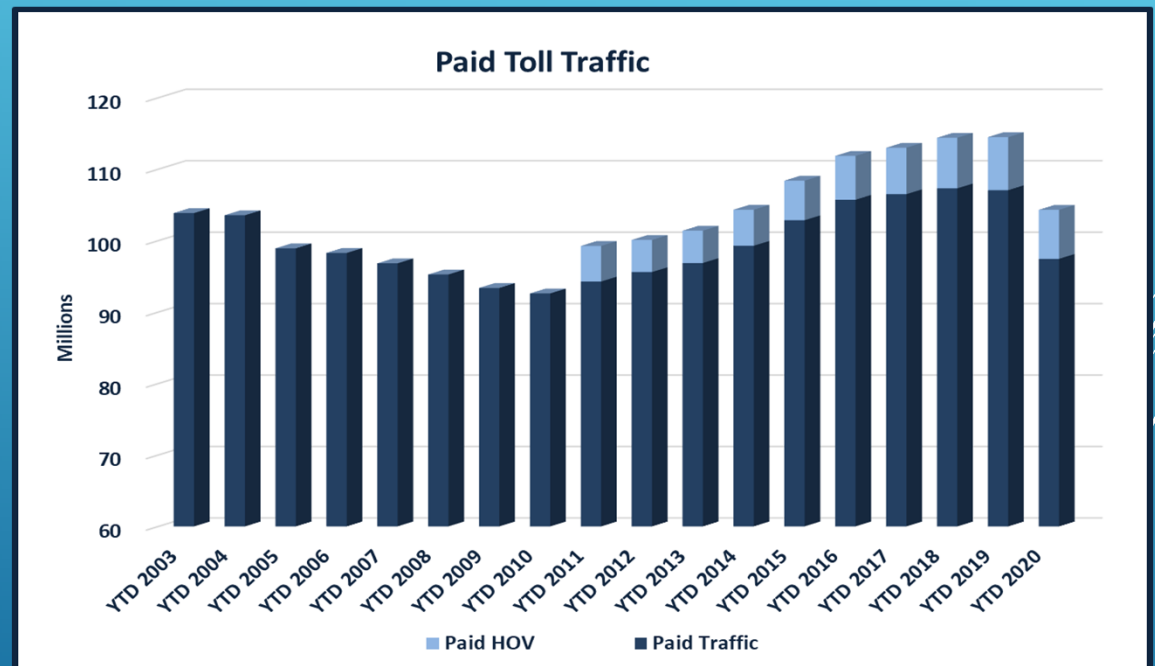
CLEAR GAUGE OF LOCAL ECONOMY – CHANGE IN RETAIL SALES

- ▶ Retail sales have fallen 3.4% since March
- ▶ Cumulative Retail sales trends –
 - ▶ February + 1.8% \$5.0 million
 - ▶ March .4% \$1.1 million
 - ▶ April - 1.6% - \$5.6 million
 - ▶ May - 3.4% - \$14.1 million
- ▶ Year over year change – by month
 - ▶ February + 22%
 - ▶ March - 13%
 - ▶ April - 20%
 - ▶ May - 29%
- ▶ No current estimate for impact of payment extensions
- ▶ Prior recovery periods
 - ▶ 2001 6 years
 - ▶ 2008 4 years



BRIDGE TOLL TRAFFIC

- ▶ Between 2008-2010, BATA lost over 1 million paid trips annually
- ▶ Paid (non-HOV) traffic did not recover pre-recession levels (115 million paid) until 2012
- ▶ YTD paid traffic is down 10 million vehicles through April
 - ▶ FY 2019 YTD 114 million
 - ▶ FY 2020 YTD 104 million



MTC IS RELATIVELY WELL POSITIONED TO DEAL WITH THE IMMEDIATE ECONOMIC CRISIS

- ▶ All MTC operating funds have been building cash liquidity positions since the Great Recession (2008)
- ▶ All MTC operating funds have a minimum of 6 months liquidity in cash in funded reserves
- ▶ Even at projected FY 2021 revenue levels all funds could maintain full operations for over a year

Fund	Net Equity (2020)	Budget (2020)	Days Cash
MTC	\$41 million	\$78 million	192
BATA	\$1 billion	\$633 million	577
SAFE	\$14 million	\$21 million	243

MTC FY 2020-21 PROPOSED OPERATING AND CAPITAL BUDGETS

MTC RESOLUTION 4422

GENERAL BUDGET STRATEGY

- ▶ No economic “miracle” in FY 2020-21
- ▶ “Zero Base” discretionary expenses
- ▶ No new positions
- ▶ No layoffs/furloughs
- ▶ Cash flow management
 - ▶ Control contracts – minimize negative cash flow on grants
 - ▶ Control hiring
 - ▶ Honor Existing recruitments
 - ▶ Fill essential positions
 - ▶ Prioritize grant and other outside funded positions
 - ▶ Maintain “core” of 10 vacancies to manage cash flow
- ▶ With proper cash flow management MTC may ultimately avoid reserve draw

GENERAL BUDGET ASSUMPTIONS

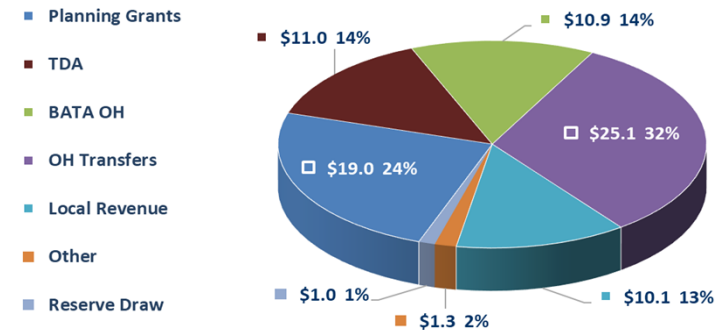
► Expense

- 300 full time staff – reduced vacancies
 - 2 regular staff
 - 3 “project based” limited term
- 2.8% contracted COLA increase
- 2.5% PERS normal cost increase
- \$2.5 million PERS UAAL payment
- \$2.3 million OPEB normal cost payment

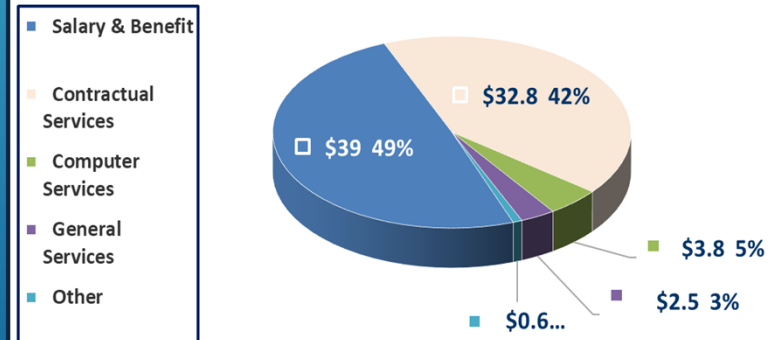
► Revenue

- Improvement but no general economic recovery in FY 2020-21
 - TDA (sales tax) down 25% from FY 2020
 - BATA toll revenue transfers down 25%
 - RM3 revenue remains in escrow
 - \$1 million reserve transfer
- No immediate economic impact on budgeted grant revenue

**MTC Operating Revenue - \$78
(In Millions)**



**MTC Operating Expense - \$78
(In Millions)**



PROPOSED FY 2020-21 MTC OPERATING BUDGET

- ▶ FY 2020 budget deficit is \$5.1 million
- ▶ FY 2021 Budget deficit has been reduced from \$5.0 million to under \$1 million
 - ▶ \$2 million in expense cuts including
 - ▶ Vacant positions cuts
 - ▶ 2.5 positions now grant funded
 - ▶ \$1.2 million pension expense reduction
 - ▶ \$2 million in new revenue sources
 - ▶ \$1 million one-time grant revenue
 - ▶ \$1.0 million refund of OPEB reimbursement
- ▶ The remaining deficit impact can be mitigated through cash flow management

	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Inc./Dec	Change \$ Inc./Dec
General Planning Revenue	\$ 32,764,504	\$ 29,547,807	\$ 30,002,076	2%	\$ 454,269
Other MTC Revenue	\$ 1,336,377	\$ 1,336,377	\$ 1,280,500	-4%	\$ (55,877)
Transfers from other Funds	\$ 43,527,671	\$ 41,430,677	\$ 35,975,973	-13%	\$ (5,454,704)
Local Revenue Grants	\$ 5,847,864	\$ 5,847,864	\$ 10,123,636	73%	\$ 4,275,772
Total Operating Revenue	\$83,476,416	\$78,162,725	\$77,382,185	-1%	\$ (780,540)
Total Operating Expense	\$83,277,872	\$83,277,872	\$78,350,776	-6%	\$ (4,927,096)
Operating Surplus (Shortfall)	\$198,546	(\$5,115,145)	(\$968,591)	-81%	\$ 4,146,554

FY 2020-21 OPERATING REVENUE

- ▶ Total proposed revenue \$77.4 million down \$6 million from the original FY 2019-20 budget*
- ▶ Revenue breakdown:
 - ▶ General Planning \$30 million
Down \$2.7 million, 8%
 - ▶ Interfund transfers \$36.0 million
Down \$7.6 million
 - ▶ Local grants \$10.1 million
New \$5.2 million LCTOP grant
 - ▶ Other revenue \$1.3 million
 - ▶ \$ 1million reserve transfer

*measured from adopted FY 2020 budget – amendment 3

	FY 2019-20 Budget Amendment No. 3	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change % Inc./Dec	Change \$ Inc./Dec
Subtotal: General Planning Revenue	\$ 32,764,504	\$ 29,547,807	\$ 30,002,076	2%	\$ 454,269
TDA (Planning/Administrative)	\$ 14,616,697	\$ 11,400,000	\$ 10,962,523	-4%	\$ (437,477)
Subtotal: Transfers from other funds	\$ 43,527,671	\$ 41,430,677	\$ 35,975,973	-13%	\$ (5,454,704)
Subtotal: Local Revenue Grants	\$ 5,847,864	\$ 5,847,864	\$ 10,123,636	73%	\$ 4,275,772
Subtotal: MTC Other Revenue	\$ 1,336,377	\$ 1,336,377	\$ 1,280,500	-4%	\$ (55,877)
Total Current Year Revenue	\$ 83,476,416	\$ 78,162,725	\$ 77,382,185	-1%	\$ (780,540)

FY 2020-21 OPERATING EXPENSE

- ▶ Total proposed operating expense FY 2020-21 down \$5 million, 6%
- ▶ Salaries & Benefits \$38.7 million
 - ▶ Down \$3.6 million, 9%
 - ▶ Vacant position reductions
 - ▶ Savings from PERS & OPEB restructuring
 - ▶ Includes \$2.5 million increase in contract salary and PERS increases
- ▶ General Operations \$2.5 million
 - ▶ Down \$855,000, 26%
- ▶ Contract services \$32.8 million
- ▶ Even with the budget reduction we expect to maintain contract and hiring discipline to minimize the potential further revenue reduction

	FY 2019-20 Budget Amendment No. 4	FY 2020-21 Draft Budget	Change % Inc./Dec)	Change \$ Inc./Dec)
I. Salaries and Benefits	\$ 42,321,426	\$ 38,696,024	-9%	\$ (3,625,402)
MTC Staff - Regular	\$ 41,504,347	\$ 38,044,265	-8%	\$ (3,460,082)
Temporary Staff	\$ 765,881	\$ 509,672	-33%	\$ (256,209)
Hourly /Interns	\$ 51,198	\$ 142,087	178%	\$ 90,889
II. Travel and Training	\$ 590,419	\$ 432,500	-27%	\$ (157,919)
III. Printing, Repro. & Graphics	\$ 137,700	\$ 50,000	-64%	\$ (87,700)
IV. Computer Services	\$ 3,506,550	\$ 3,756,238	7%	\$ 249,688
V. Commissioner Expense	\$ 150,000	\$ 150,000	0%	\$ -
VI. Advisory Committees	\$ 15,000	\$ 15,000	0%	\$ -
VII. General Operations	\$ 3,310,988	\$ 2,455,999	-26%	\$ (854,989)
Subtotal of Op Exp Before Contractual Service	\$ 50,032,083	\$ 45,555,761	-9%	\$ (4,476,322)
IX. Contractual Services	\$ 33,245,789	\$ 32,795,015	-1%	\$ (450,774)
Total Operating Expense	\$83,277,872	\$78,350,776	-6%	\$ (4,927,096)

FY 2020-21 MTC CAPITAL PROJECTS

- ▶ Bay Area Forward \$34.2 million
- ▶ Revenue – various grant/funding
 - ▶ STP/CMAQ \$13.4 million
 - ▶ RM2 \$11.2 million
 - ▶ Other local \$7.4 million
 - ▶ Other \$2.2 million
- ▶ Expenses include
 - ▶ \$4.6 million West Grand Bus / HOV extension
 - ▶ \$9.4 million FPI I 80 preliminary engineering
 - ▶ \$6.4 million FPI implementation I 580
- ▶ Annual Equip replacement \$816,000
 - ▶ \$566,000 for computer replacements
 - ▶ \$250,000 for new employee computer purchase loan

BAY AREA FORWARD PROJECT

Total Revenue	\$ 54,256,682	\$ 34,151,448
Expense		
Staff	\$1,411,811	\$ 1,162,652
Consultants		
Design Alternative Assessments/Corridor Studies	\$ 2,000,000	\$ 2,500,000
Dumbarton Forward Bike & Ped Improve/P&R Others	\$ -	\$ 1,500,000
Vehicle Occupancy Enforcement Program	\$ 1,000,000	\$ 400,000
Napa Forward	\$ 1,100,000	\$ 1,790,000
Bay Bridge Forward West Grand Bus/ HOV Lane Extension	\$ 11,526,112	\$ 4,645,000
Bay Bridge Forward ICM/Sterling Stret/Other	\$ 6,100,000	\$ 1,700,000
SR 37 Interim project/Richmond-San Rafael Access Improvements	\$ 652,151	\$ -
SR Interim Project & Early Ecological Enhancement	\$ 225,000	\$ -
RSR Forward Bike & Ped Improve/Other	\$ -	\$ 795,000
Freeway Performance Impl. US 101	\$ 3,000,000	\$ 1,000,000
Freeway Performance Prelim Eng/Impl - I-80	\$ -	\$ 9,425,000
Freeway Performance Impl. I-580	\$ 2,500,000	\$ 6,375,000
Freeway Performance Impl. SR-37 / Other	\$ 1,000,000	\$ 1,000,000
Performance Monitoring & Tools	\$ 450,000	\$ -
Freeway Performance Impl I-880	\$ 2,750,000	\$ 1,858,796
FY 2018-19 C/O	\$ 20,541,608	\$ -
Total Expense	\$ 54,256,682	\$ 34,151,448

FY 2020-21 MTC GRANT BUDGET

► Total grant budget \$300 million

- FY 2019-20 \$266 million
- FY 2020-21 \$ 34 million
- LTD expenses \$157 million
- Active balance \$143 million

► Expenses

- Existing projects 43
- New projects 15
- Staff \$10 million
- Contract services \$66 million
- Remaining balance \$67 million

	Grant	Balance	New Grant	Staff Budget	Consultant Budget	Balance
	Award	thru FY 2020	FY 2020-21	FY 2020-21	FY 2020-21	FY 2020-21
STP Grants	\$ 182,396,000	\$ 84,559,405	\$ 19,862,000	\$ 7,771,328	\$ 41,941,236	\$ 54,708,841
CMAQ Grants	\$ 45,987,411	\$ 17,508,719	\$ 10,875,000	\$ 292,249	\$ 20,626,953	\$ 7,464,517
FTA GRANTS	\$ 27,569,770	\$ 613,095	\$ 208,687	\$ 208,687	-	\$ 613,095
State and Local Grants	\$ 9,715,342	\$ 6,277,457	\$ 2,875,000	\$ 1,655,014	\$ 3,454,766	\$ 4,042,677
Total Federal Grants Budget	\$ 265,668,523	\$ 108,958,676	\$ 33,820,687	\$ 9,927,278	\$ 66,022,955	\$ 66,829,130

