Metropolitan Transportation Commission

Meeting Agenda

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

Programming and Allocations Committee

Committee Members:

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

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

Wednesday, July 8, 2020 **9:45 AM** **Board Room - 1st Floor (REMOTE)**

The Programming and Allocations Committee is scheduled to meet on Wednesday, July 8, 2020 at 9:45 a.m. or immediately following the 9:40 a.m. Administration Committee meeting, in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.
Attendee Link: https://bayareametro.zoom.us/j/95094805024
Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 950 9480 5024

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

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

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

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

2. Consent Calendar

2a. 20-0877 Minutes of the June 10, 2020 meeting

Action: Committee Approval

Attachments: 2a 20-0877 Minutes of June 10 Meeting.pdf

2b. 20-1022 Quarterly Report of the Executive Director Delegation of Authority Actions

Action: Information

Presenter: Cheryl Chi

Attachments: 2b 20-1022 Delegated Authority Quarterly Actions.pdf

2c. 20-0878 MTC Resolution Nos. 4169, Revised; 4262, Revised; and 4263, Revised. Revisions to the FY2016-17 through FY2019-20 AB 664 Net Bridge Toll Revenues and BATA Project Savings programming and allocations to reprogram funds for AC Transit and allocate $38.4 million to SFMTA and AC Transit.

Action: Commission Approval

Presenter: Rob Jaques

Attachments: 2c 20-0878 Bridge Toll Prog and Alloc - Resos 4169-4262-4263.pdf

2d. 20-0911 MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) to incorporate $7 million in Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020

Action: Commission Approval

Presenter: Mallory Atkinson

Attachments: 2d 20-0911 OBAG2 Revisions - Reso 4202.pdf

2e. 20-0746 MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-40.

Action: Commission Approval

Presenter: Adam Crenshaw

Attachments: 2e 20-0746 TIP Amendment 2019-40 - Reso 4375.pdf

2f. 20-0741 MTC Resolution No. 4414, Revised. Programming for FY2020-21 and an allocation of approximately $7.1 million in Five Percent Unrestricted State Fund Revenues and $530,450 in Two Percent Bridge Toll Revenues for the Water Emergency Transportation Authority.

Action: Commission Approval

Presenter: Christina Hohorst

Attachments: 2f 20-0741 WETA Allocation - Reso 4414.pdf

2g. 20-0976 FY 2019-20 Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Department of Transportation Appropriations Act, 2020.

Action: Commission Approval

Presenter: Mallory Atkinson

Attachments: 2g 20-0976 Federal Earmark Repurposing.pdf

2h. 20-0879 MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice.

Recommendation of RM3 Letters of No Prejudice to the Solano Transportation Authority for the I-80/680/12 Interchange project, and to the Transportation Authority of Marin for the US-101/I-580 Direct Connector project.

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: 2h 20-0879 STA and TAM LONP - Reso 4412.pdf

3. Regional

3a. 20-0903 MTC Resolution Nos. 4402, Revised, 4430, Revised, 4431, Revised and 4434.

Revises the FY 2020-21 Fund Estimate and allocates $30.3 million in FY 2020-21 Transportation Development Act (TDA) funds and State Transit Assistance (STA) funds, to several transit operators to support transit operations and capital projects in the region, and approves the FY 2020-21 State of Good Repair Program project list.

Action: Commission Approval

Presenter: William Bacon

Attachments: 3a 20-0903 Fund Estimate Revisions - Resos 4402-4430-4434.pdf

3a 20-0903 Fund Estimate Presentation.pdf

3b. 20-0810 Diridon Station Cooperative Agreement.

A request for approval to enter into a cooperative agreement with the City of San Jose, Peninsula Corridor Joint Powers Board (Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High Speed Rail Authority to support the development of the San Jose Diridon Station Program.

Action: Commission Approval

Presenter: Melanie Choy

Attachments: 3b 20-0810 Diridon Coop Agreement.pdf

4. Federal

4a. 20-0912 MTC Resolution No. 4202, Revised.

Revisions to the One Bay Area Grant 2 Program (OBAG 2), to program $5 million to transportation projects in Marin, Napa, Solano, and Sonoma Counties as part of the Housing Incentive Pool (HIP) Sub-HIP pilot program; and $1 million to the Napa Valley Forward Traffic Calming and Multi-modal Improvements project within the Regional Freeway Performance Program.

Action: Commission Approval

Presenter: Mallory Atkinson

Attachments: 4a 20-0912 HIP Sub-HIP Pilot - Reso 4202.pdf

4b. 20-0933 MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Programming of approximately $504 million of FTA Section 5307 formula funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act to support Bay Area transit operations in response to the COVID-19 pandemic.

Action: Commission Approval

Presenter: Theresa Romell

Attachments: 4b 20-0933 CARES Act Transit - Reso 4420.pdf
4b 20-0933 CARES Act Transit Presentation.pdf

4c. 20-0426 Transportation Funding and Housing Linkages Consensus

Commissioner consensus on future efforts to link funding for transportation investments to improvements in housing outcomes.

Action: Commission Approval

Presenter: Theresa Romell

Attachments: 4c 20-0426 Transp Housing Linkages.pdf

5. Information

5a. 20-0880 California Transportation Commission (CTC) Update

Update on the June 24, 2020 California Transportation Commission meeting.

Action: Information

Presenter: Kenneth Kao

Attachments: 5a 20-0880 CTC Update.pdf

6. Public Comment / Other Business

7. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on August 12, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0877	**Version:**	1	**Name:**	
Type:	Minutes			**Status:**	Consent
File created:	5/26/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	Minutes of the June 10, 2020 meeting				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2a 20-0877 Minutes of June 10 Meeting.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Minutes of the June 10, 2020 meeting

Recommended Action:
Committee Approval

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Metropolitan Transportation Commission

Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

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

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

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

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

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

Absent: 1 - Commissioner Schaaf

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

2. Consent Calendar

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

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

Absent: 1 - Commissioner Schaaf

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

Action: Committee Approval

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

Action: Commission Approval

Presenter: Kenneth Kao

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

Action: Committee Approval

Presenter: Karl Anderson

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

Action: Commission Approval

Presenter: Judis Santos

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

Action: Commission Approval

Presenter: Judis Santos

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

Action: Commission Approval

Presenter: Rob Jaques

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

Action: Commission Approval

Presenter: Adam Crenshaw

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

Action: Commission Approval

Presenter: Cheryl Chi

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

Action: Commission Approval

Presenter: Cheryl Chi

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

Action: Commission Approval

Presenter: Cheryl Chi

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

Action: Information

Presenter: Anne Spevack

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

Action: Information

Presenter: Anne Spevack

3. Regional

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

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

Action: Committee Approval

Presenter: Theresa Romell

Upon the motion by Commissioner Bruins and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the recommended expenditure plan for the regional share of Federal CARES Act funding. The motion carried by the following vote:

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

Absent: 1 - Commissioner Schaaf

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

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

Action: Commission Approval

Presenter: Cheryl Chi

Upon the motion by Commissioner Bruins and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution Nos. 4378, Revised 4379, Revised, and 4428 to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan and Commissioner Worth

Absent: 2 - Commissioner Ronen and Commissioner Schaaf

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

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

Action: Commission Approval

Presenter: Cheryl Chi

Upon the motion by Commissioner Worth and the second by Commissioner Bruins, the Committee unanimously approved the referral of MTC Resolution Nos. 4427, 4429, 4430, 4431, and 4432 to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan and Commissioner Worth

Absent: 2 - Commissioner Ronen and Commissioner Schaaf

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

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

Action: Commission Approval

Presenter: Craig Bosman

Written public comments were received from the City of Dublin, the City of Livermore, the City of Pleasanton, the City of San Ramon, the Dublin Chamber of Commerce, Innovation Tri-Valley Leadership Group, Laborers Local 304, the Livermore Amador Valley Transit Authority, the Pleasanton Chamber of Commerce, the Town of Danville, and the Tri Valley Chamber of Commerce.

Roland Lebrun was called to speak.

Upon the motion by Commissioner Bruins and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 3914, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan and Commissioner Worth

Absent: 2 - Commissioner Ronen and Commissioner Schaaf

4. Information

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

Update on the May 13, 2020 CTC Meeting

Action: Information

Presenter: Kenneth Kao

5. Public Comment / Other Business

6. Adjournment / Next Meeting:

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-1022	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Consent
File created:	6/13/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	Quarterly Report of the Executive Director Delegation of Authority Actions				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2b 20-1022 Delegated Authority Quarterly Actions.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Quarterly Report of the Executive Director Delegation of Authority Actions

Presenter:
Cheryl Chi

Recommended Action:
Information

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 2b - 20-1022**

Subject: Quarterly Report of the Executive Director Delegation of Authority Actions

Background: MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds up to $1 million, with authority to take action on any rescission amounts requested by claimants. To keep the Commission informed of actions approved by the Executive Director, staff reports quarterly on all 'delegated authority' allocations or rescissions.

The fourth quarter report for FY 2019-20 covers the period of April through June 2020. There are a large number and significant amount of Transportation Development Act (TDA) rescissions due to reduced sales tax revenue as a result of shelter-in-place orders due to COVID-19. Allocations must be reduced to equal available funding. In addition, some agencies requested that their Bicycle and Pedestrian funds be reallocated to allow more time to complete their projects. The Executive Director approved the following allocation and rescission actions summarized below and detailed in Attachment A:

Delegated Authority FY 2019-20	**Fourth Quarter**	**Year-to-Date**
Allocations		
Transportation Development Act	$ 2,510,556	$ 35,879,396
State Transit Assistance	$ 4,193,175	$ 27,291,683
Regional Measure 2	$ 634,025	$ 8,644,098
Other Bridge Tolls	$ 21,667	$ 101,667
Total Allocations	**$ 7,359,423**	**$ 71,916,844**
Rescissions		
Transportation Development Act	$ (14,549,038)	$ (15,985,485)
State Transit Assistance	$ (1,419,383)	$ (3,430,234)
Regional Measure 2	$ (119,025)	$ (372,990)
Total Rescissions	**$ (16,087,446)**	**$ (19,788,709)**

Final State Transit Assistance (STA) revenue for FY 2019-20 has not been received. Due to the COVID-19 pandemic, revenues are expected to be lower which will necessitate rescissions. The next quarterly report of the Executive Director's Delegation of Authority will include any necessary rescissions of STA funds so that allocations of these funds do not exceed available revenue in FY2019-20.

Issues: None

Recommendation: Information

Attachments: Attachment A—FY 2019-20 Delegated Authority

Therese W. McMillan

FY 2019-20 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2, Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

Fourth Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	**Description**	**Amount**	**Code**	**Date**	**Apportionment**
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
Oakland	Bike Safe Storm Drain Inlet	100,000	109	04/22/20	Alameda County
Orinda	Camino Pablo Bicycle Route Corridor Improvements	150,000	110	04/22/20	Contra Costa County
City of San Mateo	TOD Pedestrian Access Plan	72,009	111	04/22/20	San Mateo County
Alameda County	Bicycle/Pedestrian Safety Education	29,168	112	05/27/20	Alameda County
Millbrae	Transit Center to Spur Trail (Phase I and II) Connection and Ped/Bike Safety Imp	370,183	114	06/24/20	San Mateo County
South San Francisco	Linden Ave Complete Streets Safety Project	325,847	115	06/24/20	San Mateo County
San Bruno	Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary SRTS	385,200	116	06/24/20	San Mateo County
Pleasanton	West Las Positas Bike and Ped Improvements	70,707	117	06/24/20	Alameda County
Pleasanton	I580 Overcrossing Bicycle Improvement	190,140	118	06/24/20	Alameda County
Berkeley	Pedestrian Master Plan Update	14,799	119	06/24/20	Alameda County
Contra Costa County	Parker Ave Pedestrian Improvements	46,205	120	06/24/20	Contra Costa County
Contra Costa County	Bel Air Trail Crossing	11,230	121	06/24/20	Contra Costa County
Pittsburg	California Ave Class 1 Trail	58,000	122	06/24/20	Contra Costa County
	Subtotal	**1,823,488**			
5802 - 99260A Transit - Operations					
SolTrans	Transit Operations	237,068	072	04/22/20	Vacaville
Union City	Transit Operations	450,000	113	05/27/20	Union City
	Subtotal	**687,068**			
	Total	**2,510,556**			

State Transit Assistance - Allocation (002)				Approval	
Claimant	**Description**	**Amount**	**Code**	**Date**	**Apportionment**
5820 - 6730A Operations - County Block Grant					
Soltrans	Transit Operations	1,000,000	064	04/22/20	Solano County
Soltrans	Transit Operations	464,964	066	05/27/20	Solano County
Fairfield	Transit Operations	397,530	067	05/27/20	Solano County
SMART	Transit Operations	459,778	069	06/24/20	Sonoma County
SMART	Transit Operations	107,346	070	06/24/20	Marin County
	Subtotal	**2,429,618**			
5820 - 6730A Operations - Population-Based Northern County/Small Operator					
CCCTA	Transit Operations	2,073	001	05/27/20	CCCTA
	Subtotal	**2,073**			
5820 - 6730A Operations - Revenue-based					
SJRRC	Transit Operations	495,904	068	05/27/20	ACCMA ACE
LAVTA	Transit Operations	9,858	015	06/24/20	BART
WCCTA	Transit Operations	33,912	076	06/24/20	BART
	Subtotal	**539,674**			
5828 - 6731B Planning and Admin - County Block Grant					
Solano TA	Planning and Administration	920,406	065	04/22/20	Solano County
	Subtotal	**920,406**			
5820 - 6730A Operations - Population-based Emergency Fund					
Marin Transit	Transit Operations	2,368	071	06/24/20	Emergency Fund
Golden Gate	Transit Operations	72,861	072	06/24/20	Emergency Fund
SMART	Transit Operations	184,023	073	06/24/20	Emergency Fund
Santa Rosa	Transit Operations	38,214	074	06/24/20	Emergency Fund
	Subtotal	**297,466**			

5820 - 6730A Operations - Population-based MTC Coordination

MTC	Bikeshare Integration		3,938	075	06/24/20	MTC
		Subtotal	**3,938**			
		Total	**4,193,175**			

Regional Measure 2 Funds - Allocation (006)					**Approval**	
Claimant	**Description**		**Amount**	**Code**	**Date**	**Notes**
Marketing						
TJPA	Marketing and Customer Service		515,000	022	06/24/20	
		Subtotal	**515,000**			
Capital Allocations						
STA	Proj. 7.3: I-80/680/12 Interchange, ROW		119,025		05/27/20	20373933
		Subtotal	**119,025**			
		Total	**634,025**			

2% Bridge Toll Revenues - Allocation (009)					**Approval**	
Claimant	**Description**		**Amount**	**Code**	**Date**	**Apportionment**
Operating Allocations						
MTC	Transit Studies		21,667	001	06/24/20	Studies
		Total	**21,667**			
		Allocations Grand Total	**7,359,423**			

Rescission - Transportation Development Act			**Approval**	**Allocation**
Claimant	**Description**	**Amount**	**Date**	**Instruction**
Oakland	Bike Safe Storm Drain Inlet	(100,000)	04/22/20	18001044
Orinda	Camino Pablo Bicycle Route Corridor Improvements	(150,000)	04/22/20	18001021
Monte Sereno	Daves Avenue School Area Bike/Ped Improvements	(14,923)	04/22/20	19001012
Alameda County	Bicycle/Pedestrian Safety Education	(29,168)	05/27/20	18001053
Millbrae	Transit Center to Spur Trail (Phase I and II) Connection and Ped/Bike Safety Imp	(370,183)	06/24/20	18001082
South San Francisco	Linden Ave Complete Streets Safety Project	(325,847)	06/24/20	18001084
San Bruno	Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary SRTS	(385,200)	06/24/20	18001081
Pleasanton	West Las Positas Bike and Ped Improvements	(70,707)	06/24/20	18001076
Pleasanton	I580 Overcrossing Bicycle Improvement	(190,140)	06/24/20	18001099
Berkeley	Pedestrian Master Plan Update	(14,799)	06/24/20	18001040
Contra Costa County	Parker Ave Pedestrian Improvements	(46,205)	06/24/20	18001018
Contra Costa County	Bel Air Trail Crossing	(11,230)	06/24/20	18001020
Pittsburg	California Ave Class 1 Trail	(58,000)	06/24/20	18001035
LAVTA	Transit Operations	(9,858)	06/24/20	20001047
WCCTA	Transit Operations	(33,912)	06/24/20	20001049
LAVTA	Transit Operations	(14,732)	06/24/20	20001043
Pleasanton	Community Transit	(7,550)	06/24/20	20001045
Union City	Community Transit	(1,622)	06/24/20	20001099
AC Transit	Transit Operations	(88,750)	06/24/20	20001042
WestCat	Transit Operations	(16,575)	06/24/20	20001044
Tri Delta	Transit Operations	(54,541)	06/24/20	20001046
CCCTA	Paratransit Operations	(91,496)	06/24/20	20438002
AC Transit	Paratransit Operations	(394,279)	06/24/20	20438006
AC Transit	Transit Operations	(5,314,325)	06/24/20	20438007
AC Transit	Transit Operations	(1,419,248)	06/24/20	20438008
AC Transit	Transit Operations	(840,018)	06/24/20	20438009
GGBHTD	Transit Operations	(836,857)	06/24/20	20438021
GGBHTD	Transit Operations	(503,824)	06/24/20	20438022
Marin Transit	Transit Operations	(558,907)	06/24/20	20438023
SFMTA	Transit Operations	(443,236)	06/24/20	20438013
SFMTA	Transit Operations	(20,983)	06/24/20	20438014
SamTrans	Transit Operations	(188,791)	06/24/20	20438031
SamTrans	Paratransit Operations	(7,284)	06/24/20	20438030
VTA	Transit Operations	(1,769,815.10)	06/24/20	2438003
VTA	Paratransit Operations	(93,147.90)	06/24/20	20438001

Rescission - Transportation Development Act *(continued)*			**Approval**	**Allocation**
Claimant	**Description**	**Amount**	**Date**	**Instruction**
Fairfield	Transit Operations	(59,334)	06/24/20	20438027
Fairfield	Transit Operations	(13,551)	06/24/20	20438029
	Total	**(14,549,038)**		

Rescission - State Transit Assistance			**Approval**	**Allocation**
Claimant	**Description**	**Amount**	**Date**	**Instruction**
Solano TA	Planning and Administration	(920,406)	04/22/20	20438119
Soltrans	Transit Operations	(498,977)	04/22/20	20438116
	Total	**(1,419,383)**		

Rescission - Regional Measure 2 Funds			**Approval**	**Allocation**
Claimant	**Description**	**Amount**	**Date**	**Instruction**
STA	Proj. 7.1: North Connector, ROW	(118,187)	05/27/20	08373911
STA	Proj. 7.1: North Connector, CON	(838)	05/27/20	09373913
	Total	**(119,025)**		

	Recissions Grand Total	**(16,087,446)**

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0878	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	5/26/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	MTC Resolution Nos. 4169, Revised; 4262, Revised; and 4263, Revised. Revisions to the FY2016-17 through FY2019-20 AB 664 Net Bridge Toll Revenues and BATA Project Savings programming and allocations to reprogram funds for AC Transit and allocate $38.4 million to SFMTA and AC Transit.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2c 20-0878 Bridge Toll Prog and Alloc - Resos 4169-4262-4263.pdf				

Date	Ver.	Action By	Action	Result

Subject:

MTC Resolution Nos. 4169, Revised; 4262, Revised; and 4263, Revised. Revisions to the FY2016-17 through FY2019-20 AB 664 Net Bridge Toll Revenues and BATA Project Savings programming and allocations to reprogram funds for AC Transit and allocate $38.4 million to SFMTA and AC Transit.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 2c - 20-0878**

MTC Resolution Nos. 4169, Revised, 4262, Revised, and 4263, Revised

Subject: Revisions to the FY2016-17 through FY2019-20 AB 664 Net Bridge Toll Revenues and BATA Project Savings programming and allocations to reprogram funds for AC Transit and allocate $38.4 million to SFMTA and AC Transit.

Background: The Core Capacity Challenge Grant Program, or CCCGP, (MTC Resolution No. 4126, Revised) established a 15-year programming commitment of Federal Transit Administration (FTA) formula funds, AB 664 Net Bridge Toll Revenue funds, and BATA Project Savings funds to the Alameda-Contra Costa Transit District (AC Transit), the San Francisco Bay Area Rapid Transit District (BART), and the San Francisco Municipal Transportation Agency (SFMTA) for a suite of fleet replacement, rehabilitation, and expansion, and facility improvement projects.

Staff proposes the following changes to the AB 664 Net Bridge Toll Revenue and BATA Project Savings funds programming and allocations, consistent with the commitments of the CCCGP:

1. Reprogram $33.1 million of AC Transit's AB 664 Net Bridge Toll Revenue and BATA Project Savings funds to reflect their updated fleet plan as detailed in the June 10, 2020 Programming and Allocations Committee memo and summarized in the table on the next page. This includes reprogramming $1.7 million of AC Transit's funds from a bus procurement project to preventive maintenance ($388,240 in FY2019-20 AB 664 Net Bridge Toll Revenue funds, and $1.3 million in BATA Project Savings funds). This Preventive Maintenance programming is in exchange for State Transportation Improvement Program (STIP) funds which have been awarded for transbay bus replacements. This revision is consistent with revisions made to AC Transit's Transit Capital Priorities (TCP) programming approved by the Commission in June 2020.

2. Allocate $3.6 million of BATA Project Savings to AC Transit, corresponding to programming made to them for FY2018-19 and FY2019-20.

3. Allocate $34.5 million to SFMTA ($30.5 million in AB 664 Net Bridge Toll Revenue funds, and $4.3 million in BATA Project Savings funds). When the FY2016-17 through FY2019-20 TCP Program was first adopted in March 2017, staff proposed shifting approximately $69 million of AB 664 Net Bridge Toll Revenue funds and $83 million of BATA Project Savings funds (a total of $152 million) from BART to SFMTA as part of a larger plan to use the proceeds of a proposed financing for the BART Railcar Procurement project and to advance the SFMTA fleet replacement projects. At that time, those funds were programmed to SFMTA, but were held contingent on finalizing the details of the BART car financing.

   In June 2018, the Commission granted SFMTA's request to allocate $78 million of the $152 million of bridge tolls ($41 million of AB 664 funds and $37 million of BATA Project Savings funds) to meet the cash flow needs of their 40-ft and 60-ft motor coach procurements that were in delivery. Then, in September 2019,

the Commission approved an additional allocation of $13 million of AB 664 funds and $46 million of BATA Project Savings funds to meet the cash flow needs of their trolleybus procurement that was in delivery. Correspondingly, the condition on these funds regarding financing was removed. The balance of AB 664 funds—approximately $28 million—were to remain unallocated and contingent on financing being finalized.

Recently, SFMTA has requested the full $30.5 million balance of their AB 664 funds—including the $28 million subject to the financing condition—be allocated to meet the cashflow needs of various vehicle replacement and fixed guideway asset and facility rehabilitation projects.

At the time these funds were shifted from BART to SFMTA, it was anticipated that financing would be executed and secured sometime in 2017 or 2018. Since that time, the BART car project has proceeded more slowly than expected, and higher than anticipated FTA formula revenues have allowed the project to be funded from these funds directly. Meanwhile, the SFMTA projects to which the Bridge Tolls were programmed have moved forward generally on schedule. Approval of this action today would allocate all remaining AB 664 and BATA Project Savings funds associated with the shift from BART to SFMTA and would remove all prior conditions on those funds associated with financing.

In addition to $30.5 million in AB 664 funds, SFMTA is requesting an allocation of $4.3 million of BATA Project Savings funds, corresponding with other regular CCCGP programming made to SFMTA from FY2016-17 through FY2019-20.

These actions are summarized in the following table.

Projects	**Fund Source**	**Amount**	**Proposed Action**
Allocations			
AC Transit Fleet Replacements	BATA Project Savings – FY19	$2,321,181	Reprogram and allocate
	BATA Project Savings – FY20	$1,286,046	Reprogram and allocate
	Subtotal	*$3,607,227*	*AC Transit new allocations*
SFMTA Fleet & Fixed Guideway Asset Rehab/Replacement	AB 664	$30,505,174	Allocate (funds previously programmed)*
	BATA Project Savings	$4,283,126	Allocate (funds previously programmed)
	Subtotal	*$34,788,300*	*SFMTA new allocations*
Total		*$38,395,527*	*New allocations*
Reprogramming only			
AC Transit Fleet Replacements	AB 664	$7,672,907	Reprogram (funds remain allocated)
	BATA Project Savings	$21,809,281	Reprogram (funds remain allocated)

**Includes removal of prior condition for $28 million of this funding related to BART car financing.*

Issues: The TCP program still assumes approximately $900 million in financing proceeds will be needed for the BART Car project, starting in FY2020-21. Staff will be returning to the Commission this fall to go over next steps.

Recommendation: Refer MTC Resolution Nos. 4169, Revised; 4262, Revised; and 4263, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 4169, Revised (BATA Project Savings);
MTC Resolution No. 4262, Revised (AB 664 Program); and
MTC Resolution No. 4263, Revised (AB 664 Allocations)

Therese W. McMillan

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects
Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of $84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate $24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program $23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

This resolution was revised on March 22, 2017 to program and allocate $5,248,522 in BATA Project Savings funds to AC Transit and program $23,040,236 and allocate $4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

This resolution was revised on December 20, 2017 program and allocate $20,167,986 in BATA Project Savings funds to AC Transit and program $83,921,695 and allocate $8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

This resolution was revised on June 27, 2018 to allocate $37,270,041 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and de-program $26,867,000 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2017-18 and update the conditions associated with the programming to reflect the updated amount of BATA Project Savings funds programmed to the project.