CLIPPER OPERATING

- **Clipper I revenue \$35.6 million**
 - Revenue down 11%
 - CARES revenue (new) \$5.9 million *
 - STA down \$4 million
 - Operators payment down \$4.4 million
- **CI Expense \$35.6 million**
 - Expenses down 11%
 - Contractor costs (98% of budget) down 3%
- **Clipper II \$2 million**
 - First time operating budget
 - 57% of revenue from transit operators
 - 82% of expenses are contract operations

Clipper 1 Operating:	FY 2019-20 Budget Amendment No. 3	FY 2020-21 Draft Budget	
Revenue:			
RM2	\$ 3,469,614	\$ 3,800,000	10%
STA	\$ 9,747,119	\$ 5,800,000	-40%
CARES	\$ -	\$ 5,900,000	N/A
Inactive Accounts	\$ 2,960,359	\$ 391,414	-87%
Float Account Interest	\$ -	\$ 300,000	0%
Transit Operators	\$ 23,773,381	\$ 19,385,000	-18%
Total clipper operating Revenue	\$ 39,950,473	\$ 35,576,414	-11%
Expenses:			
Staff cost	\$ 1,152,346	\$ 796,414	-31%
Travel & Other General Ops.	\$ 93,233	\$ 80,000	-14%
Promotion/Outreach/Fare Inc.	\$ 3,000,000	\$ -	-100%
Clipper Operations	\$ 35,704,894	\$ 34,700,000	-3%
Total clipper operating Expense	\$ 39,950,473	\$ 35,576,414	-11%
Clipper 2 Operating:	FY 2019-20 Budget Amendment No. 3	FY 2020-21 Draft Budget	
Revenue:			
SGR	\$ -	\$ 863,149	N/A
Transit Operators	\$ -	\$ 1,124,500	N/A
Total clipper 2 Operating Revenue	\$ -	\$ 1,987,649	N/A
Expenses:			
Staff cost	\$ -	\$ 363,149	N/A
Clipper 2 Operations	\$ -	\$ 1,624,500	N/A
Total clipper 2 Operating Revenue	\$ -	\$ 1,987,649	N/A

* Pending approval

CLIPPER CAPITAL

- Clipper I \$237 million
- Addition sources \$6.5 million
 - Card sales \$5.0 million
 - Operators \$1.5 million
 - Expenses to staff \$1.1 million
 - Card purchases
- Clipper II - \$229 million
 - Additional sources \$10.1 million
 - Staff costs \$3.0 million
 - Consultants \$10 million
 - \$3 million contingency draw
 - Contingency balance \$19.5 million

	Thru FY 2019-20 LTD Budget	FY 2020-21 Draft Budget
Total Clipper 1 Capital Budget	\$ 230,409,357	\$ 6,500,000
Clipper 2 Capital:	Thru FY2019-20 LTD Budget	FY 2020-21 Draft Budget
Revenue:		
STP	\$ 4,569,554	\$ -
FTA	\$ 10,078,133	\$ -
Toll Bridge	\$ 23,000,000	\$ -
OBAG 2	\$ 34,000,000	\$ -
Prop 1B/LCTOP	\$ 4,000,000	\$ -
FTA Funds	\$ 22,684,772	\$ -
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CMAQ Funds shifted from C1 to C2	\$ 2,034,320	\$ -
STP Funds shifted from C1 to C2	\$ 5,747,333	\$ -
Transit Operators Funds shifted C1 to C2	\$ 4,077,563	\$ -
Projected FTA/FHWA Funds	\$ 88,000,000	\$ -
Golden Gate Pass through	\$ 5,000,000	\$ -
BATA	\$ 260,000	\$ -
Inactive Cards	\$ -	\$ 135,000
State of Good Repair	\$ -	\$ 9,931,304
STA	\$ 2,410,841	\$ -
Total Clipper 2 Revenue	\$ 219,003,300	\$ 10,066,304
Expense:		
Staff Costs	\$ 8,914,278	\$ 2,954,189
Equipment	\$ 7,591,903	\$ -
Consultants	\$ 175,776,496	\$ 10,066,304
Sales Taxes	\$ 4,250,000	\$ -
Contingency	\$ 22,470,623	\$ (2,954,189)
Total Clipper 2 Expense	\$ 219,003,300	\$ 10,066,304

MTC BUDGET - CONCLUSION

- ▶ MTC is still financially sound
- ▶ MTC reserve going into FY 2020-21 \$41 million
 - ▶ 53% of total operating budget
 - ▶ 192 days operating
- ▶ 50 % of MTC revenue is grant revenue not impacted by recession
- ▶ RM 3 revenue is still in escrow
- ▶ Net equity balance positive \$2 million
 - ▶ FY 2019-20 - \$19 million
 - ▶ FY 2020-21 + \$2 million
- ▶ Pension liability has been reduced 55%
- ▶ MTC will still have a structural deficit in the future
 - ▶ \$1.0 million in one-time revenue
 - ▶ \$2.5 million S&B growth
 - ▶ S&B will grow faster than revenue

MTC Fund Balance							
	Actual					Budget	Budget
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY18-19	FY 19-20	FY 20-21
Fund balance, July 1	\$ 34,175,123	\$ 36,676,996	\$ 40,369,795	\$ 41,664,790	\$ 46,412,978	\$ 46,028,526	\$ 40,913,381
Surplus (deficit)	2,501,873	3,692,799	1,294,995	4,748,188	(384,452)	(5,115,145)	(968,591)
Transfer in from other Funds	-	-	-	-	-	-	-
Fund balance, June 30	36,676,996	40,369,795	41,664,790	46,412,978	46,028,526	40,913,381	39,944,790
Adjusted balance June 30	36,676,996	40,369,795	41,664,789	46,412,978	46,028,526	40,913,381	39,944,790
Reserve for encumbrance	2,725,781	4,885,700	3,013,964	3,291,429	3,944,446	4,000,000	4,000,000
Benefits/Retirement Reserve	1,500,308	1,468,652	1,515,948	1,362,773	3,158,877	6,000,000	6,000,000
Compensated Absences	4,347,801	4,842,422	5,151,294	3,921,386	4,253,618	5,500,000	6,000,000
STA Reserve	511,807	158,050	49,194	27,196	-	500,000	-
Capital Reserve	-	-	-	-	-	130,000	816,000
Liability Contingency Reserve	234,040	964,580	294,763	123,850	285,120	-	700,000
Subtotal reserve, restricted	9,319,737	12,319,404	10,025,163	8,726,634	11,642,061	16,130,000	17,516,000
Net before retirement	27,357,259	28,050,391	31,639,626	37,686,344	34,386,465	24,783,381	22,428,790
Net Pension Liability	16,010,789	18,286,012	22,572,445	24,420,309	19,889,459	36,671,000	20,350,300
OPEB	-	-	-	4,763,606	5,059,342	7,100,000	(123,000)
Net unrestricted	11,346,470	9,764,379	9,067,181	8,502,429	9,437,664	(18,987,619)	2,201,490
Total Adjusted Reserve	\$ 36,676,996	\$ 40,369,795	\$ 41,664,790	\$ 46,412,978	\$ 46,028,526	\$ 40,913,381	\$ 39,944,790
Unrestricted	31%	24%	22%	18%	21%	-46%	6%
Restricted	69%	76%	78%	82%	79%	146%	94%
Total Fund balance	100%	100%	100%	100%	100%	100%	100%



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0642	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	4/10/2020	In control:		Metropolitan Transportation Commission	
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: [8a 20-0642 - ResoNos 4378-4379-4428 RM2 Ops and Mktg Program Amendments.pdf](#)
[20-0642 - ResoNos 4378-4379-4428 RM2 Ops and Mktg Program Amendments.pdf](#)

Date	Ver.	Action By	Action	Result
6/10/2020	1	Programming and Allocations Committee		

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

**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

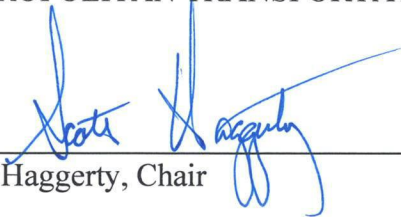
WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

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.

Attachment A
MTC Resolution No. 4378

Page 1 of 2

FY 2019-20 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)
Programmed

Project Name	Sponsor	Route	(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	MTC	
Week Awareness		\$ 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

ABSTRACT

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
Page 1 of 1

**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.

Attachment A
MTC Resolution No. 4428

Page 1 of 2

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 FY2010-16 for eligible projects. In FY2020-21, the FY2019-20 original programming amounts were reduced proportionally 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: [8b 20-0760 - ResoNos 4427-4429-4430-4431-4432 Transit Ops Capital Projects Allocation.pdf](#)
[20-0760 - ResoNos 4427-4429-4430-4431-4432.pdf](#)

Date	Ver.	Action By	Action	Result
6/10/2020	1	Programming and Allocations Committee		

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

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 Revision 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	<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 13 out of 22 operators that allow Clipper payment are currently operating fare free or not enforcing fares. As a result of free 	<ul style="list-style-type: none"> - 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
					<p>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.</p> <ul style="list-style-type: none"> - 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. 	<p>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.</p> <ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - 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

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

Attachment A
MTC Resolution No. 4427
Page 1 of 1

**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

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.

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

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
Page 1 of 2

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			

Date: June 24, 2020
Referred by: PAC

Attachment B
Resolution No. 4430
Page 1 of 3

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 21 California Code of Regulations § 6633.1, or § 6634; and

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

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

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

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

Transportation Development Act Article 8 Transit Funds

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

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

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

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.

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			

Date: June 21, 2020
Referred by: PAC

Attachment B
Resolution No. 4431
Page 1 of 2

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. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

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.

	<i>AC Transit</i>	<i>SFMTA</i>
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.	<i>YES</i>	<i>YES</i>
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.	<i>YES</i>	<i>YES</i>
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.	<i>YES</i>	<i>YES</i>



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:** Metropolitan Transportation Commission
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: [8c 20-0813 ResoNo 3914 Valley Link Allocation.pdf](#)
[20-0813 ResoNo 3914 Valley Link Allocation.pdf](#)
[3d PUBLIC COMMENT TriValley Chamber of Commerce Alliance.pdf](#)
[3d PUBLIC COMMENT City of Dublin.pdf](#)
[3d PUBLIC COMMENT City of Livermore.pdf](#)
[3d PUBLIC COMMENT City of Pleasanton.pdf](#)
[3d PUBLIC COMMENT City of San Ramon.pdf](#)
[3d PUBLIC COMMENT Dublin Chamber of Commerce.pdf](#)
[3d PUBLIC COMMENT Innovation Tri-Valley Leadership Group.pdf](#)
[3d PUBLIC COMMENT Laborers Local 304.pdf](#)
[3d PUBLIC COMMENT LAVTA.pdf](#)
[3d PUBLIC COMMENT Pleasanton Chamber of Commerce.pdf](#)
[3d PUBLIC COMMENT Town of Danville.pdf](#)

Date	Ver.	Action By	Action	Result
6/10/2020	1	Programming and Allocations Committee		

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.

ABSTRACT

MTC Resolution No. 3914, Revised

Page 2

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 3

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 4

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

ABSTRACT

MTC Resolution No. 3914, Revised

Page 5

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.

ABSTRACT

MTC Resolution No. 3914, Revised

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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

ABSTRACT

MTC Resolution No. 3914, Revised

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\$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

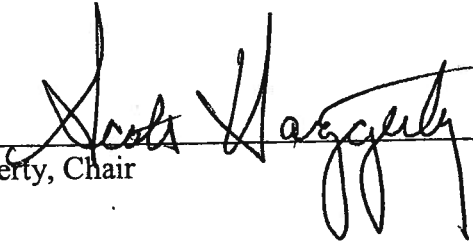
WHEREAS, MTC adopted Resolution 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and be it

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

Attachment A
 Resolution No. 3914
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ALLOCATION OF AB 1171 Bridge Toll Funds
 Allocation Authorization: S&H § 31010(b)

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	2008-09	San Francisco County Transportation Authority (SFCTA)	Doyle Drive project	\$80,000,000	06/24/2009	<p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and SFCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>SFCTA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>
02	2009-10	Bay Area Rapid Transit District (BART)	e-BART	\$13,890,000	12/16/2009	<p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
03	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	\$10,700,000	02/24/10	<p>Scope of Work: This allocation will fund the final design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center. The scope includes final design work, various consulting services, coordination with public agencies, and permits and fees.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
04	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$5,226,000	02/24/10	<p>Scope of Work: This allocation will fund the Program Management/Program Controls (PMPC) services for the project. The PMPC provides assistance with the design, oversight, and management of the entire project.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
05	2009-10	CCTA	e-BART	\$11,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$11,000,000 for ROW Activities and associated utility coordination and construction between Somersville Rd and SR160. This is a contribution towards BART and CCTA's agreed upon right-of-way cost for median.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
06	2009-10	CCTA	e-BART	\$2,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$2,000,000 for construction activities associated with eBART costs in the median between Loveridge Road and SR160.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
07	2009-10	BART	e-BART	\$11,000,000	06/23/10	<p>Scope of Work: This allocation is towards the completion of the final design for the eBART project. The specific elements of this allocation include final design for the Hillcrest station, parking lot and maintenance facility, trackworks & systems, vehicle procurement, and various Caltrans & Utility agreements.</p> <p>Allocation is conditioned on the approval of the Initial Project Report (IPR) package by the BART board and concurrence by the CCTA board.</p> <p>BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that BART will comply with the provisions of MTC Resolution No. 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$134,074,000	06/23/10	<p>Scope of Work: This allocation is towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center. The elements that will proceed to NTP using AB 1171 funds are: <i>Construction Management Oversight, Existing Terminal & Ramps Demolition, Construction Docs/Final Design, City Agency Inspection, Permits & Fees, PMPC, Utility Relocation, Buttress Shoring Wall & Excavation and Construction Management General Contractor services.</i></p> <p>The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the TJPA board.</p> <p>b) *Once the ARRA funds are secured in a grant agreement, MTC will rescind the remaining AB 1171 funds from this allocation so that they may be used for future elements of this project.</p> <p>The demolition and construction allocation of roughly \$112 million is conditioned on:</p> <p>a) Federal Railroad Administration (FRA) issuance of the Record of Decision adopting those portions of the 2004 EIS dealing with Phase 1.</p> <p>(cont. next page)</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08 (cont.)						<p>b) Execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>*The TJPA is currently working with the Federal Railroad Administration (FRA) on finalizing a grant agreement for \$400 million in American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funds. Though these funds have been committed, the timing of the grant agreement is unknown at this time. TJPA anticipates receiving a grant before the end of the calendar year. TJPA is requesting this allocation of AB 1171 funds in order to maintain the project schedule while awaiting the grant agreement.</p>
09	2010-11	BART	BART Warm Springs Extension	\$5,000,000	07/28/10 Conditions Revised 7/27/11	<p>Scope of Work: This allocation is towards the following costs for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> • 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: <p>(cont. next page)</p>
						<ol style="list-style-type: none"> 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). <ul style="list-style-type: none"> • 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
						<p>c) All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below.</p> <p>d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.</p>

10	2010-11	ACCMA (Co-sponsor - BART)	BART to Livermore ROW Preservation	\$1,250,000	07/28/10	<p>Scope of Work: This allocation is to fund the purchase of right-of-way in the vicinity of I-580 and El Charro Rd to retain land for future transit use. The allocation of funds is conditioned on the following:</p> <p>I- Execution of a funding agreement between MTC and ACCMA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>ACCMA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART and ACCMA concur with an additional AB 1171 allocation, not to exceed \$500,000, to MTC for an independent Opportunity/Risk Assessment Study administered by MTC related to the \$95 million in AB 1171 funds committed to the project in Resolution 3434.</p> <p>Establishment of a Land Trust (or similar mechanism) including, but not limited to the following terms: a) property shall be held for the benefit of a BART Extension to Livermore or other transit project in corridor consistent with Resolution 3434 – Tri-Valley Transit Access Improvements to/from BART (PROJECT); and b) if PROJECT does not commence construction within ten years, property in the Land trust shall be sold for fair market value and proceeds distributed equally to funding partners, based on funding participation.</p>
11	2010-11	MTC	Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project	\$250,000	07/28/10	<p>Scope of Work: Develop an Opportunity/Risk Analysis related to future allocations of AB 1171 funds for ROW preservation for transit use in the corridor in the context of the programmatic level Environmental Impact Report certified by the BART Board.</p>