This resolution was revised on January 23, 2019 to update the programming conditions on SFMTA's LRV Expansion programming from FY2014-15, program an additional $24,999,671 and allocate $59,118,014 to SFMTA's LRV Expansion, and program $5 million for SFMTA projects to execute a funding exchange for their Central Subway project.

This resolution was revised on May 22, 2019 to deprogram $5 million and remove a project from SFMTA's programming to reflect changes made in the Transit Capital Priorities Program.

This resolution was revised on September 25, 2019 to allocate $45,729,959 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove a funding condition related to financing.

This resolution was revised on July 22, 2020 to revise AC Transit's FY2016-17 through FY2019-20 BATA Project Savings programming to match their updated fleet plan, and allocate a total of $7,890,353 in BATA Project Savings funds to AC Transit ($3,607,227) and SFMTA ($4,283,126) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove funding conditions on SFMTA programming related to financing.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016,

December 14, 2016, March 8, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, September 4, 2019, and July 8, 2020.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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, 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, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA's Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC's Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings 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 and B.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, 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, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C

Attachment A
Resolution No. 4169

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	This programming counts toward MTC share of replacment LRVs.
Total FY2014-15 Programming:		**34,118,343**	

FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell		
	Purchase 10 double-decker diesel buses		
	Total AC Transit Programming	*24,922,916*	
Total FY2015-16 Programming:		**24,922,916**	

FY2016-17 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 36 Coach Buses (MCIs)		
	Total AC Transit Programming	*5,248,522*	
SFMTA Projects			
	Replacement of 60' Trolley Coaches		
	Total SFMTA Programming	*12,967,639*	
Total FY2016-17 Programming:		**18,216,161**	

FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase ~~(59)~~ 40-ft Urban Buses ~~- Diesel~~		
	Total AC Transit Programming	*16,560,759*	
SFMTA Projects			
	Replacement of 40-ft Trolley Coaches		
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	Total SFMTA Programming	*79,638,569*	
Total FY2017-18 Programming:		**96,199,328**	

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 50 40-ft buses		
	Total AC Transit Programming	*2,321,181*	
SFMTA Projects			
	Fleet Expansion - LRV Purchase		Note: $24,999,671 programmed in January 2019. Programming counts toward MTC share of replacment LRVs.
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	Total SFMTA Programming	*27,452,111*	
Total FY2018-19 Programming:		**29,773,292**	

FY2019-20 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Preventive Maintenance		
	Total AC Transit Programming	*1,286,046*	
SFMTA Projects			
	Muni Rail Replacment		
	40-ft Motor Coach Midlife Overhaul		
	Total SFMTA Programming	*1,830,686*	
Total FY2019-20 Programming:		**3,116,732**	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 01/27/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 09/25/19-C
07/22/20-C

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
SFMTA	Projects Listed on Attachment A	6/27/2018	37,270,041	18-4169-03	See Notes below
SFMTA	Projects Listed on Attachment A	1/23/2019	59,118,014	19-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	9/25/2019	45,729,959	20-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	7/22/2020	3,607,227	21-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	7/22/2020	4,283,126	21-4169-02	See Notes below
	Total Allocations:		**206,346,772**		

Notes:

1 Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.

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

ABSTRACT
Resolution No. 4262, Revised

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

The following attachments are provided with this resolution:

Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FY2016-17
Attachment B – Program of AB 664 Net Bridge Toll Revenue Projects FY2017-18
Attachment C – Program of AB 664 Net Bridge Toll Revenue Projects FY2018-19
Attachment D – Program of AB 664 Net Bridge Toll Revenue Projects FY2019-20

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

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

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

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

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

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

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

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

Attachments A, B, C, and D of this resolution were revised on July 22, 2020 to revise AC Transit's FY2016-17 through FY2019-20 AB 664 Net Bridge Toll Revenue programming to match their updated fleet plan and to remove funding conditions on SFMTA programming related to financing.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4262

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 04/26/17-C 07/26/17-C
06/27/18-C 07/22/20-C

Attachment A
Resolution No. 4262

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2016-17 Program				
			East Bay	**West Bay**
	Revenue		**3,184,460**	**22,700,000**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		**6,774,769**	**1,792,280**
	Total Funds Available		**9,959,229**	**24,492,280**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
AC Transit Non-Core Capacity Projects				
AC Transit	CAD/AVL	§ 5307		
AC Transit	Radio communication system	§ 5307		
AC Transit	Paratransit Van Leasing	§ 5307		
AC Transit	(51) Diesel Particulate Filters for 30' Buses	§ 5307		
AC Transit	Replace (27) 2003 60' articulated buses	§ 5307		
	Subtotal - Non-Core Capacity Projects (5)		*1,177,611*	-
AC Transit Core Capacity Projects				
AC Transit	Purchase 35 40-ft Transit Buses	FY17 5307		
	Subtotal - Core Capacity projects		*1,584,460*	-
	Total Amount Programmed to AC Transit (5)		**2,762,071**	**-**
BART	ADA Paratransit Capital Accessibility Improvements	§ 5307		
BART	Strategic Maintenance Program	§ 5307/§ 5309 FG		
BART	General Mainline Renovation	§ 5307/§ 5309 FG		
BART	Train Control Renovation	§ 5309/37 FG		
BART	Traction Power	§ 5307/§ 5309/37 FG		
BART	Rail, Way and Structures Program	§ 5307/§ 5309/37 FG		
BART	Fare Collection Equipment	§ 5307/§ 5309/37 FG		
BART	Station Renovations	§ 5307/§ 5309 FG		
BART	L-intrusion Barrier	§ 5307/§ 5309 FG		
BART	Lake Merritt Subway	§ 5307/§ 5309 FG		
BART	Platform Edge Tile Replacement	§ 5307/§ 5309 FG		
	Total Amount Programmed to BART(1)		**3,717,116**	**-**
Caltrain	Systemwide Track Rehabilitation	§ 5337		
Caltrain	Communications System/Signal Rehabilitation	§ 5337		
	Total Amount Programmed to Caltrain		**-**	**594,437**
ECCTA	Transit Bus Replacements	§ 5307		
	Total Amount Programmed to ECCTA		**434,051**	**-**

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

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

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

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

Notes:

1 Includes BART reallocation of lapsed FY2012-13 funds $3,717,116

2 Includes SFMTA reallocation of lapsed FY2012-13 funds $1,792,280."Station Area Pedestrian and Bike Access Improvements" project is eligible through a fund exchange, whereby SFMTA is using local funds for a TCP Scope 16 project, and TCP / AB 664 funds are being used for the (otherwise low-scoring) station area project.

~~3 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of $69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including $18,213,416 in FY17.~~

4 Includes WETA reallocation of lapsed FY2012-13 funds $1,880,042

5 Includes AC Transit reallocation of lapsed FY2012-13 funds $1,177,611

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2017-18 Program				
			East Bay	**West Bay**
	Revenue		**19,156,072**	**24,988,000**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		**1,692,629**	**1,007,472**
	Total Funds Available		**20,848,701**	**25,995,472**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
AC Transit Non-Core Capacity Projects				
AC Transit	CAD/AVL	§ 5307/§ 5337 FG		
AC Transit	Radio Communication System	§ 5307/§ 5309 FG		
AC Transit	Paratransit Van Leasing	§ 5307/§ 5309 FG		
AC Transit	(51) Diesel Particulate Filters for 30' Buses	§ 5309/37 FG		
AC Transit	Replace (28) 2000 40' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Replace (40) 2002 40' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Replace (27) 2003 60' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Fare Box Replacement	§ 5307/§ 5309/37 FG		
	Subtotal - Non-Core Capacity Projects (1)		*1,648,072*	-
AC Transit Core Capacity Projects				
AC Transit	Purchase (59) 40ft Urban Buses - Diesel	§ 5307		
AC Transit	Purchase 36 45-ft Over-the-Road Coaches	§ 5307		
	Subtotal - Core Capacity projects		*4,999,473*	-
	Total Amount Programmed to AC Transit (1)		**6,647,545**	-
BART	Railcar Procurement Program	§ 5307/§ 5337		
	Total Amount Programmed to BART		**12,556,599**	-
Caltrain	Systemwide Track Rehabilitation	§ 5307/§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5307/§ 5337 FG		
Caltrain	Revenue Vehicle Rehab	§ 5307/§ 5337 FG		
	Total Amount Programmed to Caltrain			**700,000**
CCCTA	Replace 42 22' Gasoline 7-Year Paratransit Vans	§ 5307/§ 5339 FG		
CCCTA	Replace 3 Gasoline 7-Year Paratransit Minivans	§ 5307/§ 5339 FG		
	Total Amount Programmed to CCCTA		**181,305**	
ECCTA	Clipper II Digital Communication Equipment	§ 5307/§ 5339 FG		
	Total Amount Programmed to ECCTA		**40,437**	
LAVTA	Hybrid Bus Battery Pack Replacement	§ 5307/§ 5339 FG		
	Total Amount Programmed to LAVTA		**25,759**	

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

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

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

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

Notes:

1 Includes AC Transit reallocation of lapsed FY2013-14 funds $1,648,072

~~2 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of $69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including $22,557,820 in FY18.~~

3 Includes SFMTA reallocation of lapsed FY2013-14 funds $855,722

4 Includes SamTrans reallocation of lapsed FY2013-14 funds $151,750

5 Includes WestCAT reallocation of lapsed FY2013-14 funds $44,557

Referred by: PAC
Revised: 12/20/17-C
05/22/19-C

Attachment C
Resolution No. 4262

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2018-19 Program				
			East Bay	**West Bay**
	Revenue Projections		**2,300,734**	**15,450,000**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		**2,300,734**	**15,450,000**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
AC Transit Core Capacity Projects				
AC Transit	Replace 50 40-ft buses	§ 5307		
	Subtotal - Core Capacity projects		*700,734*	-
	Total Amount Programmed to AC Transit		**700,734**	**-**
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	Revenue Vehicle Rehab	§ 5337 FG		
	Total Amount Programmed to Caltrain		**-**	**671,517**
ECCTA	Transit Bus Replacement (Paratransit)	§ 5339		
	Total Amount Programmed to ECCTA		**36,086**	**-**
LAVTA	Hybrid Bus Battery Pack Replacement	§ 5307/§ 5339		
	Total Amount Programmed to LAVTA		**11,957**	**-**
SamTrans	Purchase of Replacement Minivans	§ 5307		
	Total Amount Programmed to SamTrans		**-**	**28,483**
SFMTA Core Capacity Projects				
SFMTA	Replace 35 Paratransit Cutaway Vans	§ 5307		
SFMTA	40' Motor Coach Mid-Life Overhaul	§ 5307		
	Subtotal - Core Capacity projects		-	*14,750,000*
	Total Amount Programmed to SFMTA		**-**	**14,750,000**
SolTrans	Preventive Maintenance	§ 5307/§ 5339		
SolTrans	Bus Purchase Alternative Fuel	§ 5307/§ 5339		
	Total Amount Programmed to SolTrans		**102,711**	**-**
Westcat	AVL & APC System Procurement & Installation	§ 5307		
Westcat	Replacement of (9) 40ft Revenue Vehicles	§ 5307		
Westcat	Purchase of (9) Fast Fare Electronic Fareboxes	§ 5307		
Westcat	Replace (2) Minivans	§ 5307		
Westcat	Purchase of (2) Radio systems for (2) Cut Away Vans	§ 5307		
	Total Amount Programmed to WestCAT		**320,875**	**-**
WETA	Ferry Major Component Rehabilitation	§ 5337 FG		
WETA	Ferry Vessel Replacement - Bay Breeze	§ 5337 FG		
	Total Amount Programmed to WETA		**1,128,371**	**-**
		Fund Balance	**-**	**-**

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

Attachment D
Resolution No. 4262

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

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

Notes:

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

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

ABSTRACT

Resolution No. 4263, Revised

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

The following attachments are provided with this resolution:

Attachment A – Allocation of AB 664 Net Bridge Toll Revenue FY2016-17
Attachment B – Allocation of AB 664 Net Bridge Toll Revenue FY2017-18
Attachment C – Allocation of AB 664 Net Bridge Toll Revenue FY2018-19
Attachment D – Allocation of AB 664 Net Bridge Toll Revenue FY2019-20

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

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

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

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

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

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

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

Attachment D of this resolution was revised on July 22, 2020 to allocate $30,505,174 to SFMTA consistent with the commitments of the Core Capacity Challenge Grant Program.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

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

Attachment A
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE

FY 2016-17 Program

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

Notes:

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

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

Attachment B
Resolution No. 4263

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE

FY 2017-18 Program

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

Notes:

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

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

Attachment C
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE

FY 2018-19 Program

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

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 03/25/20-C
07/22/20-C

Attachment D
Resolution No. 4263
Page 1 of 1

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

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
20-4263-01/5850	AC Transit*	Capital projects programmed in MTC Resolution No. 4262	$1,088,974		3/25/2020
20-4263-02/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		$639,595	3/25/2020
20-4263-03/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262		$60,405	3/25/2020
20-4263-04/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	$299,521		3/25/2020
20-4263-05/5850	Union City Transit	Capital projects programmed in MTC Resolution No. 4262	$343,242		3/25/2020
20-4263-06/5850	WestCAT	Capital projects programmed in MTC Resolution No. 4262	$218,797		3/25/2020
20-4263-07/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	$738,440		3/25/2020
21-4263-01/5850	SFMTA	Capital projects programmed in MTC Resolution No. 4262		$30,505,174	7/22/2020
					Grand Total
		Total Allocations	$2,688,974	$31,205,174	$33,894,148

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0911	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	5/29/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) to incorporate $7 million in Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2d 20-0911 OBAG2 Revisions - Reso 4202.pdf				

Date	Ver.	Action By	Action	Result

Subject:

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) to incorporate $7 million in Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 2d - 20-0911**

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to incorporate $7.7 million in federal Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020.