12	2010-11	MTC	Regional Express Lane Network	\$2,800,000	07/28/10	Scope of work: The funds requested in this allocation will be used to develop a project initiation document and application to the CTC for authority to implement the Regional Express Lanes Network. Additional planning and project development will be funded with this allocation, including: a) development of concepts of operation, b) exploration of options to enhance project delivery, c) development of an overall program delivery strategy.
13	2010-11	BART	e-BART	\$73,600,000	10/27/10	<p>Scope of work: This allocation is to fund the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the CCTA board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

14	2010-11	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$7,000,000	12/15/10	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p>Scope change approved 07/25/12 and effective as of the original allocation approval date of 12/15/10.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
13	2010-11	BART	e-BART	(\$52,000,000)	03/23/11	<p>This rescission of \$52 million reduces Allocation #13 to \$21.6 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project. The remaining \$21.6 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>

16	2010-11	CCTA	e-BART	\$19,000,000	03/23/11	<p>Scope of work: This allocation will fund \$19,000,000 for construction and construction management activities associated with e-BART costs in the median of State Route 4 between Somersville Road and SR160.</p> <p><i>Note:</i> Allocation was reduced by \$142,200 on 1/23/19. New allocation amount is \$18,857,800. See page 36.</p> <p>Allocation is conditioned on concurrence by the BART board with the IPR package.</p> <p>Allocation and disbursement are also conditioned upon the execution of a funding agreement between MTC and CCTA for the AB 1171 funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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08	2010-11	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$76,024,000)	05/25/11	<p>This rescission of \$76,024,000 reduces Allocation #8 to \$58,050,000 for final design and construction of the Transit Center building, including:</p> <p>Construction Management Oversight</p> <p>Demolition of the Transbay Terminal and ramps</p> <p>Transit Center Final Design</p> <p>City Agency Inspection</p> <p>Transit Center Permits and Fees</p> <p>Program Management / Program Controls (PMPC)</p> <p>Utility Relocation</p> <p>Buttress, Shoring Wall and Excavation (BSE) construction</p> <p>Construction Management / General Contractor (CMGC) services</p> <p>The remaining \$58.05 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #8.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	\$26,400,000	06/22/11	<p>Scope of work: This allocation funds the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.</p> <p><i>Conditions:</i> Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / State Highway Operations and Protection Program (SHOPP) funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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18	2011-12	CCTA	e-BART	\$27,100,000	09/28/11	<p>Scope of Work: This allocation will fund construction and construction management activities for integration of eBART median structures into Caltrans/CCTA SR 4 contract segments (3,4,5) and to accommodate eBART in the median between Somersville Road and State Route 160.</p> <p><i>Note:</i> Allocation was reduced by \$10,692 on 1/23/19. New allocation amount is \$27,089,308. See page 36.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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19	2011-12	VTA	Mission/Warren/ Truck-Rail Facility	\$6,500,000	11/16/11	<p>Scope of Work: This allocation will fund construction and construction management activities for the Mission/Warren/Truck-Rail Facility project.</p> <p><i>Conditions:</i> The \$6.5 million in AB 1171 funds shall be the last fund source expended on the original estimated cost of \$148 million project. If the project cost is less than the \$148 million, MTC would rescind or reduce this allocation.</p> <p>Additionally, allocation and disbursement is contingent upon the execution of a funding agreement between MTC and VTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>VTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	(\$3,817,000)	03/28/12	This rescission of \$3,817,000 reduces Allocation #17 to \$22,583,000 for construction of the I-80 Eastbound Cordelia Truck Scales Relocation project. The remaining \$22,583,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #17.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$14,280,000	03/28/12	<p>Scope of work: This allocation funds right-of-way acquisition related to the I-80/680/12 Interchange Initial Construction Package 1 project.</p> <p><i>Note:</i> Allocation was reduced by \$1,142,000 on 05/25/16. New allocation amount is \$13,138,000. See page 32.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package and approval of the CEQA environmental document by the STA board on March 14, 2012.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$73,700,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ol style="list-style-type: none"> 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 <p><i>Conditions:</i> Allocation and disbursement is contingent upon: a) Approval of the Initial Project Report (IPR) package by the TJPA board; and b) execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
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22	2011-12	BART	eBART	\$9,410,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ul style="list-style-type: none"> 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). <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
2	2009-10	BART	e-BART	(\$7,933,300)	06/27/12	<p>This rescission of \$7.9 million reduces Allocation #2 to \$5.9 million for the construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue for the eBART project.</p> <p>The remaining \$5.9 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #2.</p>

13	2010-11	BART	e-BART	(\$5,600,000)	06/27/12	<p>This rescission of \$5.6 million reduces Allocation #13 to \$16 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project and CM/DSDC costs associated with this contract.</p> <p>The remaining \$16 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>
23	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$8,500,000	07/25/12	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

24	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,980,000	11/28/12	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,796,000	1/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Note:</i> Allocation was reduced by \$125,206 on 11/16/16. New allocation amount is \$5,670,794. See page 33. Allocation was reduced by \$481,984 on 6/24/20. New allocation amount is \$5,188,810. See page 37.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

26	2012-13	BART	BART To Livermore Extension Project	\$8,600,000	1/23/13	<p>Scope of Work: This allocation is for the completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <ul style="list-style-type: none"> 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	<p>Scope of work: Re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. (Design costs).*</p> <p>Conditions: The allocation is conditioned on:</p> <p>SMART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB1171 funds received under this allocation be subject to MTC Resolution No. 3636, Revised.</p>

28	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$822,008	6/26/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package.</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
29	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,513,000	9/25/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80 Westbound to I-680 Southbound Connector).</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$29,448,000	9/25/13	<p>Scope of work: This allocation funds construction of the I-80/680/12 Interchange Initial Construction Package #1 (I-80 Westbound to SR-12 Westbound Connector).</p> <p><i>Note:</i> Allocation was reduced by \$1 million on 03/26/14. New allocation amount is \$28,448,000. See page 27. This allocation was reduced by \$2,189,000 on 01/27/16. New allocation amount is \$26,259,000. See page 31. This allocation was reduced by \$116,802 on 6/24/20. New allocation amount is \$26,142,198. See page 37.</p> <p>Conditions: Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$77,992	10/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Note:</i> Allocation was reduced by \$3,668 on 6/24/20. New allocation amount is \$74,324. See page 37.</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
32	2013-14	BART	e-BART	\$9,533,000	12/18/13	<p>Scope of Work: This allocation is for the construction of eBART Trackwork, System, and Facility Finishes, and Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> 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	<p>Scope of Work: This allocation is for the reconstruction of the SMART track facilities, including associated system work, between Santa Rosa North and the Sonoma County Airport area, and a station at the Sonoma County Airport.**</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none">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: <p>SMART agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$1,124,327	2/26/14	<p>Scope of Work: Construction Manager/General Contractor pre-construction services for Transbay Transit Center building and related structures.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,000,000)	3/26/14	<p>This rescission of \$1 million reduces Allocation #30 to \$28,448,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$28,448,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

35	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange – I-80 Freeway Performance Initiative in Solano County	\$1,000,000	3/26/14	<p>Scope of work: This allocation funds construction of the I-80 Freeway Performance Initiative work elements in Solano County, related to the I-80/680/12 Interchange project.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
36	2014-15	City of Fairfield	Fairfield/Vacaville Intermodal Train Station	\$9,000,000	10/22/14	<p>Scope of work: This allocation funds construction of the Fairfield/Vacaville Intermodal Train Station.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and City of Fairfield for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>City of Fairfield agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

37	2014-15	BART	e-BART	\$500,000	12/17/14	<p>Scope of Work: This allocation is for Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> 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	<p>This rescission of \$2,189,000 reduces Allocation #30 to \$26,259,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$26,259,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

38	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$2,189,000	01/27/16	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange).</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,142,000)	05/25/16	<p>This rescission of \$1,142,000 reduces Allocation #20 to \$13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,142,000	05/25/16	<p>Scope of work: This allocation funds the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p><i>Note:</i> Allocation was reduced by \$251,607 on 11/16/16. New allocation amount is \$890,393. See page 33. This allocation was reduced by \$549,925 on 6/24/20. New allocation amount is \$340,468. See page 38.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

40	2016-17	BART	BART To Livermore Extension Project	\$1,632,000	09/28/16	<p>Scope of Work: This allocation is for the additional scope for completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <p>a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$125,206)	11/16/16	<p>This rescission of \$125,206 reduces Allocation #25 to \$5,670,794 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$5,670,794 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$251,607)	11/16/16	<p>This rescission of \$251,607 reduces Allocation #39 to \$890,393 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3.</p> <p>The remaining \$890,393 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.</p>

41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$376,813	11/16/16	<p>Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p><i>Note:</i> Allocation was reduced by \$28,049 on 6/24/20. New allocation amount is \$348,764. See page 38.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$331,157)	6/28/17	<p>This rescission of \$331,157 reduces Allocation #21 to \$73,368,843.</p> <p>The remaining \$73,368,843 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #25.</p>
34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$497,685)	6/28/17	<p>This rescission of \$497,695 reduces Allocation #34 to \$626,642.</p> <p>The remaining \$626,642 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.</p>
42	2016-17	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$2,028,515	6/28/17	<p>Scope of work: This allocation funds construction of the Transbay Transit Center Building and Related Structures.</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

43	2018-19	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRRA)	Valley Link	\$10,120,000	9/26/18	<p>Scope of work: This allocation funds CEQA documentation and preliminary engineering on the Valley Link project.</p> <p>TVSJVRRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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 TVSJVRRRA board of directors.
16	2010-11	CCTA	e-BART	(\$142,200)	1/23/19	<p>This rescission of \$142,200 reduces Allocation #16 to \$18,857,800.</p> <p>The remaining \$18,857,800 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #16.</p>

18	2011-12	CCTA	e-BART	(\$10,692)	1/23/19	<p>This rescission of \$10,692 reduces Allocation #18 to \$27,089,308.</p> <p>The remaining \$27,089,308 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.</p>
44	2018-19	BART	e-BART Parking Lot Expansion at Antioch Station	\$152,892	1/23/19	<p>Scope of Work: This allocation is for construction on the e-BART Parking Lot Expansion at Antioch Station project and related improvements.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon BART: (1) completing the project described in its Initial Project Report (2) complying with all provisions of MTC Resolution No. 3636, Revised. AB 1171 funds received under this allocation are subject to MTC Resolution No. 3636, Revised.</p>
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$264,009.68)	7/24/19	<p>This rescission of \$264,009.68 reduces Allocation #21 to \$73,104,833.</p> <p>The remaining \$73,104,833 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #21.</p>
45	2019-20	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/Downtown Caltrain Extension	\$264,009.68	7/24/19	<p>Scope of Work: This allocation funds construction close-out activities, including construction management oversight services, the construction manager/general contractor construction services, and staff support cost.</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p>

46	2019-20	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRRA)	Valley Link	\$3,000,000	3/25/20	<p>Scope of work: This allocation funds updated 15% preliminary engineering plans, project partner cooperative agreements, and project management on the Valley Link project.</p> <p>TVSJVRRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$481,984)	6/24/20	<p>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.</p> <p>The remaining \$5,188,810 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.</p>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$116,802)	6/24/20	<p>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.</p> <p>The remaining \$26,142,198 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>
31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$3,668)	6/24/20	<p>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.</p> <p>The remaining \$74,324 allocation in AB 1171 funds is subject to the conditions listed under Allocation #31.</p>

39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$549,925)	6/24/20	<p>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.</p> <p>The remaining \$340,468 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.</p>
41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$28,049)	6/24/20	<p>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.</p> <p>The remaining \$348,764 allocation in AB 1171 funds is subject to the conditions listed under Allocation #41.</p>
47	2019-20	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,180,428	6/24/20	<p>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.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

48	2019-20	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRRA)	Valley Link	\$46,791,000	6/24/20	<p>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.</p> <p>TVSJVRRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p>
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.

Simplified Allocation Tracker of AB 1171 Bridge Toll Funds

Date: June 24, 2020

W.I: 1255

Referred by: PAC

Attachment B

Resolution No. 3914

Page 1 of 2

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	

Simplified Allocation Tracker of AB 1171 Bridge Toll Funds

Date: June 24, 2020

W.I: 1255

Referred by: PAC

Attachment B

Resolution No. 3914

Page 2 of 2

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	



June 5, 2020

Mr. Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Josefowitz,

Subject: Item 3d – Allocation for Valley Link Project Advancement

I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation, and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Prior to pandemic travel restrictions, these commuters have faced an average 78-minute commute each way, and already, there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse gas emissions within the station environs. The Transit-Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

100 Civic Plaza
Dublin, CA 94568
P 925.833.6650
F 925.833.6651
www.dublin.ca.gov

protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link is a transformational project that will link our most vital Bay Area workforce to affordable housing, provide opportunities for compact transit-oriented development, and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support an estimate 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy, given the recovery needs we are now facing.

We urge approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of our city and the economic recovery of our region by ensuring that this vital project will move forward.

Sincerely,



Linda Smith
City Manager, City of Dublin

Cc:
Scott Haggerty, MTC Chair
MTC Commissioners
Therese McMillan, MTC Executive Director



June 9, 2020

Mr. Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Subject: Agenda Item 3d – Allocation for Valley Link Project Advancement

Dear Chair Josefowitz:

I write to support the approval of the allocation of \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the Bay Area region and Tri-Valley in particular by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are living in Northern San Joaquin County and commuting daily through the Altamont in their cars to destinations throughout the Bay Area. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. These commuters normally face an

average 78-minute commute each way and already there is evidence that pre-Covid congestion is rapidly returning to the Altamont Pass.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link is a transformational project that will link our most vital Bay Area workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support an estimate 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, Valley Link is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

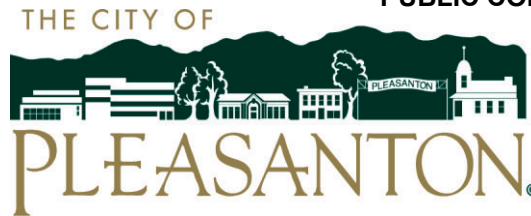
We urge the Committee's approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of our city and the economic recovery of our region by ensuring that this vital project will move forward.

Sincerely,

A handwritten signature in black ink that reads "John Marchand". The signature is written in a cursive, flowing style.

John Marchand
Mayor

Cc: Scott Haggerty, MTC Chair
MTC Commissioners
Therese McMillan, MTC Executive Director



June 8, 2020

Mr. Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Sent via E-mail: info@bayareametro.gov

Subject: Item 3d – Allocation for Valley Link Project Advancement

Dear Chair Josefowitz:

I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Prior to pandemic travel restrictions, these commuters have faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley

P.O. Box 520, Pleasanton, CA 94566-0802

123 Main Street

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
(925) 931-5038
Fax: 931-5485

City Clerk
(925) 931-5027
Fax: 931-5492

Letter of Support for MTC Allocation Valley Link Project

June 8, 2020

Page 2

Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit-Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link is a transformational project that will link our most vital Bay Area workforce to affordable housing, provide opportunities for compact transit-oriented development, and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support an estimated 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of our city and the economic recovery of our region by ensuring that this vital project will move forward.

Sincerely,

DocuSigned by:



9B5F9FFD0C8544D...

Nelson Fialho
City Manager

CC by email:

Scott Haggerty, MTC Chair, shaggert@acgov.org

MTC Commissioners, info@bayareametro.gov

Therese McMillan, MTC Executive Director, tmcmillan@bayareametro.gov

Pleasanton City Council



CITY OF SAN RAMON

7000 BOLLINGER CANYON ROAD
SAN RAMON, CALIFORNIA 94583
PHONE: (925) 973-2500
WWW.SANRAMON.CA.GOV

June 9, 2020

Mr. Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Josefowitz:

Subject: Item 3d – Allocation for Valley Link Project Advancement

I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Prior to pandemic travel restrictions, these commuters have faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT

CITY COUNCIL: 973-2530
CITY MANAGER: 973-2530
CITY ATTORNEY: 973-2549

CITY CLERK: 973-2539
HUMAN RESOURCES: 973-2523
FINANCE DEPARTMENT: 973-2609

PARKS & COMMUNITY SERVICES: 973-3200
POLICE SERVICES: 973-2700
ECONOMIC DEVELOPMENT: 973-2554

COMMUNITY DEVELOPMENT: 973-2560
PUBLIC SERVICES: 973-2800
ENGINEERING SERVICES: 973-2670

and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link is a transformational project that will link our most vital Bay Area workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support an estimate 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of our city and the economic recovery of our region by ensuring that this vital project will move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Clarkson". The signature is fluid and cursive, with the first name "Bill" being more prominent than the last name "Clarkson".

Bill Clarkson

Mayor, City of San Ramon



6300 Village Parkway, Suite 200
Dublin, California 94568
(925) 828-6200 fax: (925) 828-4247
info@dublinchamberofcommerce.org

www.dublinchamberofcommerce.org

June 8, 2020

The Honorable Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Josefowitz:

Subject: Item 3d – Allocation for Valley Link Project Advancement

On behalf of the Dublin Chamber of Commerce, I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for further advancement of the Valley Link project – a transformative and cost-effective rail project that tackles some of our region's most intractable problems. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to Livermore and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

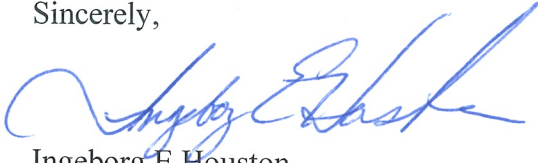
An estimated 28,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the

transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's request for this allocation of funding. This action will ensure that this vital project moves forward.

Sincerely,



Ingeborg E Houston
President/CEO
Dublin Chamber of Commerce

Cc:

Scott Haggerty, MTC Chair
MTC Commissioners
Therese McMillan, MTC Executive Director

From: Tim Sbranti

Sent: Tuesday, June 9, 2020 4:01 PM

Subject: Info on Valley Link Allocation Request and P&A Committee this week

External Email

Dear Chair Josefowitz and Honorable Commissioners:

Subject: Item 3d – Allocation for Valley Link Project Advancement

On behalf of the Innovation Tri-Valley Leadership Group (ITV), an organization representing employers, entrepreneurs, and innovators in the Tri-Valley region, I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. After many decades of study, this action will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades. In addition, it is a vital and necessary infrastructure investment to support and connect one of California's fastest growing regions that is home to over 450 technology companies with a \$42 billion GDP.

This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation, and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. As an example of the positive impact of your support, this will allow the Authority to have the Valley Link Project ready for final design, vehicle procurement, and right-of-way acquisition as early as 2022. Now more than ever, getting major "shovel ready" projects like this ready to go are vital for the job creation and economic recovery challenges we are all facing.

With an estimate of 28,000 riders by 2040, Valley Link will benefit the entire Bay Area by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars, a figure that is even more staggering when you consider that the Bay Area Council's own studies showed that in 2018 there were 86,000 workers coming over the Altamont. This is a testament to the need for a project which is a critical connection point at the very epicenter of the Northern California Mega-Region. In addition to serving as the primary goods movement corridor between Southern California, the Central Valley, and the Bay Area, this corridor also is the primary route for those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Prior to pandemic travel restrictions, these commuters have faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

In addition, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy adopted by Valley Link's Board mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is also a needed catalyst for smart growth that protects open space.

Thank you in advance for your consideration of this request, and on behalf of the business and civic organizations which comprise ITV we urge you to approve this item.

Sincerely,



Tim Sbranti

Director of Strategic Initiatives

Innovation Tri-Valley Leadership Group

925.858.5303

tsbranti@innovationtrivalley.org www.innovationtrivalley.org



[CLICK HERE](#) to sign up for our Newsletter.

From: [Rafael Gonzalez](#)
To: [MTC Info](#)
Subject: Valley Link
Date: Tuesday, June 09, 2020 3:15:40 PM

External Email

Good afternoon. My name is Rafael Gonzalez and I'm with the laborers' Union, Local 304, representing over 4000 members in Alameda County. I am writing in support for the allocation request of the \$46.8 million for the Valley Link at tomorrow's MTC Programming and Allocations Committee Meeting. This project will produce lots of jobs that are in desperate need after the COVID 19 Shelter In Place Order. Many of our members lost their jobs due to shelter in place order. Now, the order does not include construction, however lots of funding for the construction projects has gone away since investors don't really know how this pandemic will affect us in the future. There is also the environmental aspect. This project will take a lot of cars off the road, decreasing our carbon footprint, and helping clean the air. As a commuter, myself, I am anxious to see this project built and in service. I urge you to vote in favor of the allocation. Thank you for your time.

*Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510) 432-2827 (cell)
(510) 581-9600 (office)*

Livermore Amador Valley **PUBLIC COMMENT - Agenda Item 3d**
TRANSIT AUTHORITY

June 6, 2020

The Honorable Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Josefowitz:

Subject: Item 3d – Allocation for Valley Link Project Advancement

On behalf of the Livermore Amador Transit Authority, I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for further advancement of the Valley Link project – a transformative and cost-effective rail project that tackles some of our region's most intractable problems. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to Livermore and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

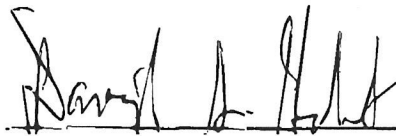
The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's request for this allocation of funding. This action will ensure that this vital project moves forward.

Sincerely,

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

Chair David Haubert

Cc:

Scott Haggerty, MTC Chair

MTC Commissioners

Therese McMillan, MTC Executive Director



June 8, 2020

The Honorable Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Josefowitz:

Subject: Item 3d – Allocation for Valley Link Project Advancement

On behalf of the Pleasanton Chamber of Commerce, I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for further advancement of the Valley Link project – a transformative and cost-effective rail project that tackles some of our region's most intractable problems. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to Livermore and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this at risk. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

www.pleasanton.org

777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

Page 2

We urge approval of the Authority's request for this allocation of funding. This action will ensure that this vital project moves forward.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Steve Van Dorn', is positioned above the printed name and title.

Steve Van Dorn
President & CEO

Cc:
Scott Haggerty, MTC Chair
MTC Commissioners
Therese McMillan, MTC Executive Director



*"Small Town Atmosphere
Outstanding Quality of Life"*

June 9, 2020

Mr. Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

RE: Notice of Support - Item 3d, Allocation for Valley Link Project Advancement

Dear Chair Josefowitz:

I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Prior to pandemic travel restrictions, these commuters have faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over

510 LA GONDA WAY, DANVILLE, CALIFORNIA 94526

Administration
(925) 314-3388

Building
(925) 314-3330

Engineering & Planning
(925) 314-3310

Transportation
(925) 314-3320

Maintenance
(925) 314-3450

Police
(925) 314-3700

Parks and Recreation
(925) 314-3400

June 9, 2020


Page 2

33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link is a transformational project that will link our most vital Bay Area workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support an estimate 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of our city and the economic recovery of our region by ensuring that this vital project will move forward.

Sincerely,



Karen G. Stepper

Mayor

Town of Danville

Cc:

Scott Haggerty, MTC Chair

MTC Commissioners

Therese McMillan, MTC Executive Director



DANVILLE • DUBLIN • LIVERMORE • PLEASANTON • SAN RAMON

6-10-2020 Programming and Allocations Committee
Tri-Valley
Chamber of Commerce
ALLIANCE

PUBLIC COMMENT - Agenda Item 3d

June 8, 2020

Nick Josefowitz, Chair
Programming & Allocations Committee
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Re: PAC Agenda Item 3d-20-0813
Support - \$46.8 million AB 1171 Funds
Tri-Valley-San Joaquin Regional Rail Authority

Greetings Chair Josefowitz & Committee Members:

On behalf of the Tri-Valley Chamber of Commerce Alliance (TVCCA), we send this letter to express our strong support for the allocation of \$46.8 million in AB 1171 funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) to advance the Valley Link rail project in the I-580/Altamont Corridor in Eastern Alameda County. MTC support for and approval of these funds will advance a much needed and long-awaited gap closure in rail connectivity through this regional gateway corridor.

Located along the I-580 & I-680 highway corridors in Eastern Alameda and Contra Costa counties in the SF Bay Area region, TVCCA is a collaboration of the Danville, Dublin, Livermore Valley, Pleasanton and San Ramon Chambers of Commerce representing over 3,000 member businesses and organizations employing nearly 90,000 workers. Since its inception, TVCCA has been on record in favor of the Valley Link project. The future implementation of this project will be instrumental in transforming travel through this key gateway in the San Francisco Bay Area region. It will strengthen the economic ties with neighboring regions in the Northern California Mega Region; increase access and connectivity for workers, students, visitors and residents to destinations throughout the Mega Region; offer a viable alternative to automobiles; and contribute towards a cleaner environment.

Background:

After several years of planning and early investment, approval of the \$46.8 million in AB 1171 funds will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity through the I-580/Altamont Corridor to

Livermore and Northern San Joaquin County. After many decades of study, it will assure that Tri-Valley residents and businesses will finally benefit from the taxes and bridge tolls they have paid for many decades. An estimated 28,000 workers and visitors are projected to ride the 42-mile, 7-station system in 2040. This will result in reductions of over 99.4 million Vehicle Miles Traveled (VMT) and more than 33,000 metric tons of greenhouse gas emissions per year. In addition, through its Board-adopted Transit Oriented Development Policy, Valley Link will support the advancement of TOD adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. This TOD policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan in Livermore is an example of how this may happen throughout the system.

TVCCA appreciates the work of the TVSJVRRA and the due diligence and commitment to progress by MTC and other planning and transportation public agencies in the region for supporting the implementation of a vision of effective rail and transit connectivity throughout the Northern California Mega Region. We continue to support and look forward to the execution of the Valley Link project, strengthening the economic resilience of the region.

Respectfully,



Dawn P. Argula, CEO



Zae Perrin, CEO



Inge Houston, CEO



Steve Van Dorn, CEO



Stewart Bambino, CEO

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0833 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 5/17/2020 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee
On agenda: 6/12/2020 **Final action:**
Title: Assembly Bill 2621 (Mullin) Regional Climate Adaptation Planning

Requires the Strategic Growth Council to establish guidelines for regional climate adaptation action plans and sets forth how regional climate networks can be established.

Sponsors:**Indexes:****Code sections:**

Attachments: [9a 20-0833 - AB 2621 Mullin.pdf](#)
[6a AB 2621 Mullin.pdf](#)

Date	Ver.	Action By	Action	Result
6/12/2020	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

Subject:

Assembly Bill 2621 (Mullin) Regional Climate Adaptation Planning

Requires the Strategic Growth Council to establish guidelines for regional climate adaptation action plans and sets forth how regional climate networks can be established.

Presenter:

Rebecca Long

Recommended Action:

Support if Amended / ABAG Executive Board Approval
Support if Amended / MTC Commission Approval

Attachments:

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

June 12, 2020

Agenda Item 6a

Assembly Bill 2621 (Mullin): Regional Climate Adaptation Planning

- Subject:** Requires the Strategic Growth Council to establish guidelines for regional climate adaptation action plans and sets forth how regional climate networks can be established.
- Overview:** Assembly Bill 2621 (Mullin) provides legislative intent to develop guidance for investment in regional priority climate adaptation projects and to foster collaboration among local, regional and state agencies to “promote highly cost-effective regional climate adaptation solutions.” The bill was originally introduced to complement a potential bond measure to fund climate adaptation projects in recognition that further work needs to be done to identify those projects that can best mitigate climate risks. Many communities have begun to understand and identify their most pressing climate threats, but few have defined or prioritized projects needed to mitigate climate hazards—a key step necessary before communities are ready to effectively invest new capital funding.
- Recommendation:** Support if Amended
- Discussion:** We agree that state guidance related to climate adaptation planning and investments would be very helpful and is an area where the Legislature can make progress on climate adaptation even in the absence of new capital investment. However, we are concerned that as drafted the bill will not deliver its intended results and could inadvertently undermine effective climate adaptation planning. Below we summarize our concerns and suggest amendments to address them.

Definition of “Region” Could Result in a Patchwork Approach

We are concerned that the bill’s definition of “region” could result in individual counties or small groupings of counties within the S.F. Bay Area forming subregional networks, rather than ensuring that the region’s nine-county geography is the basis for the Bay Area’s regional climate adaptation planning work. The bill provides that a “regional climate network” can be established by two or more local governments whose jurisdictions cover at least one county. While reference is made to California’s Fourth Climate Change Assessment (Assessment)—which defines the Bay Area region as the nine counties—the bill also states that “nothing in this section limits the number of regional climate networks that may be established within each region identified” in that Assessment. This could result in a patchwork approach to regional climate adaptation planning that would not only be an inefficient use of increasingly scarce taxpayer funds, but would also undermine nine-county coordination and further disadvantage communities with the least capacity to form a network.

When it comes to climate adaptation planning, at least for the Bay Area, “region” should mirror the geography of the sustainable communities strategy, the state-required plan to reduce greenhouse gas emissions from transportation. Effective climate adaptation planning requires a regional framework to help knit together local efforts under a common set of goals and strategies and it makes common sense that our greenhouse gas reduction strategy and our climate adaptation strategy should be based on a shared geography. Where the state can be most helpful is in setting statewide guidance about climate adaptation, defining the roles and responsibilities of local and regional agencies, and eventually providing resources to help *implement* adaptation projects.

In the Bay Area, climate adaptation planning work has been underway at the nine-county level for years, including work facilitated by the Bay Area Regional Collaborative as well as the Bay Conservation and Development Commission. In addition, local jurisdictions have partnered with nonprofits to voluntarily form the [Bay Area Climate Adaptation Network](#) (BayCAN) for the nine-county region, which serves as a forum for information sharing on the latest science and best practices, but is not a governing body that could assume (or should be assigned) responsibility for regional climate adaptation planning and project prioritization. Outside the Bay Area, councils of government and metropolitan planning organizations that are responsible for sustainable communities strategies have been conducting this work. And similar to BayCAN, voluntary climate collaboratives have cropped up across the state at the multi-county regional scale, including the six-county Sacramento region, the six-county central coast, the Los Angeles region and San Diego.

In summary, regions across the state have initiated regional climate adaptation planning on a scale that makes sense and the state's policies should reinforce those efforts. Without settling on the question of *which* Bay Area agency should be responsible for developing a regional climate adaptation strategy, we would like to request amendments to AB 2621 to ensure that for the Bay Area, the appropriate *geography* is the nine counties. Additional consultation with BARC is planned over the next month to reach consensus on which public entity should assume the primary responsibility for administering climate adaptation planning *funding* given the region's unique multi-regional agency environment, recognizing that climate adaptation planning work involves a host of organizations and agencies working together to accomplish shared regional goals.

Regional Climate Adaptation Plan Requirements

Our second concern relates to the bill's requirements for the components of a regional climate adaptation action plan. Specifically, the bill requires that the Office of Planning and Research develop guidelines for such plans on or before January 1, 2022 and lists numerous elements of such plans, including:

- A description and prioritization of projects necessary to respond to climate vulnerabilities
- Identification of the and goals the projects are designed to achieve
- A financial strategy and a schedule.