Background: **Department of Transportation Appropriations Act, 2020**
The Department of Transportation Appropriations Act of 2020 contained a $781 million infusion of federal Highway Infrastructure Program funds (referred to herein as the "STP Bump"). These funds were provided in addition to funding federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) programs at levels authorized by the Fixing America's Surface Transportation (FAST) Act. The Bay Area's share of the additional 2020 STP Bump apportionment is approximately $7.7 million. This is the third consecutive year of STP Bump apportionment. See table below.

STP Bump Revenues
($ millions, rounded)

	2018	2019	2020	Total
National Total	$1,980	$2,729	$781	$5,490
California	$185	$256	$73	$514
Bay Area	**$18.8**	**$26.4**	**$7.7***	**$52.9**

*Subject of agenda item.

STP Bump Programming
In early 2019, STP Bump apportionments had been distributed from the 2018 Department of Transportation Appropriations Act. Congressional appropriators were also at work on 2019 appropriations bills, with both the House and Senate versions including continued STP Bump investments.

In February 2019, the Commission approved an action to direct up to $55 million in STP Bump funds from the 2018 (enacted) and 2019 (anticipated) appropriations to the Golden Gate Bridge (GGB) Suicide Deterrent project. As part of this action, an equal amount of STP/CMAQ funds programmed on the GGB project would then be returned to the regional STP/CMAQ balance. The Commission also set-aside $16 million of the $55 million in STP/CMAQ funds to be freed up from the GGB project to help address the first two years (FY 2019-2020) of an anticipated shortfall of CMAQ funds through the OBAG 2 program horizon.

Following the February 2019 Commission action, the full amount of STP Bump funds provided by the 2018 and 2019 appropriations bills, a total of $44.8 million, has been directed to the GGB Suicide Deterrent project.

The GGB project was recommended to receive the FY18 and FY19 STP Bump funds (and now FY 20 STP bump funds) as it had a large amount ($55 million) in unobligated STP/CMAQ funds and was prepared to quickly obligate the funds. The

project was also an eligible use of the STP Bump funding, which was originally limited to only the construction of highways, bridges, and tunnels. Although eligibility for the funds have broadened through the subsequent appropriations, staff recommends programming the additional $7.7 million in FY20 STP Bump funds to the GGB project to focus the STP Bump funds received to date on a single project.

Recommendation
Consistent with the Commission's February 2019 action, staff recommends programming $7.7 million in STP Bump funds from the 2020 Department of Transportation Appropriations Act to the GGB Suicide Deterrent project, with an equal amount of STP/CMAQ funds returned to the regional. This brings the total STP Bump programmed to the GGB project to $52.5 million.

Issues: In its February 2019 action, the Commission directed staff to return at a later date with recommendations for the programming of remaining STP/CMAQ balance. Staff will bring a proposal to the Commission in the months ahead.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval. Because this resolution is proposed for revision under other agenda items, it is included once under Agenda Item 4a with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

Attachments: MTC Resolution No. 4202, Attachment B-1, Revised, can be found under Agenda Item 4a to this packet.

Therese W. McMillan

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20-17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C 05/27/20-C 07/22/20-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
Attachment B-1 – OBAG 2 Regional Program Project List
Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including $72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram $2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect $417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three

subcomponents totaling $10,000,000: $720,000 for Rideshare Implementation, $7,280,000 for the Carpool Program, and $2,000,000 for the Vanpool Program; direct $1,785,000 from 511 Next Gen to the Commuter Benefits program; direct $1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer $1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer $500,000 from the Freeway Performance Initiative program and $500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift $40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and $13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program $5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program $17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program $1,655,000 to the Sonoma Safe Routes to School program; and redirect $1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and $1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect $1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct $18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization ($5,000,000) and the Next Gen Arterial Operations Program ($13,000,000) within the Regional Active Operational Management program; direct $19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation ($2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation ($5,940,000), Transportation Management Center Asset Upgrade and Replacement ($4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures ($4,000,000) and a Detection Technology Pilot ($5,000,000) within

the Regional Active Operational Management program; and remove $290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram $1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing $1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out $8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program $1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program $2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including $223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program $12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; $11,000,000 in exchange funds are added to the program for tracking purposes, with the final $1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program $4,160,000 to Incident Management Implementation and $8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for $2,500,000 and the Shared Use Mobility program for $2,500,000; and program $16,000,000 for three corridors within the Freeway Performance Program, with $8,000,000 for I-680, $3,000,000 for I-880, and $5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program $10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle

Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional $10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program $200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; $122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTA) for the Napa County Safe Routes to School (SRTS) Program; and $300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program $334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect $10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect $4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program $13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect $822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program $2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the $1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of $30,000 in MTC

exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program $8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; $3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; $7,288,000 in PDA Planning and Implementation grants; and $500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by $2,050,000, redirecting $1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and $1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional an additional $25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program $800,000 to MTC's Carsharing Implementation and $325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program $8,271,000 to 511 Implementation, $2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and $380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect $1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program $1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's $65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by $85,000 as this

project will receive an equivalent amount of funds through a prior cycle; a total of $150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program $3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional $6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, $4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect $15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect $48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to $1,200,000 to reflect amount previously approved; redirect $1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect $1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and $1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program $4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: $617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, $1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, $763,000 for San Rafael's Grand Ave Bridge project, and $2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program $4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: $619,000 to CCTA for Innovative Deployment for Enhanced Arterials; $621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; $500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; $1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and $1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect $5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect $794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect $15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of $3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to federal Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the $3,779,849 freed up by this swap, $1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining $2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from $619,000 to $589,000; and redirect the $30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program $822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect $251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the $300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect $9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect $625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect $2 million from the Detection Technology Pilot project and $1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional $3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect $1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect $3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect $1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program $1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect $3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct $5 million ($4 million Solano County and $1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and

program $1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program $6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect $1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect $618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program $1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and $3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect $104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

On July 22, 2020, Attachment B-1 was revised to program $5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program $1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate $7,681,887 in federal Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, and July 8, 2020.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

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

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

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

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

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

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

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachements as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on November 18, 2015

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0746	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	4/29/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-40.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2e 20-0746 TIP Amendment 2019-40 - Reso 4375.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-40.

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 2e - 20-0746**

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-40.

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 2019-40 makes revisions to 16 projects with a net funding increase of approximately $12 million. Among other changes, this revision:

- Adds three new projects, updates six existing projects and deletes four projects to reflect changes in the Transit Capital Priorities program;
- Adds one new Surface Transportation Program/Congestion Mitigation and Air Quality Improvement program (STP/CMAQ) funded project and updates an existing STP/CMAQ funded project; and
- Adds one new Transit and Intercity Rail Capital Program (TIRCP) funded project.

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 2019-40; and
MTC Resolution No. 4375, Revised

Therese W. McMillan

TIP Revision Summary
2019-40

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
System: Local Road					
SCL190042	Campbell	Harriet Avenue Sidewalk Improvements	Amend a new exempt project into the TIP with $405K in CMAQ and $949K in Local funds	$1,355,000	~%
SOL170015	Solano County	Solano County Roadway Preservation	Update the project description to change the eastern limit from SR-113 to near Porter Rd and change the treatment type	$0	0.0%
System: Transit					
ALA170027	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 36 Coach Buses (MCIs)	Update the project scope from Double Decker Buses to Coaches and add $1.7M in AB664, $5.2M in RM1, $1.9M in RM2, $5K in 5307, $1.3M in 5339 and $4.4M in Other Local funds being transferred from other projects	$19,107,455	186.4%
ALA170029	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Preventive Maintenance (Swap)	Update the funding plan to add $11.5M in 5307, $5.6M in Other Local, $388K in AB664 and $1.3M in RM1 funds	$18,750,000	480.8%
ALA170031	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Replace (27) 40ft Urban Buses - Hybrid	Update the funding plan to remove all funding and delete the project as the funding is being redirected to other projects	-$22,963,500	-100.0%
ALA170032	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 19 60-ft Artic Urban Buses	Update the funding plan to remove all funds and delete this project as the funds are being reprogrammed to other AC Transit projects	-$19,819,048	-100.0%
ALA170038	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Replace (6) 24ft Cut-Away Vans	Update the funding plan to remove all funding and delete this project as the funding is being redirected to other projects	-$546,000	-100.0%
ALA170080	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase (10) 24ft Cut-aways	Update the funding plan to remove all funding and delete this project as the funding is being redirected to other projects	-$910,000	-100.0%
ALA170081	Alameda Contra Costa Transit District (AC Transit)	AC Transit:AC Transit: Replace 50 40-ft Diesels	Update the project scope from purchasing 24 Artic Hybrid buses to purchasing 50 Diesel buses and update the funding plan to change the source for $4.7M from 5307 to 5339 and add $4M in 5339 and $372K in Other Local funds	$4,340,648	17.7%
ALA170082	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 40 Zero-Emission Buses	Update the project scope from 59 diesel buses to 40 zero-emission buses, add $12M in Other Local funds and remove $1.7M in bridge toll funds	$10,285,448	32.0%
MRN170003	Marin County Transit District	MCTD: Replace Paratransit Vehicles	Update the funding plan to add $1.2M in FY20 5307 and $265K in FY20 Other Local funds	$1,472,000	551.3%
SCL050002	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Replacement Program	Update the funding plan to remove $11M in FY20 5337 funds and $2.7M in FY20 Other Local funds	-$13,740,319	-18.2%
SCL190043	Santa Clara Valley Transportation Authority (VTA)	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	Amend a new exempt project into the TIP with $1.2M in FY20 5307 and $300K in FY20 Other Local funds	$1,500,000	~%

TIP Revision Summary
2019-40

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
SCL190044	Santa Clara Valley Transportation Authority (VTA)	VTA: Network & Gigabit Fiber Upgrade	Amend a new exempt project into the TIP with $1.2M in FY20 5307 and $300K in FY20 Other Local funds	$1,500,000	~%
SCL190045	Santa Clara Valley Transportation Authority (VTA)	VTA: Cameras for VTA ACCESS Paratransit Vehicles	Amend a new exempt project into the TIP with $1.8M in 5307 and $451K in Other Local funds	$2,256,063	~%
SF-190008	Water Emergency Transportation Authority (WETA)	WETA: Electric Vessels and Related Infrasturcture	Amend a new non-exempt, not regionally significant project into the TIP with $9M in TIRCP funds	$9,060,000	~%
			Total Funding Change:	$11,647,747	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	$101,833,460	$1,639,764	$33,089,415	$54,852,737	$191,415,376	$70,705,849
Proposed:	$102,583,373	$10,699,764	$33,360,014	$56,419,972	$203,063,123	$74,634,800
Delta:	$749,913	$9,060,000	$270,599	$1,567,235	$11,647,747	$3,928,951

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 07/22/20-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, June 10, 2020, and July 8, 2020. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2019 TIP'.

2019 TIP Revisions

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

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
2019-11	Admin. Mod.	46	-$10,610,187	6/6/2019	6/6/2019
2019-12	Amendment	4	$13,699,781	4/24/2019	6/6/2019
2019-13	Admin. Mod.	22	$15,402,477	7/3/2019	7/3/2019
2019-14	Amendment	25	$801,633,123	5/22/2019	6/27/2019
2019-15	Admin. Mod.	11	9,525,440	8/13/2019	8/13/2019
2019-16	Amendment	8	$21,335,503	6/26/2019	8/26/2019
2019-17	Admin. Mod.	11	-$7,160,690	8/29/2019	8/29/2019
2019-18	Amendment	9	$115,165,869	7/24/2019	9/10/2019
2019-19	Admin. Mod.	34	-$6,469,315	10/7/2019	10/7/2019
2019-20	Admin. Mod.	6	$0	10/31/2019	10/31/2019
2019-21	Amendment	15	$-141,949,908	9/25/2019	10/18/2019
2019-22	Admin. Mod.	10	$1,370,190	12/12/2019	12/12/2019
2019-23	Amendment	6	$185,014,158	10/23/2019	11/13/2019
2019-24	Admin. Mod.	9	$43,720,114	1/17/2020	1/17/2020
2019-25	Amendment	17	$204,462,942	11/20/2019	12/23/2019
2019-26	Admin. Mod.	6	$3,953,795	2/14/2020	2/14/2020
2019-27	Amendment	12	$112,588,334	12/18/2019	2/26/2020
2019-28	Admin. Mod.	7	$2,956,808	3/26/2020	3/26/2020
2019-29	Amendment	8	$1,762,160	1/22/2020	2/26/2020
2019-30	Admin. Mod.	56	$52,669,979	5/1/2020	5/1/2020
2019-31	Amendment	3	$6,508,000	2/26/2020	4/2/2020
2019-32	Admin. Mod.	Pending	Pending	Pending	Pending
2019-33	Amendment	12	$4,108,000	3/25/2020	Pending
2019-34	Admin. Mod.	Pending	Pending	Pending	Pending
2019-35	Amendment	1	$86,000,000	5/27/2020	Pending
2019-36	Amendment	29	$349,621,214	5/27/2020	Pending
2019-37	Admin. Mod.	Pending	Pending	Pending	Pending
2019-38	Amendment	32	$786,705,332	6/24/2020	Pending
2019-39	Admin. Mod.	Pending	Pending	Pending	Pending
2019-40	Amendment	16	$11,647,747	7/22/2020	Pending
Net Funding Change		576	$2,875,221,605		
Absolute Funding Change			$3,296,076,457		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

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

Attachment A
Resolution No. 4375

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

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 was received on June 3, 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 approval was received on June 2, 2020 and final federal approval is expected in June 2020. 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 was received on June 2, 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.