While these elements make sense for a project-level planning document, much *project-level* climate adaptation planning work should be conducted by local jurisdictions who have authority over land use, as *informed* by a regional climate adaptation planning framework that helps ensure that local jurisdictions are approaching climate adaptation planning in a regionally-consistent way, with a common set of assumptions and goals. For instance, a draft regional adaptation guidance produced by the San Francisco Bay Conservation and Development Commission—sets forth evaluation criteria that should be used when comparing adaptation strategies.

We would like to see AB 2621 amended to 1) provide that regional climate adaptation plans incorporate a regional-level strategies and guiding principles and not necessarily specific projects; and 2) strengthen the relationship between regional and local climate adaptation planning efforts so that there is more clarity about each level of governments' roles and responsibilities. In our view, regional agencies are best

positioned to set guidance and develop measurable goals and performance measures. They are also best positioned to provide targeted grants and resources to meet local needs while ensuring individual investments and activities add up to regional resilience. Local jurisdictions are best positioned to engage in inclusive, community-based planning and problem solving that leads to decisions about which adaptation projects will work best to address local hazards, vulnerabilities, needs and priorities.

No OPR Approval

Finally, we are concerned that as drafted, the plan requires approval by OPR. Since the plans are voluntary, this requirement could deter regional agencies from undertaking the plans in the first place, particularly since no state funding accompanies the bill.

In summary, staff recommends a “support if amended” position on the bill to address the following concerns:

- Ensure that for the Bay Area, the term “region” is limited to the nine counties
- Modify the components of the regional climate adaptation plan guidelines to focus less on projects and instead provide clarity about the key strategic-level components that should be included in a regional climate adaptation plan and the relationship between regional and local adaptation plans
- Remove the OPR approval requirement

Bill Positions:

Support


California Association of Resource Conservation Districts
California Climate & Agriculture Network (CALCAN)
California Tahoe Alliance
Peninsula Open Space Trust (POST)
San Francisco Public Utilities Commission
Sierra Business Council
Sierra Club
Silicon Valley Leadership Group
Valley Vision, Inc.

Oppose

None on file

Attachment:

None


Therese W. McMillan

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0788 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 5/5/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 6/12/2020 **Final action:**

Title: MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

Sponsors:**Indexes:****Code sections:**

Attachments: [10a 20-0788 - ResoNo 4400 Regional Safety VZ Policy.pdf](#)
[4a Regional Safety VZ Policy.pdf](#)
[4a Public Comment SFMTA Regional MTC VZ Policy Letter of Support 6.10.20.pdf](#)

Date	Ver.	Action By	Action	Result
6/12/2020	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

Subject:

MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

Presenter:

Shruti Hari

Recommended Action:

MTC Commission Approval

Attachments:

**Metropolitan Transportation Commission
MTC Planning Committee**

June 12, 2020

Agenda Item 4a

MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy

Subject: Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

Background: Traffic safety is a significant transportation challenge globally, nationally, and regionally. In the United States, over 30,000 people are killed annually in traffic collisions. These traffic deaths disproportionately affect those in communities of color, low-income communities, youth, the elderly and those walking and biking. The role of MPOs in addressing traffic safety is receiving increasing attention as local jurisdictions across the country acknowledge the tragic and preventable loss of lives on our roadways and are adopting VZ goals and principles.

Over 400 fatalities and 2,000 serious injuries occur on Bay Area roads each year. MTC has the opportunity to help save lives and ensure that all people have the right to safe mobility in the region. While Bay Area cities have acted to combat the trend in fatalities and serious injuries, MTC aims to motivate and facilitate action across the region. A regional safety strategy and approach can promote improved safety and potentially eliminate some duplication of costs among local jurisdictions, allowing local governments to redirect their limited safety dollars towards enforcement and engineering. MTC could supplement the efforts made by the VZ cities in our region provide data and technical assistance to jurisdictions that need it by leveraging our available resources to support them. Additionally, federal guidance requires MTC to adopt regional targets for road safety on an annual basis, and MTC has adopted three rounds of regional safety targets to date. Data-driven regional safety efforts will help us make progress in meeting our “Towards Zero Deaths” targets for fatalities and serious injuries by 2030.

Policy: The MTC Regional Safety/VZ Policy establishes a region-wide policy of intent to work with our partner agencies to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030. This policy recognizes that MTC is uniquely positioned to facilitate region-wide safety planning and coordination. MTC is already required to adopt safety performance measures and targets, and this policy will augment this responsibility by providing assistance to local jurisdictions towards our regional safety goals. The policy establishes a framework of principles and actions to guide MTC staff in working towards the policy goals as summarized below:

1. Provide regional leadership to promote safety, engaging and incentivizing leadership across jurisdictions to prioritize safety and work towards aligning funding policy with safety goals.
2. Apply a data driven approach to inform safety policy and strategic use of available funds and resources. Regional safety data will be housed at MTC so that local jurisdictions can benefit from consistent and reliable data.
3. Promote equity in regional safety policies by considering and analyzing impacts on communities of concern and protecting vulnerable roadway users, such as pedestrians and bicyclists.
4. Support beneficial safety policies and legislation that target evidence-based solutions to safety problems.

5. Engage key regional stakeholders for safety policy development, implementation, and collaboration on safety best practices. Provide education and technical assistance within budgetary constraints.

Strategies:

To complement the Regional Safety/VZ Policy, MTC staff is working to establish a regional safety program that would rely on a three-pronged approach to enhance safety in the region. First, MTC staff is working on enhancing the region's and jurisdictions' access to reliable and consistent data by integrating several available sources into a single regional safety data repository. Second, MTC will use data to inform and develop regional policy and support legislation that has been proven effective, such as lowered speed limits and automated speed enforcement. Finally, and dependent on resources available, MTC will support jurisdictions by providing technical assistance with safety planning. These strategies will tie into key Plan Bay Area 2050 goals, by encouraging active transportation, reducing reliance on greenhouse gas emitting modes of transportation, and addressing significant equity issues. The program will also support and enhance other agency efforts, including Complete Streets, the Active Transportation Program, and Safe Routes to Schools and Transit.

This framework is the starting point for regional safety efforts and staff plans on updating the Committee periodically on specific proposals to help achieve the region's safety goals.

Steps Taken:

As we worked on developing a Regional Safety/Vision Zero Policy, staff has already begun engaging with partners and collaborating towards this end:

1. Organized a Safety Data Integration Peer Exchange with regional, state and national stakeholders to learn from and share safety best practices;
2. Presented a regional safety program policy concept to state, county, and regional stakeholder groups and convened Bay Area VZ cities to identify how we can support their ongoing efforts;
3. Adopted ambitious regional safety targets in line with a "Towards Zero Deaths" goal by 2030;
4. Applied for and received funding for the development of a Regional Safety Data System and the development of a State of Safety in the Region Report; and
5. As part of the effort to encourage safety policies, MTC adopted a Priority Development Area (PDA) Connected Communities Safety Policy which requires jurisdictions to adopt a Safety/VZ action plan to support growth in PDAs with limited transit.
6. The proposed policy was presented to the Policy Advisory Council (Council) on May 22, 2020. Attachment C summarizes the Council's action to support the policy.

Issues:

1. Ongoing resources and staffing required is still under development, but the level of resource needs is scalable.
2. As a practical matter, traffic injuries and deaths are likely to be down this year because of COVID-19 and decreased trips. But we fully expect the safety issue to return as travel increases, and some studies suggest we will see more personal vehicles on the road as people avoid public transit. It is important we continue to plan for the future.

Recommendations: MTC staff recommends the MTC Planning Committee approve MTC Resolution No. 4400 and refer it to the Commission for final action on June 24, 2020.

Attachments: Attachment A: MTC Resolution No. 4400: Regional Vision Zero Policy
Attachment B: Presentation
Attachment C: Policy Advisory Council's Memo



Therese W. McMillan

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

ABSTRACT
Resolution No. 4400

This resolution sets forth MTC's Regional Safety/Vision Zero Policy to support achievement of safety targets adopted by MTC.

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 12, 2020.

Date: June 24, 2020
W.I.: 1233
Referred by: Planning

Re: Regional Safety/Vision Zero Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4400

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, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region, and safety has been a goal included in MTC’s Regional Transportation Plans for twenty years; and

WHEREAS the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST) Act require metropolitan planning organizations to frequently set short range performance targets related to safety; and MTC has adopted aspirational regional safety targets as shown in Attachment A; and

WHEREAS, short-range federally-required targets will be incorporated into planning and programming processes in the coming years in compliance with the final Metropolitan Planning rule as adopted by the Federal Highway Administration and Federal Transit Administration on May 27, 2016;

WHEREAS, 23 U.S. Code §450 requires the Regional Transportation plan to include a system performance report, including progress achieved by the MPO in meeting safety performance targets, and requires the Transportation Improvement Program (TIP), once implemented is designed to make progress toward achieving the safety performance target.

WHEREAS, “Vision Zero (VZ)” is defined as a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Effective VZ strategies must be data-driven, and must consider equity and community concerns in all stages; and:

RESOLVED, that MTC hereby adopts a Regional Safety/VZ policy to support achievement of safety targets adopted by MTC, as stated in Attachment A; and:

RESOLVED, that MTC establishes “Proposed Principles and Actions for a Regional Vision Zero Policy” to guide staff in working towards supporting reduction of fatalities and serious injuries across the region, as detailed in Attachment A.

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
W.I.: 1233
Referred by: Planning

Attachment A
Resolution No. 4400
Page 1 of 2

REGIONAL SAFETY/VISION ZERO POLICY STATEMENT:

Working together with our partner agencies, encourage and support equitable and data-driven actions towards eliminating traffic fatalities and serious injuries for the Bay Area region by 2030.

REGIONAL SAFETY TARGETS:

MTC's current safety targets for the region are based on a Toward Zero Deaths framework, basing targets on a linear reduction to zero fatalities and serious injuries in the region by the year 2030.

PROPOSED PRINCIPLES AND ACTIONS FOR A REGIONAL VISION ZERO POLICY:

Provide Regional Leadership to Promote Safety

1. MTC will engage and incentivize leadership across local jurisdictions in prioritizing safety and work towards aligning funding investments with safety goals.

Apply a Data Driven Approach

2. MTC's safety policies shall be driven and informed by data to allow available funds to be used strategically. Regional safety data will be used for safety target-setting, and monitoring of progress towards regional safety goals.
3. MTC will serve as a regional safety data bank so that cities - especially those with more limited resources - can benefit from an integrated safety data repository and a consistent and reliable source of safety data for traffic safety analysis, evaluation and applying for safety funding.

Promote Equity in Regional Safety Policies

4. MTC will advance equity through safety policies noting that communities of concern are the most at risk of suffering from traffic fatalities and serious injuries.
5. MTC will emphasize the importance of protecting all roadway users, including vulnerable users such as pedestrians, bicyclists, and users of new mobility.

Support Beneficial Safety Policies and Legislation

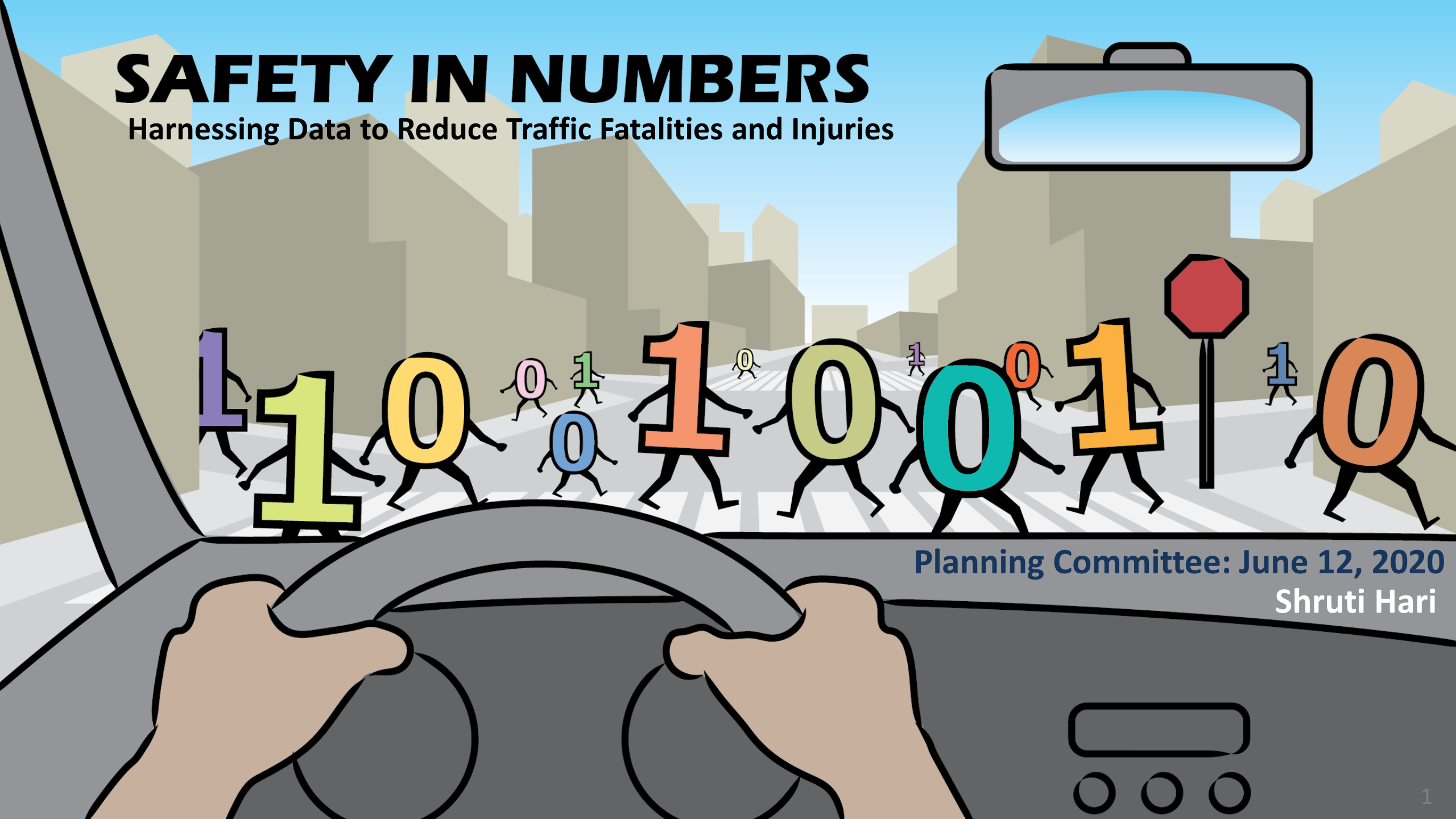
6. MTC will encourage safety policies and support safety legislation that targets evidence based solutions to safety problems.

Educate & Engage

7. Within budgetary constraints, MTC will conduct public outreach and provide technical assistance - reliable safety data, analytical toolkits, technical expertise - for local jurisdictions across the region, especially those that lack expertise or resources to implement a successful safety program.
8. MTC will engage key regional stakeholders in safety policy development and implementation, including local jurisdictions, counties, police departments, emergency response and others, to collaborate on safety best practices.

SAFETY IN NUMBERS

Harnessing Data to Reduce Traffic Fatalities and Injuries



Planning Committee: June 12, 2020

Shruti Hari

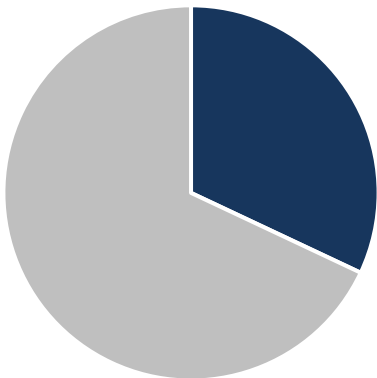
Why We Need to Act Now



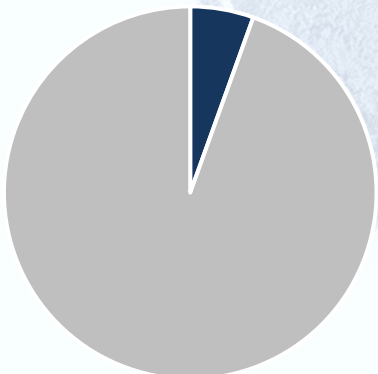
Why We Need to Act Now

Active modes are disproportionately represented.

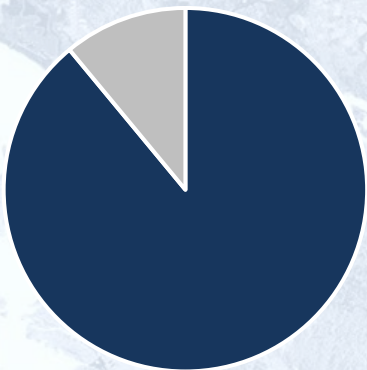
Fatal and Severe Injuries



Mode Share



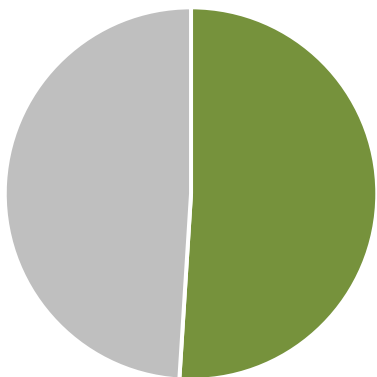
Relative Share



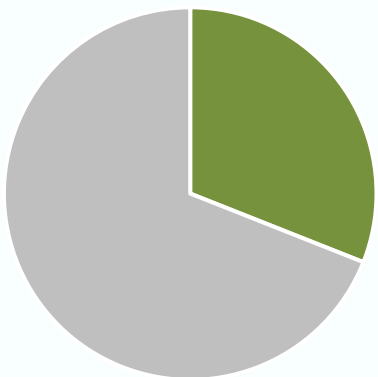
■ Pedestrians and Bicyclists ■ Other

Communities of concern are disproportionately represented.

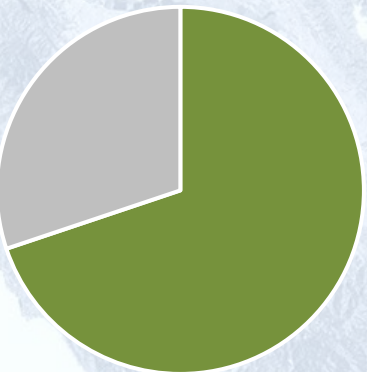
High Injury Network



All roads



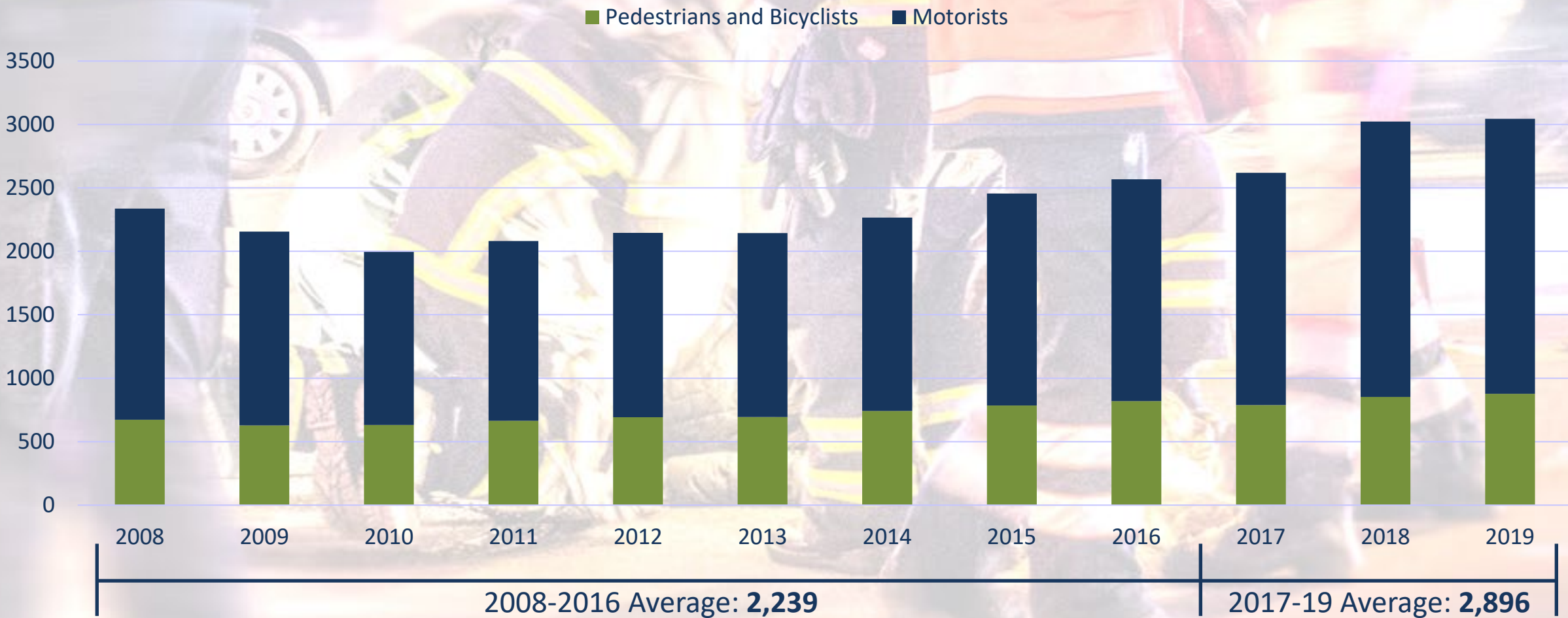
Relative Share



■ Communities of Concern ■ Other

Fatalities and Serious Injuries have increased over 50% since 2010

Bay Area Fatalities and Serious Injuries 2008-2019



Data Source: TIMS, SWITRS, FARS



VISION ZERO

Why It's Important for MTC to Act Now

Federal/State Policies

- FAST Act requires MPOs to adopt Safety performance measures/targets
- MPO CERT Review
- HSIP funds to require Safety Plans for eligibility

Regional Leadership

- Plan Bay Area goals
- Caltrans/Cities look to MTC for safety leadership in region

Benefits

- MTC uniquely positioned to stimulate a regional collaborative process on safety
- Region-wide safety planning would supplement individual safety efforts and reduce duplication of costs
- More data and technical assistance will help jurisdictions get safety funding
- Traffic safety is an equity issue
- Incentivizes Active Transportation and consistent with other PBA goals

MTC Proposed Safety/Vision Zero Policy

Working together with our partner agencies, encourage and support equitable and data-driven actions towards eliminating traffic fatalities and serious injuries for the Bay Area region by 2030



**DATA
DRIVEN**



**POLICY INITIATIVES
AND LEGISLATION**



**EDUCATION
AND ENGAGEMENT**

REGIONAL LEADERSHIP AND EQUITY FOCUS

Principles & Actions



Regional Safety Leadership

- Encourage local jurisdictions to prioritize safety.
- Work towards aligning funding investments with safety goals.



Data Driven

- Regional safety data to inform safety policies, performance monitoring and target-setting.
- Serve as a regional safety data bank so cities can benefit from an integrated, reliable source of safety data.



Equity Focused

- Focus on equity and consider effects of any safety policies on communities of concern.
- Emphasize the concerns of all roadway users, including vulnerable users.



Evidence-based Policy and Legislation

- Support legislation and policy grounded in research and evidence.



Education and Engagement

- Engage with key stakeholders for safety policy development and implementation.
- Conduct public outreach and provide education and technical assistance for local jurisdictions.

Policy Initiatives

- Encourage policies to foster culture of safety
- Align funding policies with safety goals
- Support safety legislation

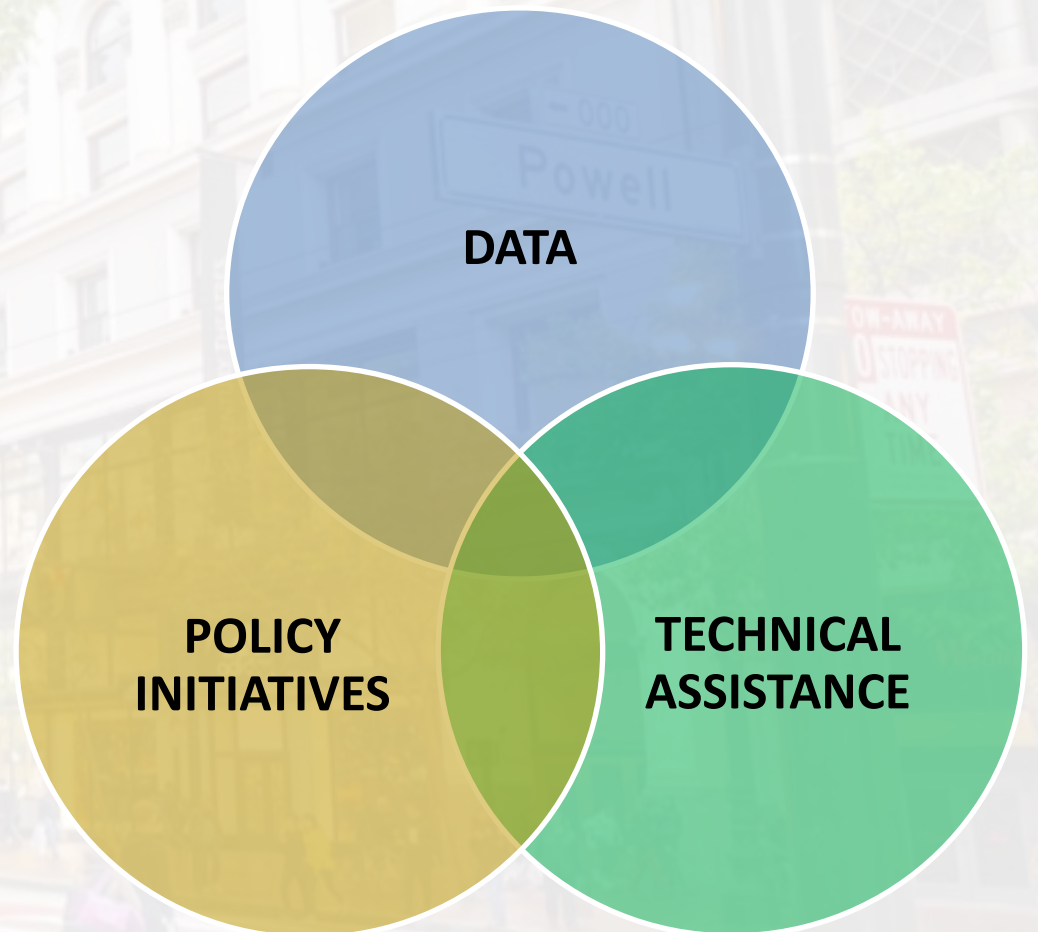
Data

- Consistent and reliable source of safety data
- Incorporate equity considerations
- Analyze traffic safety region-wide

Technical Assistance

- Analytical toolkit and safety best practices
- Funding advocacy for region
- Public outreach and education

Regional Focus and Input



1. **Safety Data Integration Peer Exchange**

- Partnership with FHWA

2. **Coordination with Cities/CMAAs**

- Need for regional safety data, safety advocacy, regional safety campaigns and safety funding

3. **Awarded State Funding for Safety Effort**

- \$500,000 in SSARP funds for a Regional Safety Data System and a Safety Report

4. **Adopted 2019 & 2020 regional safety targets**

- In line with Towards Zero Deaths by 2030 for fatalities

5. **PDA Connected Communities Requirement**

- Incentivized jurisdictions to adopt a Safety/VZ action plan to support growth in PDAs with limited transit



THANK YOU.

For more information contact:
Shruti Hari, shari@bayareametro.gov



METROPOLITAN
TRANSPORTATION
COMMISSION

Attachment C
Agenda Item 4a

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

Memorandum

TO: MTC Commission
FR: MTC Policy Advisory Council
RE: Regional Safety/Vision Zero

DATE: June 24, 2020
W.I. 1114

At its Friday, May 22, 2020 meeting, the Policy Advisory Council received a presentation on the proposed adoption of a Regional Safety/Vision Zero (VZ) Policy. The Council discussed MTC's role in providing regional leadership to promote safety, the need to apply a data driven approach to inform safety policy, and the importance of promoting equity in regional safety policies.

The Council moved unanimously to support the proposed Regional Safety/Vision Zero Policy and the eventual development of an analytical toolkit and safety best practices to assist local jurisdictions.



London Breed, Mayor

Gwyneth Borden, Chair
Amanda Eaken, Vice Chair

Cheryl Brinkman, Director
Steve Heminger, Director

Jeffrey Tumlin, Director of Transportation

June 10, 2020

James P. Spering
Chair, Joint MTC Planning Committee with the ABAG Administrative Committee
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

RE: Support for MTC Resolution No. 4400: Regional Safety / Vision Zero Policy

Dear Chair Spering:

I am writing on behalf of the San Francisco Municipal Transportation Agency to support the recommendation to adopt MTC's Regional Vision Zero Policy at the MTC Planning Committee. Every year in San Francisco about 30 people lose their lives and over 500 more are severely injured by while traveling on city streets. The City and County of San Francisco adopted Vision Zero in 2014 as a commitment to eliminate traffic fatalities and reduce severe injuries. MTC's proposal to adopt a Regional Vision Zero Policy will continue to support our region in advancing this commitment to stopping further loss of life.

MTC's Regional Vision Zero Policy is an important step to bring together cities across the region to support actions that can eliminate traffic fatalities. Many of the goals in the MTC Regional Vision Zero Policy elevate and support San Francisco's existing commitments in our 2019 Action Strategy. Our Action Strategy identifies the need for new and proven tools that can save lives, such as automated technology to enforce speed limits, but these tools will require state law changes. MTC's Regional Vision Zero Policy will elevate the policy areas where state legislation is needed to improve street safety. MTC's Policy also expands opportunities for education and messaging on Vision Zero to the broader region. A regional education program can help to expand the reach of our existing messaging and leverage new resources to promote Vision Zero messaging. The MTC Policy also provides for an opportunity to share best practices across cities in order to elevate data-driven and equity-focused policies to advance Vision Zero.

Thank you for your leadership to advance Vision Zero at the regional level. We encourage you to adopt this resolution and we look forward to continuing to partner with MTC on our commitment to eliminate traffic fatalities.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeffrey P. Tumlin'.

Jeffrey P. Tumlin
Director of Transportation

Cc: Members of the Joint MTC Planning Committee and ABAG Administrative Committee
Therese McMillan, Executive Director, MTC



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0923 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 5/29/2020 **In control:** Executive Committee
On agenda: 6/12/2020 **Final action:**
Title: Report on Initial Strategic Framework for Expanded Regional Housing Portfolio

Discussion of an initial framework for a regional housing strategy that expands the housing portfolio currently held by ABAG and MTC and preliminary overview of potential guiding principles for a regional housing strategy and a three-phased implementation plan to align potential future initiatives with available funding and thorough planning.

Sponsors:

Indexes:

Code sections:

Attachments: [11a 20-0923 - Initial Framework for Regional Housing Strategy.pdf](#)
[Item 6a 1 Summary Sheet - Initial Framework for Regional Housing Strategy.pdf](#)
[Item 6a 2 Attachment A Memo on Initial Framework for Regional Housing Strategy.pdf](#)
[Item 6a 3 Attachment B BAHA Funding Letter.pdf](#)
[Item 6a 4 Attachment C Local Affordable Housing Measures.pdf](#)
[Item 6a 5 Attachment D Private Sector Housing Funds.pdf](#)
[HANDOUT Item 6a 6 Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Report on Initial Strategic Framework for Expanded Regional Housing Portfolio

Discussion of an initial framework for a regional housing strategy that expands the housing portfolio currently held by ABAG and MTC and preliminary overview of potential guiding principles for a regional housing strategy and a three-phased implementation plan to align potential future initiatives with available funding and thorough planning.

Presenter:

Daniel Saver

Recommended Action:

Commission Approval

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

June 12, 2020

Agenda Item 6.a.