Revision 2019-39 is a pending administrative modification.

Revision 2019-40 is an amendment that revises 16 projects with a net funding increase of approximately $12 million. The revision was referred by the Programming and Allocations

Committee on July 8, 2020, and approved by the MTC Commission on July 22, 2020. Caltrans approval is expected in late August 2020, and final federal approval is expected in mid-September 2020. Among other changes, this revision:

- Adds three new projects, updates six existing projects and deletes four projects to reflect changes in the Transit Capital Priorities program;
- Adds one new Surface Transportation Program/Congestion Mitigation and Air Quality Improvement program (STP/CMAQ) funded project and updates an existing STP/CMAQ funded project; and
- Adds one new Transit and Intercity Rail Capital Program (TIRCP) funded project.

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

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0741	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	4/28/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	MTC Resolution No. 4414, Revised. Programming for FY2020-21 and an allocation of approximately $7.1 million in Five Percent Unrestricted State Fund Revenues and $530,450 in Two Percent Bridge Toll Revenues for the Water Emergency Transportation Authority.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2f 20-0741 WETA Allocation - Reso 4414.pdf				

Date	Ver.	Action By	Action	Result

Subject:

MTC Resolution No. 4414, Revised. Programming for FY2020-21 and an allocation of approximately $7.1 million in Five Percent Unrestricted State Fund Revenues and $530,450 in Two Percent Bridge Toll Revenues for the Water Emergency Transportation Authority.

Presenter:

Christina Hohorst

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 2f - 20-0741**

MTC Resolution No. 4414, Revised

Subject: Programming for FY2020-21 and an allocation of approximately $7.1 million in Five Percent Unrestricted State Fund Revenues and $530,450 in Two Percent Bridge Toll Revenues for the Water Emergency Transportation Authority.

Background: The Two Percent Bridge Toll Revenues are derived from the transit element of Regional Measure 1 (RM1). The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to "federalize" certain toll bridge projects under BATA's jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations. Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015.

Five Percent Revenues in the amount of approximately $7.1M are proposed to fund Oakland/Alameda and Vallejo Ferry service operations in FY2020-21. These services met the annual farebox recovery standard for ferry service by achieving over a 40% farebox recovery ratio prior to the shelter in place orders instituted for COVID-19. Five Percent Unrestricted State Fund Revenues were approved at the California Transportation Commission in May of 2020.

Two Percent Revenues in the amount of $530,450 are proposed to fund WETA's North Bay Facility Improvement Project. This project will replace the existing diesel exhaust fluid (DEF) storage tank at the North Bay (Vallejo) Operations and Maintenance Facility with a larger tank to ensure sufficient supply of DEF is available for daily operations. DEF is necessary for the new Tier 4 engine systems to function properly and to reduce emissions.

Issues: None.

Recommendation: Refer MTC Resolution No. 4414 to the Commission for approval.

Attachments: MTC Resolution No. 4414

Therese W. McMillan

Date: May 27, 2020
W.I.: 1514
Referred by: PAC
Revised: 7/22/2020-C

ABSTRACT

Resolution No. 4414, Revised

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2020-21. Attachment A to this resolution lists the projects to be funded.

This resolution was revised on July 8, 2020 to program and allocate funds to the Water Emergency Transportation Authority.

Further discussion is contained in the MTC Programming and Allocations Summary sheets dated May 13, 2020 and July 8, 2020.

Date: May 27, 2020
W.I.: 1514
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2020-21 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4414

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, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2020-21; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2020-21 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

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 May 27, 2020.

Date: May 27, 2020
W.I.: 1514
Referred by: PAC
Revised: 07/22/20-C

Attachment A
Resolution No. 4414

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND
TWO PERCENT BRIDGE TOLL REVENUES
FOR FISCAL YEAR 2020-21

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Operations [1]	281,706	01	5/27/2020
WETA	Alameda/Oakland and Vallejo Ferry Services	7,113,600	03	7/22/2020
	Total - Five Percent Unrestricted State Fund Revenues	**$7,395,306**		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Management and Capital Support	450,000	02	5/27/2020
WETA	North Bay Facility Improvement - Fuel System	530,450	04	7/22/2020
	Total - Two Percent Bridge Toll Revenues	**$980,450**		
	TOTAL	**$8,375,756**		

[1] Amount reflects adjustment calculated every three years, beginning in FY2011-12, per Bridge Tolls Policy Resolution No. 4015; ABAG's next increase will occur in FY2023-24.

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0976	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	6/8/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	FY 2019-20 Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Department of Transportation Appropriations Act, 2020.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2g 20-0976 Federal Earmark Repurposing.pdf				

Date	Ver.	Action By	Action	Result

Subject:

FY 2019-20 Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Department of Transportation Appropriations Act, 2020.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 2g - 20-0976**

FFY 2019-20 Federal Earmark Repurposing

Subject: Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Department of Transportation Appropriations Act, 2020.

Background: The Department of Transportation Appropriations Act, 2020 includes a provision enabling states to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2009 and are completed and closed, or that otherwise have not substantially progressed (less than 10% of the earmark funds have been obligated).

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 25 miles of the original earmark designation in the state.

This is the fifth consecutive year states have been authorized to repurpose unused earmark balances. To date, more than $32 million in unspent earmark balances have been repurposed and put to use on projects in the Bay Area.

Earmarks Available for Repurposing

On June 15, 2020, Caltrans released the list of earmarks that are eligible for repurposing, totaling approximately $32 million statewide. Within the Bay Area, $1.8 million in earmark balances are currently available for repurposing (Table 1).

Table 1. Earmarks Available for Repurposing

Sponsor	Earmark Description	Balance
Dixon	Dixon: Xing, Rio Vista Bypass Studies - PE Demo	$17,489
STA	Rio Vista Bridge Realignment Study and Street Sign Safety Program	$81,047
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	$26,573
Solano County	Undertake Cordelia Hill Sky Valley transportation enhancement project, including upgrade of pedestrian and bicycle corridors, Solano	$427,693*
Healdsburg	Healdsburg Pedestrian and Bicycle Path, California	$36,831
SF DPW	Implement San Francisco Street Imps. Program	$70,627
WETA	Berkeley/Albany Ferry Service in CA - vessel and terminal construction	$475,000
WETA	Berkeley/Albany Ferry, Alameda & San Francisco Counties - construction of a ferry terminal in the Berkeley/Albany area and construction of ferry vessels to operate in ferry service between Berkeley/Albany and San Francisco	$642,346
	Total	**$1,777,605**

*Note: Earmark balance is not yet eligible for repurposing, however it is anticipated to become eligible in time for this cycle of repurposing.

Recommendation for Projects to Receive Repurposed Funds
Caltrans has requested regions to submit a recommended list of projects, if any, to receive repurposed funds (the projects to which the earmark funds will be directed) by August 14, 2020. Staff worked with project sponsors and County Transportation Agencies (CTAs) to verify the status of projects associated with the abovementioned earmarks. In response to the requests from CTAs and sponsors, staff recommends the Commission forward the following earmark balance(s) to Caltrans for repurposing to a new project(s) as identified below (Table 2). Projects in Table 3 are not to be repurposed; funds are to remain committed to the respective projects with the expectation that they can be delivered in the near-term.

Table 2. MTC Earmark Repurposing Recommendation

Sponsor	Earmark Description	Balance	MTC Recommendation
STA	Rio Vista Bridge Realignment Study and Street Sign Safety Program	$81,047	Repurpose to: **STA, Jepson: Leisure Town Rd**
Solano County	Undertake Cordelia Hill Sky Valley transportation enhancement project, including upgrade of pedestrian and bicycle corridors, Solano	$427,693*	Repurpose to: **Solano County, Redwood-Fairgrounds Dr I/C Imps.**
Healdsburg	Healdsburg Pedestrian and Bicycle Path, California	$36,831	Repurpose to: **Healdsburg, Healdsburg Ave Complete Streets**
SF DPW	Implement San Francisco Street Improvements Program	$70,627	Repurpose to: **SF DPW, Better Market Street**
WETA	Berkeley/Albany Ferry Service - vessel and terminal construction	$475,000	Repurpose to: **WETA, Replace Ferry Vessels** Total: $1,117,346
WETA	Berkeley/Albany Ferry, Alameda and San Francisco Counties - construction of a ferry terminal in the Berkeley/Albany area and construction of ferry vessels to operate in ferry service	$642,346	
Repurposing Recommendation Total:		**$1,733,543**	

*Note: Earmark balance is not yet eligible for repurposing, is anticipated to become available in time for this cycle of repurposing.

Table 3. Remaining Bay Area Earmark Balances - Do Not Repurpose (shown for informational purposes only)

Sponsor	Earmark Description	Balance	MTC Recommendation
Dixon	Dixon: Xing, Rio Vista Bypass Studies	$17,489	Do not repurpose; ineligible for repurposing as earmark is associated with an active project
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	$26,573	Do not repurpose; funds are programmed to Redwood-Fairgrounds Dr. Interchange Improvements and will obligate in FY20-21

Issues: This repurposing recommendation is based on the latest available project information from Caltrans. Should earmark balances change following

Commission action on this item, staff will work with Caltrans, CTAs, and project sponsors to ensure that Bay Area earmarks are repurposed consistent with this recommendation.

Federal regulations require repurposed funds to be fully obligated within three fiscal years of repurposing, or September 30, 2023 for this year's repurposing effort. To reduce the risk of funds being lost to the region, and consistent with MTC's Project Delivery Policy (MTC Resolution No. 3606), Bay Area sponsors are required to fully obligate any repurposed earmark balances one year in advance of federal deadlines. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

Recommendation: Refer for approval to the Commission the recommended projects to receive repurposed earmark funds (Table 2 above) and direct staff to submit the recommendation to Caltrans.

Attachments: None.

Therese W. McMillan

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0879	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	5/26/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice. Recommendation of RM3 Letters of No Prejudice to the Solano Transportation Authority for the I-80/680/12 Interchange project, and to the Transportation Authority of Marin for the US-101/I-580 Direct Connector project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2h 20-0879 STA and TAM LONP - Reso 4412.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice.

Recommendation of RM3 Letters of No Prejudice to the Solano Transportation Authority for the I-80/680/12 Interchange project, and to the Transportation Authority of Marin for the US-101/I-580 Direct Connector project.

Presenter:
Kenneth Kao

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 2h - 20-0879**

MTC Resolution No. 4412, Revised

Subject: Regional Measure 3 (RM3) Letters of No Prejudice to the Solano Transportation Authority for the I-80/680/SR-12 Interchange Project; and to the Transportation Authority of Marin for the US-101/I-580 Direct Connector Project.

Background:

Regional Measure 3 Letters of No Prejudice (LONP)

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first dollar of the toll increase was implemented on January 1, 2019. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

Through MTC Resolution No. 4412, the Commission may approve specific RM3 LONPs, at the request of project sponsors, and following the RM3 Policies and Procedures. Details on each LONP request specifying the amount and scope for which RM3 eligibility will be preserved will be included in the attachments to the resolution.

I-80/680/SR-12 Interchange Project in Solano County

The Solano Transportation Authority (STA) submitted an RM3 LONP request for $16.7 million for construction of the I-80/680/SR-12 Interchange Initial Construction Package (ICP) Phase 2A project, part of RM3 project 21. The project will widen the existing ramp from eastbound SR-12 to eastbound I-80 and improve safety by eliminating weaving on the I-80 ramps. The funding plan includes $53 million in Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds awarded in 2018, and toll funding that is the subject of a separate item on this month's Bay Area Toll Authority (BATA) Oversight Committee.