Expanded Regional Housing Portfolio

Subject: Report on Initial Strategic Framework for Expanded Regional Housing Portfolio

Discussion of an initial framework for a regional housing strategy that expands the housing portfolio currently held by ABAG and MTC and preliminary overview of potential guiding principles for a regional housing strategy and a three-phased implementation plan to align potential future initiatives with available funding and thorough planning.

Overview: In discussions about AB 1487 implementation in their May meetings, the ABAG Executive Board and the Metropolitan Transportation Commission deferred consideration of a regional affordable housing revenue measure and instead directed staff to explore expanding the regional housing portfolio absent a ballot measure.

Staff has developed an initial strategic framework for an expanded regional housing portfolio and seeks feedback from policymakers. The foundation for the strategic framework is a strong partnership between ABAG and MTC, including through the incubation of the Bay Area Housing Finance Authority (BAHFA) as a shared initiative of the two agencies. This multi-agency partnership is designed to enable consideration of all policy, programming, and financing tools at the region's disposal to address the scale and severity of the housing crisis, while also leaning into the leadership role that ABAG has played in regional housing policy.

The proposed initial strategic framework has two parts. The first is a proposed list of guiding principles to reflect shared understandings of the future direction for the regional housing portfolio as it is developed through an iterative, collaborative process. The second is a three-phased implementation plan with a proposed near-term work plan.

Guiding Principles

The proposed guiding principles are:

1. **Collaborative, Multi-agency Strategy.** Pursue a strategy rooted in partnership between ABAG, MTC, and BAHFA—with ABAG in a leading role.
2. **Advance the “3Ps” Framework.** Ensure the expanded housing portfolio comprehensively addresses the need to protect current residents from

displacement, preserve existing housing, and produce new affordable housing.

3. **Embrace Innovation and Creativity.** Craft innovative approaches to overcome persistent challenges in the region's housing ecosystem.
4. **Multi-Sector Partnerships.** Cultivate partnerships that leverage other public and private efforts on housing; focus on value-add activities that complement, scale up, and/or fill gaps in existing approaches.
5. **Equity-Focused Approach.** Prioritize communities that are most impacted by the region's affordability crisis, especially low-income communities and communities of color.
6. **Achieve Scale.** Strive for housing strategies that meet the scale of the region's housing problems.
7. **Ensure Financial Sustainability.** Right-size new programs to available resources to ensure sustainable fiscal health of the agencies along with any expansion of activities.

Phased Implementation Plan

The initial strategic framework is structured in three phases:

1. **Phase 1 – Planning (next 3 months).** The first phase involves extensive planning to explore potential revenue sources and lay the foundation for corresponding additional activities. A key component of Phase 1 is to support the administrative infrastructure for an expanded housing portfolio, including the establishment of a new ABAG Housing Committee and the BAHFA Board. Another critical task in Phase 1 is to initiate a Regional Housing Portfolio Business Plan to evaluate methodically any significant future housing activities, including the possibility of accepting land donations and the feasibility of issuing project revenue bonds. A more detailed Phase 1 Work Plan is included in Attachment A.
2. **Phase 2 – Early Stage Pilot Activities (3-12 months).** The second phase will continue to advance the work from Phase 1 and also introduce new pilot activities, subject to funding availability and policy direction from the governing boards. The goal of these pilot activities is to swiftly make a meaningful, measurable impact on the region's housing challenges and simultaneously to build the agencies' housing-related capacity. A preliminary list of potential Phase 2 activities is included in Attachment A.

3. Phase 3 – Expand Upon Early Successes (12 months and beyond).

Details of Phase 3 activities will be developed during planning activities, including the Business Plan, in Phases 1 and 2.

Recommendation: Staff recommends that the ABAG Administrative Committee and the MTC Executive Committee accept the report and recommend approval of the initial strategic framework for an expanded regional housing portfolio, including the proposed Phase 1 Work Plan, by the ABAG Executive Board and Metropolitan Transportation Commission, respectively.

Attachments:

- A. Memo on an Initial Strategic Framework for an Expanded Regional Housing Portfolio
- B. Letter from Bay Area Housing for All
- C. Overview of Local Affordable Housing Revenue Measures
- D. Overview of Recent Housing Commitments from Private Sector



Therese W. McMillan



Memorandum

TO: Joint MTC Executive and ABAG Administrative
Committee

DATE: June 12, 2020

FR: Executive Director

RE: Initial Strategic Framework for Expanded Regional Housing Portfolio

Introduction & Overview

In May, the ABAG Executive Board and Metropolitan Transportation Commission directed staff to explore expanding the regional housing portfolio to address the Bay Area's chronic housing affordability and displacement crisis. Currently, the 101 cities and nine counties in the Bay Area are each addressing the regional housing crisis on their own with severely limited resources and staffing capacity. These challenges are only poised to worsen during the COVID recovery period as local budgets are increasingly constrained. Developing a comprehensive, data-driven regional housing strategy with resources to support local jurisdictions is a critical next step to tackle the housing crisis at scale and begin to deliver on bold regional housing outcomes. Such a regional strategy will require collaboration between ABAG, MTC, local jurisdictions, and external stakeholders to build upon existing housing strategies in order to achieve efficiencies, to identify gaps in existing approaches, and to catalyze innovative regional-scale solutions.

Central to the development of a regional housing strategy is the recognition that there is no single "silver bullet" to resolve the region's housing problems. Just as the causes and contours of the region's housing crisis are complex and multifaceted, a comprehensive regional housing strategy must deploy a multipronged package of solutions that leverages all available tools at the region's disposal. At the policy and program level, this multipronged approach is captured by the "3Ps" framework, which recognizes the need to simultaneously protect current residents from displacement and prevent them from entering homelessness, preserve existing housing, and produce new affordable housing. At the institutional level, it entails a multiagency partnership that draws upon the full range of authorities, capacities, and expertise of various entities anchored by ABAG and MTC.

The success of this regional partnership is embodied in the passage in 2019 of AB 1487 (Chiu), which established the first regional housing finance authority in the state—the Bay Area Housing Finance Authority (BAHFA)—as a shared initiative of ABAG and MTC. Policymakers from both agencies collaborated closely during the legislative process to shape BAHFA into its current form. One of the unique characteristics of BAHFA is its joint governance structure that requires a double green-light process to obtain approval from both the ABAG Executive Board and the

BAHFA Board (comprised of the same members of the Commission) for many consequential decisions, including the power to raise revenue through a regional ballot measure.

BAHFA represents a package of new authorities beyond those currently held by ABAG and MTC; it is another set of tools in the regional toolbox, complementary to the activities of both agencies. This complementary role for BAHFA must be viewed in light of the leadership role that ABAG has played in regional housing policy, including its leadership on the Regional Housing Needs Allocation process, the development of the regional growth strategy, and the collection and analysis of regional housing data. The development of a regional housing strategy will seek to define the roles of ABAG, MTC, and BAHFA—along with other associated entities such as ABAG’s Advancing California Finance Authority (ACFA)—within the context of a multiagency partnership. The regional housing strategy will also seek to leverage external resources including private funding and affordable housing finance experts.

Ultimately, an expanded regional housing portfolio will endeavor to raise and deploy new funding to produce new affordable housing, preserve existing housing, and advance tenant protections; provide technical assistance to local jurisdictions; and generate useful data to inform local and regional housing policies and programs. This will include exploring the authorities of ACFA and BAHFA to raise revenue through a variety of sources (including a regional ballot measure), issue bonds, apply for and receive grants from private and public entities, invest moneys of the authorities, and enter into joint powers agreements as appropriate.

This memo presents an initial framework for an expanded regional housing strategy. The memo proceeds in two parts. First, it outlines proposed “guiding principles” for an expanded regional housing strategy. Second, it details a phased implementation plan to align potential future initiatives with available funding and thorough planning.

Guiding Principles

The exploration of a comprehensive regional housing strategy will involve an iterative, collaborative process led by ABAG and MTC policymakers as staff investigate potential revenue sources and corresponding activities. Staff proposes the following guiding principles that can serve as a foundation for a shared understanding of the future direction for the regional housing portfolio:

1. **Collaborative, Multi-agency Strategy.** Pursue a regional housing strategy rooted in a collaborative partnership between ABAG and MTC that simultaneously draws upon the strengths of each agency while also leaning into **ABAG’s leadership role on housing issues**. The Bay Area Housing Finance Authority provides an opportunity to strengthen this partnership by institutionalizing shared decision-making with respect to specific new regional tools.
2. **Advance the “3Ps” Framework.** Ensure the expanded housing portfolio operates within the “3Ps” framework of protecting current residents, preserving existing housing, and producing new affordable housing. This framework should include a focus on the most vulnerable residents, elevating homelessness prevention strategies across the 3Ps by serving those with extremely low incomes.
3. **Embrace Innovation and Creativity.** Craft innovative approaches to overcome persistent challenges the region has faced, including with creative financing, pilot

programs, and a bold vision to achieve measurable impact on housing outcomes and connected communities.

4. **Multi-Sector Partnership Model.** Cultivate multi-sector partnerships that leverage other public and private efforts to deepen impact and facilitate cross-sector communication to achieve shared goals. Focus on value-add activities that complement, scale up, and/or fill gaps in the efforts of other public sector, philanthropic, and private sector endeavors.
5. **Equity-Focused Approach.** Prioritize communities that are most impacted by the region's affordability crisis, especially low-income communities and communities of color. Without affordable and stable housing opportunities, systemically marginalized Bay Area residents will lose access to critical resources such as public transportation, health care, jobs, and quality schools—and the region will lose its racial and cultural diversity, as well as its economic edge.
6. **Achieve Scale.** Strive for housing strategies that meet the scale of the region's housing problems.
7. **Ensure Financial Sustainability.** Right-size new programs to available resources to ensure that expansion of the regional housing portfolio proceeds in a fiscally responsible manner. Respect appropriate boundaries between transportation and housing investment funds. Explore revenue generation opportunities as appropriate. Work towards a self-sustaining model.

Phased Implementation Plan and Near-Term Work Plan

Staff's initial proposal to explore expansion of the regional housing portfolio is structured in three phases. This phased approach seeks to gradually expand regional housing activities within the current fiscally constrained environment by providing time to pursue revenue opportunities and evaluate programmatic priorities with policymakers. The three phases are:

- **Phase 1 – Planning (next 3 months).** The first phase involves intensive planning to explore potential revenue sources without a ballot measure and to lay the foundation for corresponding expanded activities. A key component of Phase 1 is to support the administrative infrastructure for the regional agencies' expanded housing work, including the formation of a new ABAG Housing Committee, the activation of the BAHFA Board, and planning for the formation of the BAHFA Advisory Committee. Another critical component is to initiate the **Regional Housing Portfolio Business Plan** to evaluate methodically any significant future housing activities including the possibility of accepting land donations and the feasibility of issuing project revenue bonds. The Business Plan will draw upon subject matter experts to develop a roadmap of creative yet sustainable activities with an emphasis on innovative financing options and the staffing structures necessary to support them. Bay Area Housing for All has already offered \$100,000 to support a Business Plan (Attachment B). Additionally, the Business Plan will present options for the roles of the different regional agencies, including the potentially complementary financing options available through ACFA and BAHFA.
- **Phase 2 – Early Stage Pilot Activities (3-12 months).** The second phase will continue to advance the work from Phase 1 while also introducing new pilot activities, subject to funding availability and policy direction from the governing boards. The goal of these pilot activities is to swiftly make a meaningful, measurable impact on the region's

housing challenges and simultaneously to build the agencies' housing-related capacity. Considering time and resource constraints, such activities are likely to build upon existing staff expertise and regional programming, leveraging the relationships and convening power of ABAG, MTC, and BAHFA. During Phase 2, policymakers will provide guidance on key issues identified during the development of the Regional Affordable Housing Portfolio Business Plan. Staff expects to conclude the Business Plan by the close of Phase 2.

- **Phase 3 – Expand Upon Early Successes (12 months and beyond).** The third phase will provide policymakers the opportunity to implement recommendations from the Business Plan. The costs and staffing requirements for potential activities will be identified in detail as part of the Business Plan, along with proposals for the division of labor between the various regional finance authorities.

Proposed Phase 1 Work Plan (next 3 months)

Staff has developed a proposed work plan to guide next steps as the agencies enter Phase 1 of exploring an expanded regional housing portfolio. Importantly, Phase 1 primarily includes planning and other exploratory tasks that can be accomplished with existing staff, except for the Business Plan which will require external consultant expertise. The proposed Phase 1 work plan is achievable but will stretch existing capacity. Consequently, staff proposes a streamlined approach with regional committees and boards meeting only as necessary to advance key work items and respond to emerging opportunities. Staff would return in the early fall with a status update and proposal for Phase 2 activities right-sized to fit available resources and partnership opportunities.

Work Item	Key Tasks	Resource Needs
Support Regional Housing Committees	<ul style="list-style-type: none"> ● Support new ABAG Housing Committee ● Support activation of BAHFA Board ● Develop a plan for empaneling the BAHFA Advisory Committee 	<ul style="list-style-type: none"> ● Current staff is sufficient so long as the agencies pursue a streamlined meeting schedule during the next three months. Multiple committee meetings each month would reduce staff capacity to pursue other near-term work items.
Regional Housing Portfolio Business Plan	<ul style="list-style-type: none"> ● Develop scope of work ● Secure additional funding to develop the Business Plan ● Release RFP and select consultant(s) 	<ul style="list-style-type: none"> ● Current staff can scope and manage RFP process ● \$300k-\$500k required for consulting services. <ul style="list-style-type: none"> ○ \$100,000 has been committed from the Bay Area Housing For All coalition.
Track Federal and State Housing Efforts	<ul style="list-style-type: none"> ● Monitor state and federal legislation and budget processes for housing-related issues ● Brief boards/committees as needed 	<ul style="list-style-type: none"> ● Current staff is sufficient

	<ul style="list-style-type: none"> ● Strategically intervene to support Bay Area positions, as appropriate 	
Explore and Pursue Partnership Opportunities	<ul style="list-style-type: none"> ● Engage with philanthropic and private-sectors to explore potential revenue options and other public-private partnerships. ● Explore partnership opportunities with other public agencies, including potential land donations, technical assistance, and data-gathering. ● Evaluate value-add opportunities to complement activities of public and private sectors for potential Phase 2 pilot programs. 	<ul style="list-style-type: none"> ● Current staff is sufficient

Range of Potential Phase 2 Pilot Activities

Although additional planning and research is needed, staff has begun to evaluate potential activities that could be suitable for Phase 2 of implementation. Given the short timeline and resource constraints, staff's preliminary list prioritizes less resource-intensive initiatives for Phase 2. Potential activities may require fewer new resources because of the possibility of leveraging partnerships with other public and/or private entities, the potential alignment with core competencies of ABAG and MTC and the consolidated staff, and the lack of a need for intensive capital fundraising. Additionally, staff has focused on activities with clear regional value-add propositions that would support rather than compete with local jurisdictions. The list is presented as a potential menu and staff seeks feedback from policymakers on the following options:

- ***Regional Convenings for Local Agency Staff.*** During initial outreach to staff in county housing departments, there was a strong desire for the regional government to regularly convene local housing officials to fortify the regional network and enable identification and dissemination of best practices. These convenings could also serve as early scoping sessions for longer-term technical assistance programs to support local staff.
- ***Regional Affordable Housing Application Platform.*** Several local jurisdictions and sub-regional collaborations have begun to explore a centralized application platform to enable prospective tenants to apply to available affordable housing units. Such a tool could ease the administrative burden on both applicants and housing managers, help to overcome persistent access barriers to affordable housing, and develop data about the housing needs of specific populations. The regional agencies could explore a potential partnership to expand this prototype at the regional level.
- ***COVID-Related Technical Assistance to Local Jurisdictions.*** While technical assistance could focus on any of the 3Ps, there is an acute need for rapid development of protection strategies for existing residents threatened with displacement due the economic fallout from COVID-19. Regional technical assistance on both policies and programs,

especially rental and mortgage assistance programs, could support the development of best practices and knowledge-sharing across jurisdictional boundaries.

- ***Acquisition and Preservation Financing Strategies.*** COVID-related defaults in rent and mortgage payments could lead to displacement-inducing foreclosures and private acquisitions of housing affordable to lower- and middle-income residents. The agencies could seek to develop creative acquisition and rehab financing strategies that both stop short-term displacement and create long-term affordability.

Develop Potential Phase 3 Activities During Planning in Phases 1 and 2

One purpose of the phased implementation strategy is to enable sufficient time to evaluate and plan for longer-term and more resource-intensive activities in Phase 3 and beyond. The Business Plan will serve as the primary vehicle through which Phase 3 activities will be developed. Staff anticipates the scope of the Business Plan to include evaluation of comprehensive housing finance strategies, ongoing technical assistance programs for local jurisdictions across the 3Ps, regional funding coordination to increase efficiencies and certainty in the affordable housing development process, enhanced data gathering, and exploration of a regional ballot measure at an appropriate future moment.

	Phase 1 PLANNING (next 3 months)	Phase 2 EARLY STAGE PILOT ACTIVITIES (3-12 months)	Phase 3 EXPAND UPON EARLY SUCCESSES (12 months & beyond)
Regional Housing Portfolio Business Plan	<ul style="list-style-type: none"> • Develop scope of work • Secure funding • Release RFP • Select consultant(s) 	<ul style="list-style-type: none"> • Oversee consultants • Regular reports to and direction from policymakers 	
Assess Revenue & Partnership Opportunities	<ul style="list-style-type: none"> • Track state and federal efforts; • Strategically intervene as appropriate • Engage w/ public & private stakeholders to explore potential partnerships 	<ul style="list-style-type: none"> • Revenue generation activities as appropriate • Continue to explore and form initial partnerships 	
Expanded Programming		Examples include: <ul style="list-style-type: none"> • Regional affordable housing platform to streamline applications; • COVID-related “protections” TA • Evaluate existing regional housing funds • Share best practices and host local agency convenings 	Consider recommendations from Business Plan for <ul style="list-style-type: none"> • TBD housing finance • Funding coordination • Technical assistance • enhanced data gathering, and • Explore a future regional ballot measure
Support Boards and Committees	Support regional policymakers, including to-be-formed ABAG Housing Committee, BAHFA Board, and BAHFA Advisory Committee.		
TOTAL COST	\$300-500K	TBD [pending activities & revenue]	TBD [pending activities & revenue]

Conclusion

Staff seeks feedback on the proposed initial regional housing strategy for an expanded housing portfolio. Staff seeks approval of the Phase 1 Proposed Work Plan, including a streamlined committee meeting schedule during the next three months and a detailed status report as the agencies transition to Phase 2 in the fall.



Therese W. McMillan

Attachment B – Letter from Bay Area Housing for All

Attachment C – Overview of Local Affordable Housing Revenue Measures

Attachment D – Overview of Recent Housing Commitments from Private Sector



May 5, 2020

MTC Commissioners and ABAG Executive Board
Bay Area Metro Center
375 Beale St
San Francisco, CA 94105

Dear MTC Commissioners and ABAG Executive Board:

As elected officials, we know you are on the frontlines of responding to the COVID pandemic ensuring the safety and health of our Bay Area communities, especially our most vulnerable residents. On behalf of the Bay Area Housing for All (BAHA) leadership team, we want to thank all of you for the work you're doing.

As we discussed in our meeting on April 8, we recognize the path to the ballot may change in response to the COVID pandemic and accompanying economic uncertainty. As has been our approach throughout this process, the decisions we make in partnership with the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) will continue to be both data-driven and responsive to the needs of our region. We appreciate your leadership during this uncertain time.

This crisis, and our need to 'Shelter In Place' for the sake of our shared health and the world economy, only underscores the necessity for there to be sufficient and safe homes to do so.

Our region, using the authority and structure of BAHFA already created through AB 1487, can address the severe economic and health impacts of the COVID-19 pandemic while building a strong foundation for a lasting recovery. Immediately prior to the pandemic, California faced a shortage of 1.3 million affordable homes. As we respond to this crisis and plan for our long-term recovery, the guiding motivation of BAHA has become even more critical: it is essential for everyone to have a healthy, stable home. Therefore, the BAHA leadership team remains committed to working with MTC and ABAG in standing up BAHFA to provide the kind of regional coordination, technical assistance, and funding/financing for affordable housing -- both to meet the existing need and to play a role in our region's recovery. For example:

- BAHFA could receive and coordinate funds across the region, not just from a ballot measure, but also could directly receive and disburse funds from the state, federal stimulus, private funds, etc.;
- BAHFA could provide TA to jurisdictions who are trying to figure out how to use the new federal housing dollars coming to their jurisdictions; and
- BAHFA could be a direct lender/under-writer of affordable housing production and preservation deals, which could be especially beneficial to lower-capacity jurisdictions who were short staffed before this crisis and are now even more stretched for capacity.

We believe these steps can provide our region with the relief and resources needed to address the increase in homelessness and housing insecurity we're already seeing and will continue to see as a result of the COVID pandemic and economic fallout. There is a great opportunity to leverage the structure and authorities of BAHFA, as well as existing staff, to do this work. The first, and most foundational piece, of this work is to create a business plan for BAHFA. **We understand the financial constraints that accompany this new public health and economic crisis and the impact this will have on resources available to fund the work needed to launch a regional agency. We would like to extend the offer to engage in a partnership to ensure this critical work continues to move forward. We have identified \$100,000 in assistance.**

Please feel free to reach out to any of us with your questions and thoughts. Thank you all again for your partnership.

Sincerely,

Judith Bell, Chief Impact Officer, The San Francisco Foundation
 Amie Fishman, Executive Director, Non-Profit Housing Association of Northern California
 Heather Hood, Vice President, Enterprise Community Partners, Northern California
 Tomiquia Moss, Founder and Chief Executive, All Home

Cc: Therese McMillan, Executive Director, MTC
 Rebecca Long, Government Relations Manager, MTC/ABAG
 Randy Rentschler, Director of Legislation and Public Affairs, MTC/ABAG

Bay Area Local Affordable Housing Funding Measures (2015 – Present)

County/City	Year	Mechanism	Revenue	Type of Funding	Notes
San Jose	2020	Real Estate Transfer Tax	\$ 50 million	General	Per annum
San Francisco	2019	GO Bond	\$ 600 million	Dedicated	
Berkeley	2018	GO Bond	\$ 135 million	Dedicated	
San Francisco	2018	Targeted Gross Receipts Tax	\$ 300 million	Dedicated	Per annum
Napa County & various cities	2018	TOT Hotel Tax Increase	\$ 5 million	Dedicated	Per annum
Emeryville	2018	GO Bond	\$ 50 million	Dedicated	
Santa Clara County	2016	GO Bond	\$ 950 million	Dedicated	
Alameda County	2016	GO Bond	\$ 580 million	Dedicated	
San Mateo County	2016	Sales Tax	\$ 85 million	General	Per annum
San Francisco	2015	GO Bond	\$ 310 million	Dedicated	

Overview of Recent Housing Commitments from Private Sector

Source & Total Commitment	Resource Type	Details
Apple \$2.5 Billion	Housing Financing <i>\$2.15 Billion</i>	<ul style="list-style-type: none"> • \$1 billion affordable housing investment fund in partnership with State • \$1 billion first-time homebuyer mortgage assistance fund in partnership with State • \$150 million Bay Area housing fund (long-term forgivable loans and grants)
	Land <i>\$300 Million</i>	<ul style="list-style-type: none"> • Value of land owned by Apple in San Jose made available for affordable housing
	Nonprofit Donation <i>\$50 Million</i>	<ul style="list-style-type: none"> • Donation to nonprofits supporting vulnerable populations and addressing homelessness, including Destination Home in Santa Clara County
Google \$1 Billion	Land <i>\$750 Million</i>	<ul style="list-style-type: none"> • Value of land owned by Google made available for market rate and affordable housing
	Housing Financing <i>\$250 Million</i>	<ul style="list-style-type: none"> • Housing investment fund
Facebook \$1 Billion	Housing Financing <i>\$425 Million</i>	<ul style="list-style-type: none"> • \$250 million to finance mixed-income housing on excess state-owned land • \$150 million to Partnership for the Bay's Future (see below) to fund new affordable housing in the Bay Area • \$25 million to build teacher and essential worker housing in San Mateo and Santa Clara Counties
	Land <i>\$225 Million</i>	<ul style="list-style-type: none"> • Value of land owned by Facebook in Menlo Park made available for mix-income housing
	TBD <i>\$350 Million</i>	<ul style="list-style-type: none"> • Funds for additional commitments based on the rollout and effectiveness of other Facebook initiatives
Partnership for the Bay's Future \$540 Million	Housing Financing <i>\$500 Million</i>	<ul style="list-style-type: none"> • Affordable housing funds for Bay Area projects (includes \$150 million from Facebook, per above)
	Policy Grants <i>\$40 Million</i>	<ul style="list-style-type: none"> • Grants to local governments and nonprofits to support policy development across the 3Ps
Kaiser Permanente \$200 million	Housing Financing <i>\$100 Million</i>	<ul style="list-style-type: none"> • \$50 million contribution to a \$100 million national loan fund for affordable housing • Up to \$50 million contribution to the Housing for Health Fund in the Bay Area
	TBD <i>\$100 Million</i>	<ul style="list-style-type: none"> • Remaining funds in the \$200 million "Thriving Communities Fund" are unprogrammed
Cisco \$50 Million	Nonprofit Donation <i>\$50 Million</i>	<ul style="list-style-type: none"> • Donation to Destination Home over 5 years to address homelessness in Santa Clara County
Marc & Lynne Benioff \$30 million	Research & Policy <i>\$30 Million</i>	<ul style="list-style-type: none"> • Donation to UC San Francisco to start the Homelessness and Housing Initiative, which will research causes of homelessness and identify evidence-based solutions.



Initial Strategic Framework for Expanded Regional Housing Portfolio



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Metropolitan Transportation Commission
June 24, 2020

Background and Context

Key ABAG/MTC Decisions in May:

1. Defer consideration of affordable housing ballot measure to an election after November 2020
 2. **Pursue an expanded regional housing portfolio**
 - Direction to staff to return in June with strategic proposal to chart a path forward
- **COVID-19 Impacts**
 - Fiscal constraints
 - Exacerbation of underlying housing problems



Strategic Framework for Expanded Regional Housing Portfolio

- The multi-faceted nature of the housing crisis requires a multi-pronged set of solutions, partners, and tools.
- Framework for a regional housing strategy is rooted in a partnership approach that enables consideration of all tools in the toolbox.
 - Regional collaboration will situate ABAG in a leading role, with MTC and BAHFA as necessary partners.
- Two-Part Strategic Framework:
 1. **Proposed Guiding Principles**
 2. **Phased Implementation Plan & Proposed Near-Term Work Plan**



Proposed Guiding Principles



**Collaborative, Multi-agency
Strategy, with ABAG in
Leadership Role**



**Multi-sector
Partnerships**



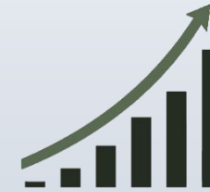
**Advance the
“3Ps” Framework**



**Equity-Focused
Approach**



**Embrace Innovation
and Creativity**



Achieve Scale



**Ensure Financial
Sustainability**

Phased Implementation Plan

Three-phased approach seeks to gradually expand regional housing activities within fiscally constrained environment by providing time to pursue revenue opportunities and evaluate programmatic priorities with policymakers.

- Overview
 - **Phase 1: Planning**
(next 3 months)
 - **Phase 2: Early Stage Pilot Activities**
(3-12 months)
 - **Phase 3: Build Upon Early Success**
(12 months and beyond)



Phase 1: Planning

Intensive planning to explore potential revenue sources and lay the foundation for corresponding additional activities

- Timeline: next 3 months (July – September)
- Key Components:
 - **Support Boards and Committees.** Establish ABAG Housing Committee and BAHFA Board. Pursue “streamlined approach” with as-needed meetings until Phase 2.
 - **Regional Housing Portfolio Business Plan.** Methodically evaluate potential future housing activities, including possibility of accepting land donations and feasibility of issuing project revenue bonds.
- Resource Needs: \$300k – \$500k for Business Plan



Phase 1: Planning

Proposed Work Plan

Work Item	Key Tasks	Resource Needs
Support Regional Housing Committees	<ul style="list-style-type: none"> • Support new ABAG Housing Committee • Support activation of BAHFA Board • Plan for BAHFA Advisory Committee 	With streamlined approach, current staff is sufficient.
Regional Housing Portfolio Business Plan	<ul style="list-style-type: none"> • Develop scope of work • Secure additional funding to develop the Business Plan • Release RFP and select consultant(s) 	Current staff can scope and manage RFP process. \$300k-\$500k required for consulting services.
Track Federal and State Housing Efforts	<ul style="list-style-type: none"> • Monitor state and federal legislation and budget processes for housing-related issues • Brief boards/committees as needed • Strategically intervene to support Bay Area positions, as appropriate 	Current staff is sufficient
Explore and Pursue Partnership Opportunities	<ul style="list-style-type: none"> • Engage with philanthropic and private-sectors • Explore partnerships with other public agencies • Evaluate value-add opportunities for Phase 2 programs 	Current staff is sufficient

Phase 2:

Early Stage Pilot Activities

Advance planning activities from phase 1 and introduce new pilot activities, subject to funding availability and policy direction from governing boards.

- Timeline: 3 – 12 months (October 2020 – June 2021)
- Potential Pilot Activities & Partnerships:
 - Regional Convenings for Local Agency Staff
 - Regional Affordable Housing Application Platform
 - COVID-Related Technical Assistance to Local Jurisdictions
 - Acquisition and Preservation Financing Strategies
- Resource Needs: TBD



Phase 3: Expand Upon Early Success

Provide policymakers the opportunity to implement recommendations from the Business Plan and other Phase 1 & 2 planning activities

- Timeline: 12 months and beyond (July 2021 and following)
- Key Components:
 - **Review costs and staffing requirements for potential activities identified in Business Plan.** Could include comprehensive financing strategies, ongoing TA for local jurisdictions across 3 Ps, regional funding coordination, and enhanced data gathering.
 - **Review options for division of labor** between regional entities
 - **Consider revised approach & timeline** to pursue a regional revenue measure
- Resource Needs: TBD



	Phase 1 PLANNING	Phase 2 EARLY STAGE PILOT ACTIVITIES	Phase 3 EXPAND UPON EARLY SUCCESSES
	(next 3 months)	(3-12 months)	(12 months & beyond)
Regional Housing Portfolio Business Plan	<ul style="list-style-type: none"> • Develop scope of work • Secure funding • Release RFP • Select consultant(s) 	<ul style="list-style-type: none"> • Oversee consultants • Regular reports to and direction from policymakers 	
Assess Revenue & Partnership Opportunities	<ul style="list-style-type: none"> • Track state and federal efforts • Strategically intervene as appropriate. • Engage w/ public & private stakeholders to explore potential partnerships 	<ul style="list-style-type: none"> • Revenue generation activities as appropriate • Continue to explore and form initial partnerships 	
Expanded Programming		<p>Examples include:</p> <ul style="list-style-type: none"> • Regional affordable housing platform to streamline application process • COVID-related “protections” TA; • Evaluate existing regional housing funds • Share best practices and host local agency convenings 	<p>Consider recommendations from Business Plan for</p> <ul style="list-style-type: none"> • TBD programming across housing finance • Funding coordination • Technical assistance • Enhanced data gathering • Exploring a future regional ballot measure
Support Boards and Committees	Support regional policymakers, including to-be-formed ABAG Housing Committee, BAHFA Board, and BAHFA Advisory Committee.		
TOTAL COST	\$300-500K	TBD	TBD
		[pending activities & revenue]	[pending activities & revenue]



Thank You.

For more information contact:
Daniel Saver
dsaver@bayareametro.gov