Earlier this Spring, STA notified MTC of an expected cost increase of $16.7 million due to refined cost estimates and differing site conditions. To address the increase, STA redirected $16.7 million in State Transportation Improvement Program (STIP) funds from the Solano I-80 Managed Lanes project. This Committee concurred with the STIP action at its June meeting. RM3 includes funds legislatively committed to the Interchange project and could have been used to cover this increase if it were not in litigation. The STA requests this RM3 LONP against the STIP funds 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. This action is 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. Construction is expected to begin in Fall 2020.

US-101/I-580 Direct Connector Project in Marin County
The Transportation Authority of Marin (TAM) submitted an RM3 LONP request for $5.6 million for the planning and environmental document phases of the US-101/I-580 Direct Connector project in Marin County, part of RM3 Project 25. The project will construct a direct connection route between northbound US-101 to eastbound I-580 accessing the Richmond-San Rafael Bridge for travel toward Contra Costa County. TAM expects to complete the environmental document by late 2023.

LONP Funding Source
The RM3 Policies and Procedures require that the project sponsor provides a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, STA will use STIP funds to construct the Interchange Phase 2A project, and TAM will use its local option sales tax (Measure AA) to begin work on the planning and environmental document of the US-101/I-580 Direct Connector project. Both STA and TAM understand the risk that RM3 funds may never become available.

Staff has reviewed the Initial Project Reports and LONP requests and recommend issuing LONPs. Issuing LONPs will preserve the eligibility of activities related to the above-mentioned projects in Solano and Marin Counties occurring after the issuance of the LONP, for future RM3 allocation and reimbursement if RM3 legislation is resolved favorably.

An RM3 LONP does not represent a general funding commitment by MTC. In the event RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds.

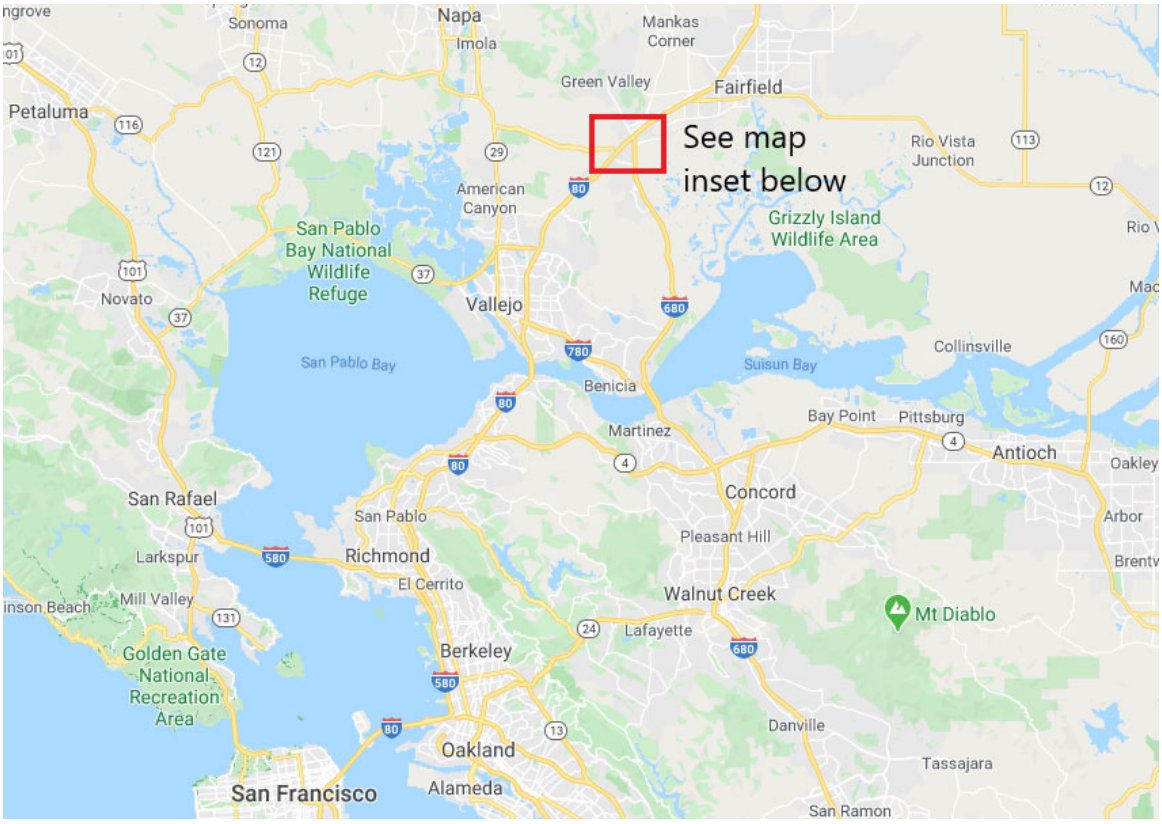
Issues: If the RM3 litigation is not resolved favorably, funds may never become available to reimburse STA or TAM. Both STA and TAM have acknowledged this risk in its agency resolution and MOU.

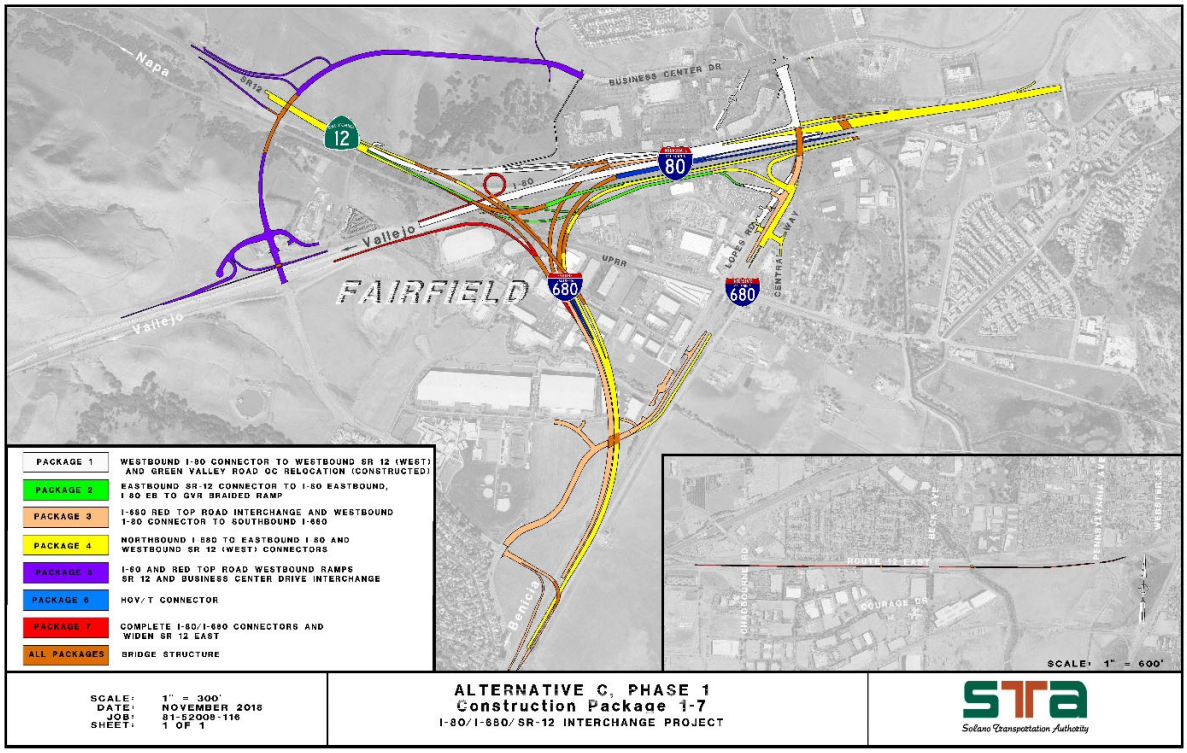
Recommendation: Staff requests that the Commission approve MTC Resolution No. 4412, Revised.

Attachments: Attachment A: Project Area Maps
MTC Resolution No. 4412, Revised

Therese W. McMillan

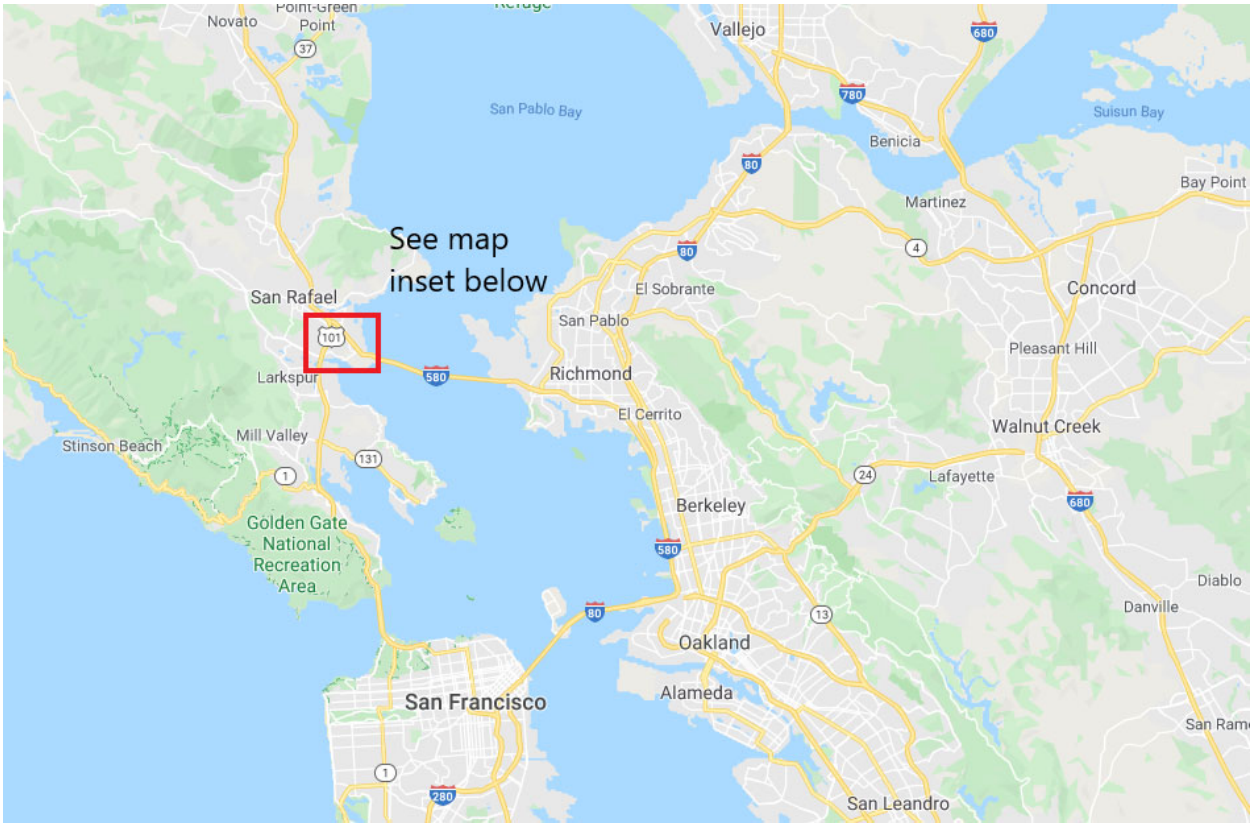
Attachment A-1
Project Area Map: I-80/680/SR-12 Interchange Project

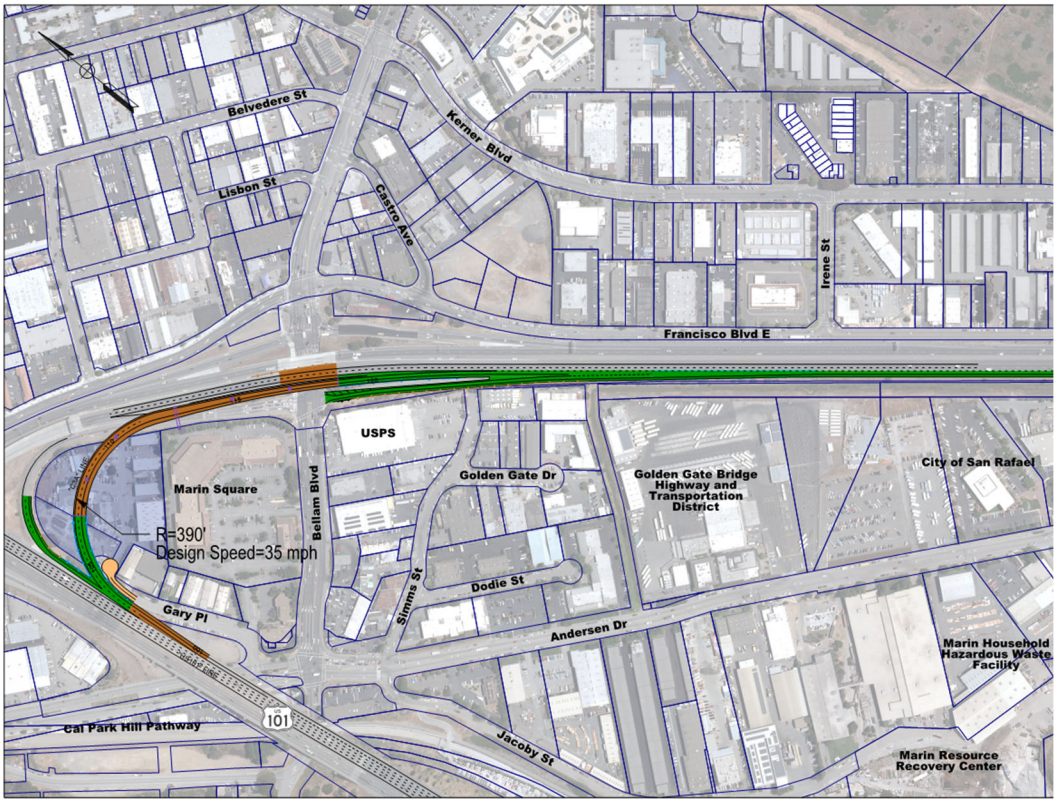




* Subject project shown in green.

Attachment A-2
Project Area Map: US-101/I-580 Direct Connector Project





Date: March 25, 2020
Referred by: PAC
Revised: 05/27/20-C
07/22/20-C

ABSTRACT

MTC Resolution No. 4412, Revised

This resolution authorizes the Executive Director to issue Letters of No Prejudice for RM3 funds for eligible projects.

This resolution includes the following attachments:

Attachment A – Mission Bay Ferry Landing (WETA) LONP Summary
Attachment B – Goods Movement GoPort 7th Street Grade Separation (Alameda County Transportation Commission (ACTC)) LONP Summary
Attachment C – I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening (ACTC) LONP Summary
Attachment D – I-80/680/SR-12 Interchange (Solano Transportation Authority) LONP Summary
Attachment E – US-101/I-580 Direct Connector (Transportation Authority of Marin) LONP Summary

This resolution was revised by Commission Action on May 27, 2020 to add Attachments B and C, LONP Summaries for two RM3 projects sponsored by the Alameda County Transportation Commission (ACTC).

This resolution was revised by Commission Action on July 22, 2020 to add Attachments C and D, LONP Summaries for to RM3 projects sponsored by the Solano Transportation Authority (STA) and the Transportation Authority of Marin (TAM).

Additional discussion of this allocation is contained in the Programming and Allocations Committee Summary sheets dated March 11, 2020, May 13, 2020, and July 10, 2020.

Date: March 25, 2020
W.I.: 1255
Referred by: PAC

Re: Authorization to Issue Letters of No Prejudice for Regional Measure 3 Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, the Bay Area Toll Authority ("Authority") adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the RM3 Policies and Procedures established a process whereby eligible transportation project sponsors may request a Letter of No Prejudice (LONP) for Regional Measure 3 funding; and

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list the scope, amount, and conditions for which project sponsors have requested an LONP, and the replacement funding source used in place of RM3 funds; and

WHEREAS, the claimants to which an LONP is issued under this resolution have certified that the projects and purposes listed and recorded the Attachments are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of the LONP requests for the projects listed in the Attachments; and be it further

RESOLVED, that MTC authorizes the Executive Director to issue LONPs in accordance with the amount and activities as set forth in the Attachments; and, be it further

RESOLVED, that future allocation and reimbursement with RM3 funds will be conditioned upon successful outcome of RM3 litigation; and, be it further

RESOLVED, that future allocation and reimbursement with RM3 funds will be conditioned upon compliance with the provisions of the RM3 Policies and Procedures as set forth in length in MTC Resolution No. 4404; and be it further

RESOLVED, that future allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions as set forth in the Attachments; and, be it further

RESOLVED, that project sponsors receiving an LONP are responsible for delivering the usable project segment or complete phase with alternate funds before RM3 funds are available, at risk to the project sponsor; and be it further

RESOLVED, that an RM3 LONP does not represent a general funding commitment by MTC; in the event that RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	21	
Project Title	I-80/680/SR-12 Interchange Project	
Lead Sponsor(s)	**Other Sponsor(s)**	**Implementing Agency**
Solano Transportation Authority (STA)		STA/ Caltrans
Legislated Project Description		**RM3 Legislated Funding (in $1,000s)**
(21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred fifty million dollars ($150,000,000).		$150,000
Sponsor Programming and LONP Request Action		
The STA Board approved STA Resolution No. 2020-XX on 6/10/2020, approving a $16,700,000 RM3 LONP request. STA will use State Transportation Improvement Program (STIP) funds to begin construction on Phase 2A of the Interchange project.		
Detailed Project Description		
The 7SGSE Project is one of the three projects included in the GoPort Program. This subproject proposes to realign and reconstruct the existing substandard railroad underpass between I-880 and Maritime Street, to increase clearance for trucks, meet other current geometric and seismic standards, and improve the shared pedestrian/bicycle pathway.		
LONP Phase	**LONP Amount (in $1,000s)**	**LONP Approval Date**
CON	$16,700	22-Jul-20
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to construction of the Solano Interchange Phase 2A project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	Repaid RM3 funds will be committed to the Solano I-80 Managed Lanes funding plan.	

Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	21
Project Title	I-80/680/SR-12 Interchange Project
RM3 Replacement Funding Source	State Transportation Improvement Program (STIP)

Project Funding Plan **Project Schedule**

Phase	Funding Source	Committed? (Yes/No)	Total Amount ($1,000s)	Start	End
ENV					
	ENV Subtotal		$ -	Oct-02	Dec-12
PSE	Bridge Tolls	Yes	$ 1,500		
	State Transportation Improvement Program	Yes	$ 9,000		
	PSE Subtotal		$ 10,500	Jun-18	Apr-20
ROW	Bridge Tolls	Yes	$ 5,200		
	ROW Subtotal		$ 5,200	Mar-19	Dec-20
CON	SB1- Trade Corridor Enhancement Program	Yes	$ 53,200		
	Bridge Tolls	Yes	$ 7,100		
	STIP (RM3 replacement)	Yes	$ 16,700		
	CON Subtotal		$ 77,000	Aug-20	Dec-21
	Capital Funding Total		$ 92,700		

Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	25.1	
Project Title	US-101/I-580 Direct Connector Project	
Lead Sponsor(s)	**Other Sponsor(s)**	**Implementing Agency**
Transportation Authority of Marin		TAM
Legislated Project Description		**RM3 Legislated Funding (in $1,000s)**
(25) Richmond-San Rafael Bridge Access Improvements. Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars ($135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars ($75,000,000) shall be dedicated to the projects in Contra Costa County. The project sponsors are the Bay Area Toll Authority, the Contra Costa Transportation Authority, and the Transportation Authority of Marin. Two hundred ten million dollars ($210,000,000).		$135,000
Sponsor Programming and LONP Request Action		
TAM's Board approved TAM Resolution No. 2020-05 on 1/23/2020, approving a $5,600,000 RM3 LONP request.		
Detailed Project Description		
The Project proposes to construct a direct connection route between northbound US 101 to eastbound I-580 accessing the Richmond-San Rafael Bridge for travel toward Contra Costa County.		
LONP Phase	**LONP Amount (in $1,000s)**	**LONP Approval Date**
Planning and Environmental	$5,600	22-Jul-20
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to the planning and environmental document phases of the US-101/I-580 Direct Connector project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	None	

Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	25.1
Project Title	US-101/I-580 Direct Connector Project
RM3 Replacement Funding Source	Measure A, TAM's Local Option Sales Taxes

Project Funding Plan **Project Schedule**

Phase	Funding Source	Committed? (Yes/No)	Total Amount ($1,000s)	Start	End
ENV	TAM Measure Funds	Yes	$ 1,050		
	TAM Measure Funds (RM3 Replacement)	Yes	$ 5,600		
	ENV Subtotal		$ 6,650	Apr-19	Dec-23
PSE	Regional Measure 3	No	$ 7,500		
	PSE Subtotal		$ 7,500	Jan-24	Dec-25
ROW	Regional Measure 3	No	$ 13,900		
	ROW Subtotal		$ 13,900	Jan-24	Nov-25
CON	Regional Measure 3	No	$ 108,000		
	CON Subtotal		$ 108,000	Mar-26	Dec-27
	Capital Funding Total		$ 136,050		

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0903	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	5/29/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	MTC Resolution Nos. 4402, Revised, 4430, Revised, 4431, Revised and 4434. Revises the FY 2020-21 Fund Estimate and allocates $30.3 million in FY 2020-21 Transportation Development Act (TDA) funds and State Transit Assistance (STA) funds, to several transit operators to support transit operations and capital projects in the region, and approves the FY 2020-21 State of Good Repair Program project list.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3a 20-0903 Fund Estimate Revisions - Resos 4402-4430-4434.pdf 3a 20-0903 Fund Estimate Presentation.pdf				

Date	Ver.	Action By	Action	Result

Subject:

MTC Resolution Nos. 4402, Revised, 4430, Revised, 4431, Revised and 4434.

Revises the FY 2020-21 Fund Estimate and allocates $30.3 million in FY 2020-21 Transportation Development Act (TDA) funds and State Transit Assistance (STA) funds, to several transit operators to support transit operations and capital projects in the region, and approves the FY 2020-21 State of Good Repair Program project list.

Presenter:

William Bacon

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 3a - 20-0903**

MTC Resolution Nos. 4402, Revised, 4430, Revised, 4431, Revised and 4434

Subject: Revises the FY 2020-21 Fund Estimate and allocates $30.3 million in FY 2020-21 Transportation Development Act (TDA) funds and State Transit Assistance (STA) funds, to several transit operators to support transit operations and capital projects in the region, and approves the FY 2020-21 State of Good Repair Program project list.

Background:

1) Fund Estimate Revision

Reconcile Actual FY 2019-20 TDA and AB 1107 Revenue: Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY 2019-20 are -6.4% lower and -2.2% lower, respectively, than originally estimated by county auditors and MTC in February 2019. This results in roughly $28 million less in TDA funding for Bay Area transit operators for FY 2019-20 than was originally anticipated. For AB 1107, actual revenue is $2.0 million below what was originally expected to be made available to AC Transit and SFMTA based on the fifty-fifty split in AB 1107 revenues between the two operators. Attachment A provides details on actual TDA revenues by county. Staff will also provide an attachment by the date of the Programming and Allocations Committee meeting to provide information on required rescissions to FY 2019-20 allocations resulting from the lower revenue.

The full extent of the impacts of the COVID-19 pandemic on sales tax revenue remains uncertain but is likely to be significant over the coming year. As a result, MTC has advised transit operators to reduce their FY 2020-21 TDA sales tax claims by -25% and by -40% for State Transit Assistance, based on state budget estimates. Staff will provide a more detailed update on the transit revenue outlook at the next Fund Estimate revision this fall.

2) State of Good Repair Program – FY 2020-21 Regional Project List

Caltrans' State of Good Repair (SGR) Program guidelines require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, in addition to the population-based funds, and submit a single region-wide list of projects to Caltrans by September 1st of each year. MTC has worked with the Bay Area's transit operators to compile a single, regional list of SGR Program projects for FY 2020-21, as shown in Attachment A to MTC Resolution 4434.

Approximately $30 million is expected in revenue-based funds, along with $11 million in population-based funds. Most operators are using their revenue-based funds for state of good repair projects at facilities and stations, or to provide local match, and in a few cases for rehabilitation of vehicles or to contribute to new vehicles costs. For the population-based funds, MTC is programming all $11 million to the next generation Clipper® system, in accordance with the policy established in MTC Resolution No. 4321.

3) Allocations
This month's proposed actions continue the annual allocation process of these funds for FY 2020-21. The five operators requesting TDA and STA 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 FY 2020-21. Allocations have been adjusted, as necessary, to stay within the estimated revenue. Small operators generally do not claim all available TDA which serves as an operating and capital reserve for these agencies.

Transit Operator/ Claimant	TDA Resolution No. 4430 In Millions $	STA Resolution No. 4431 In Millions $	Total In Millions $
LAVTA	$12.2	$0	$12.2
NVTA	$4.3	$0	$4.3
SolTrans	$3.8	$1.4	$5.2
Sonoma County Transit	$7.3	$0	$7.3
Vacaville	$1.3	$0	$1.3
Total	**$28.9**	**$1.4**	**$30.3**

Information regarding the status of operations and budgets for the above claimants is provided in Attachment B. In general, operators have begun to adjust their revenue and budget assumptions for this fiscal year. However, revenue assumptions, ridership forecasts, and service levels will continue to be evaluated. CARES Act funding programmed for transit operations and regional programs will help to mitigate some of these impacts, but significant unknowns exist.

Issues: None

Recommendation: Refer MTC Resolution Nos. 4402, Revised, 4430, Revised, and 4431, Revised, and 4434 to the Commission for approval.

Attachments: Attachment A: TDA and AB 1107 Revenues
Attachment B: Transit Operator Budget Summary
Attachment C: FY 2019-20 Rescissions – To be provided by PAC meeting
MTC Resolution Nos. 4402, Revised, 4430, Revised, and 4431, Revised and 4434

Therese W. McMillan

Attachment A: TDA and AB 1107 Revenues ($ millions)

	A	B	C	D			
County	FY 2018-19 Actual Revenue	FY 2019-20 Feb. 2019 Original Estimate	FY 2019-20 Feb. 2020 Revised Estimate	FY 2019-20 Actual Revenue	FY 2019-20 Revenue Adjustment (D - B) - $	FY 2019-20 Revenue Adjustment (D - B) - %	FY 2019-20 Actual vs FY 2018-19 Actual (D - A) - %
Alameda	$90.42	$93.65	$91.18	$83.90	($9.75)	-10.4%	-7.2%
Contra Costa	$45.41	$49.79	$44.80	$44.15	($5.65)	-11.3%	-2.8%
Marin	$14.04	$14.70	$13.75	$13.18	($1.51)	-10.3%	-6.1%
Napa	$9.51	$8.94	$9.85	$8.80	($0.14)	-1.6%	-7.4%
San Francisco	$52.84	$49.26	$52.96	$48.74	($0.52)	-1.1%	-7.8%
San Mateo	$45.67	$47.78	$46.47	$43.88	($3.90)	-8.2%	-3.9%
Santa Clara	$118.21	$117.64	$119.75	$115.08	($2.55)	-2.2%	-2.6%
Solano	$20.45	$21.24	$22.25	$19.97	($1.27)	-6.0%	-2.3%
Sonoma	$25.77	$26.80	$25.50	$24.47	($2.33)	-8.7%	-5.0%
Total TDA	**$422.31**	**$429.79**	**$426.51**	**$402.17**	**($27.62)**	**-6.4%**	**-4.8%**
Total AB 1107	**$93.55**	**$91.00**	**$91.00**	**$88.96**	**($2.04)**	**-2.2%**	**-4.9%**

Attachment B – Overview of Funding Recipient

$ Amounts are in millions

Agency	Total Proposed TDA and STA Allocation[1]	Status of Operations/Service	FY19-20 Expected Operating Deficit *(w/out CARES)*	Average Fixed Route Ridership % Decrease	Budget Information
LAVTA	$12.2	The 10x and 30x operate at 30-minute frequency on weekdays. On weekends, the 10x maintains this service level while the 30x operates hourly service. Local fixed route service is operating on a Saturday schedule. Standby buses are being provided. Two local routes, commuter, and supplemental school service have been suspended. The on-demand ride option with Transportation Network Companies is now available throughout the LAVTA service area for essential trips. Service will be evaluated quarterly and adjusted based on ridership and revenue.	0	-84%	LAVTA's adopted FY 2020-21 budget of $20.8 M is based on the provision of pre-COVID-19 service levels. Based on revised assumptions for the most likely service levels, costs are anticipated to be under budget around $3M. Revenue assumptions include additional CARES funding of $1.5 M and the use of $1 M in TDA reserves. LAVTA anticipates being able to maintain 3-6 months of operating reserve at the end of FY 2020-21.
NVTA	$4.3	Local fixed route service in the City of Napa was changed to on demand to reduce operating costs while still meeting rider demand. Current wait times are under 8 minutes. When wait times reach 30-60 minutes, local fixed route service will likely be restored on core corridors with on-demand continuing in the rest of the city through the rest of the fiscal year. Scheduled regional and commuter service hours will remain unchanged. On demand service within the cities of American Canyon, Calistoga, St. Helena, and the Town of Yountville continue with reduced hours.	$1.4	-63%	The FY 2020-21 budget is 17% less compared to the FY 2019-20 budget. Despite this reduction, revenue is still $1.7 M less than needed. Proposals to address the shortfall are being developed.
SolTrans	$5.2	There will be a partial restoration to Solano Express service on July 5. The Red Line will	$2.4	-70%	The FY 2020-21 budget of $13.5 M includes funding to operate 55% of pre-

[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 B – Overview of Funding Recipient

Agency	Total Proposed TDA and STA Allocation[1]	Status of Operations/Service	FY19-20 Expected Operating Deficit *(w/out CARES)*	Average Fixed Route Ridership % Decrease	Budget Information
		have peak frequency of 30 minutes to meet current demand. Local service frequency reflects modified Saturday service with weekday hours extended in the evening. Fare Collection resumed June 15th on all service with fare discounts available through the Token Transit App.			COVID-19 service levels. The budget is 11% lower than the FY 2019-20 budget.
Sonoma County Transit	$7.3	Service is about 56% of pre-COVID-19 levels and include all local routes and core intercity routes. Some service will be restored in July, August, and February 2021 to achieve 66% service levels. In August 2021, the final phase of service restoration is expected and will be at 91% of pre-COVID levels. 20% of school year weekday riders are college students but in-person instruction will not return until January 2020 at the earliest.	$2.7	-74%	The proposed budget for FY 2020-21 is about 10% less than the FY 2019-20 budget. Expansion beyond the August 2021 service level is dependent on further recovery of sales tax-based subsidies and ridership demand.
Vacaville	$1.3	Four phases of service recovery are planned. Currently, four routes are operating with reduced headways and two routes are suspended. Supplemental school service will be added if schools resume in-person class. Phase 2 will implement a new service network that is in the planning process. Phase 3 will consider offering Sunday service. Phase 4, planned towards the end of the fiscal year, is an evaluation of service and planning for adjustments in the following fiscal year.	$.3	-82%	The FY 2020-21 adopted budget is about the same as the current year's budget. Adopting a full budget will allow the city maximum flexibility to provide and adjust service.

Date: February 26, 2020
W.I.: 1511
Referred by: PAC
Revised: 07/22/20-C

ABSTRACT

MTC Resolution No. 4402, Revised

This resolution approves the FY 2020-21 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

This resolution was revised on July 22, 2020 to reflect actual receipts for TDA and AB 1107 funds in FY 2019-20, and the rescission actions that were necessary to match FY 2019-20 allocations to the actual revenue collected.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 12, 2020 and July 8, 2020.

Date: February 26, 2020
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4402

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 Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 et seq., provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2019-20 and FY 2020-21 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2020-21 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 et seq.), State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 et seq.), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2020-21 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2020-21 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

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 February 26, 2020.

FY 2020-21 FUND ESTIMATE
REGIONAL SUMMARY

TDA REGIONAL SUMMARY TABLE

Column	*A*	*B*	*C*	*D*	*E*	*F*	*G*	*H=Sum(A:G)*
	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	FY2020-21	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance[1]	Outstanding Commitments, Refunds, & Interest[2]	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	25,295,584	(90,078,645)	93,648,000	(9,751,153)	(3,355,874)	93,151,568	(3,726,063)	105,183,418
Contra Costa	23,056,557	(48,603,102)	49,794,669	(5,647,488)	(1,765,887)	46,139,252	(1,845,570)	61,128,433
Marin	1,232,960	(13,863,808)	14,695,062	(1,512,159)	(527,316)	14,000,000	(560,000)	13,464,740
Napa	5,324,402	(12,074,614)	8,941,741	(138,597)	(352,126)	9,885,444	(395,417)	11,190,832
San Francisco	5,043,607	(51,725,363)	49,262,500	(524,044)	(1,949,538)	53,477,500	(2,139,101)	51,445,559
San Mateo	9,943,567	(52,170,900)	47,777,676	(3,901,655)	(1,755,041)	48,558,690	(1,942,347)	46,509,991
Santa Clara	7,728,201	(116,833,358)	117,635,000	(2,551,934)	(4,603,323)	121,909,000	(4,876,360)	118,407,228
Solano	25,556,728	(22,038,637)	21,239,810	(1,265,378)	(798,977)	22,251,809	(890,072)	44,055,284
Sonoma	11,606,642	(27,403,980)	26,800,000	(2,327,956)	(978,882)	26,300,000	(1,052,000)	32,943,826
TOTAL	**$114,788,249**	**($434,792,406)**	**$429,794,458**	**($27,620,363)**	**($16,086,964)**	**$435,673,263**	**($17,426,930)**	**$484,329,311**

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE

Column	*A*		*B*	*C*	*D*	*E=Sum(A:D)*
	6/30/2019		FY2018-20	FY2019-20	FY2020-21	FY2020-21
Fund Source	Balance (w/ interest)[1]		Outstanding Commitments[2]	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance						
Revenue-Based	17,319,547		(180,293,917)	186,228,565	185,087,967	208,342,160
Population-Based	65,955,514		(70,872,350)	67,889,961	67,474,153	130,447,279
SUBTOTAL	**83,275,061**		**(251,166,267)**	**254,118,526**	**252,562,120**	**338,789,439**
AB1107 - BART District Tax (25% Share)	**0**		**(88,961,758)**	**88,961,758**	**93,500,000**	**93,500,000**
Bridge Toll Total						
MTC 2% Toll Revenue	6,283,125		(4,810,199)	1,450,000	1,450,000	4,372,925
5% State General Fund Revenue	13,168,890		(8,520,416)	3,614,688	3,656,386	11,919,546
SUBTOTAL	**19,452,015**		**(13,330,615)**	**5,064,688**	**5,106,386**	**16,292,471**
Low Carbon Transit Operations Program	**0**		**0**	**41,628,333**	**45,605,097**	**87,233,430**
State of Good Repair Program						
Revenue-Based	60,329		(217,121)	28,775,741	29,610,203	58,229,150
Population-Based	6,112,080		(6,062,628)	10,490,248	10,794,453	21,334,153
SUBTOTAL	**6,172,408**		**(6,279,749)**	**39,265,989**	**40,404,656**	**79,563,303**
TOTAL	**$108,899,484**		**($359,738,389)**	**$429,039,294**	**$437,178,259**	**$615,378,643**

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20 for TDA and AB 1107 and as of 1/31/20 for STA and the SGR Program.

3. Actual FY 2019-20 revenue is shown for AB 1107, estimates are shown for all other sources.

FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

FY2019-20 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 19)	93,648,000	
2. Actual Revenue (Jun, 20)	83,896,847	
3. Revenue Adjustment (Lines 2-1)		(9,751,153)
FY2019-20 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(48,756)	
5. County Administration (Up to 0.5% of Line 3)	(48,756)	
6. MTC Planning (3.0% of Line 3)	(292,535)	
7. Total Charges (Lines 4+5+6)		(390,047)
8. Adjusted Generations Less Charges (Lines 3-7)		(9,361,106)
FY2019-20 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(187,222)	
10. Funds Remaining (Lines 8-9)		(9,173,884)
11. Article 4.5 Adjustment (5.0% of Line 10)	(458,694)	
12. Article 4 Adjustment (Lines 10-11)		(8,715,190)

FY2020-21 TDA Revenue Estimate		
FY2020-21 County Auditor's Generation Estimate		
13. County Auditor Estimate		93,151,568
FY2020-21 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	465,758	
15. County Administration (0.5% of Line 13)	465,758	
16. MTC Planning (3.0% of Line 13)	2,794,547	
17. Total Charges (Lines 14+15+16)		3,726,063
18. TDA Generations Less Charges (Lines 13-17)		89,425,505
FY2020-21 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	1,788,510	
20. Funds Remaining (Lines 18-19)		87,636,995
21. Article 4.5 (5.0% of Line 20)	4,381,850	
22. TDA Article 4 (Lines 20-21)		83,255,145

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest)[1]	Outstanding Commitments[2]	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,112,028	100,387	4,212,415	(4,460,670)	0	1,798,042	(187,222)	1,362,565	1,788,510	3,151,075
Article 4.5	287,734	8,503	296,236	(4,253,891)	0	4,405,202	(458,694)	(11,147)	4,381,850	4,370,703
SUBTOTAL	**4,399,762**	**108,889**	**4,508,651**	**(8,714,561)**	**0**	**6,203,244**	**(645,916)**	**1,351,418**	**6,170,360**	**7,521,778**
Article 4										
AC Transit										
District 1	3,062,647	13,214	3,075,861	(51,144,293)	0	53,652,104	(5,586,556)	(2,885)	53,403,679	53,400,794
District 2	806,369	3,477	809,846	(13,715,701)	0	14,405,019	(1,499,931)	(767)	14,168,270	14,167,503
BART[3]	6,664	28	6,692	(96,007)	0	99,686	(10,380)	(9)	99,042	99,033
LAVTA	9,729,738	166,545	9,896,283	(13,069,238)	0	11,862,197	(1,235,158)	7,454,084	11,847,775	19,301,859
Union City	7,290,405	137,706	7,428,111	(3,768,705)	0	3,679,830	(383,164)	6,956,072	3,736,380	10,692,452
SUBTOTAL	**20,895,823**	**320,971**	**21,216,793**	**(81,793,944)**	**0**	**83,698,836**	**(8,715,190)**	**14,406,495**	**83,255,145**	**97,661,640**
GRAND TOTAL	**$25,295,584**	**$429,860**	**$25,725,444**	**($90,508,505)**	**$0**	**$89,902,080**	**($9,361,106)**	**$15,757,913**	**$89,425,505**	**$105,183,418**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

FY2019-20 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 19)	49,794,669	
2. Actual Revenue (Jun, 20)	44,147,181	
3. Revenue Adjustment (Lines 2-1)		(5,647,488)
FY2019-20 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(28,237)	
5. County Administration (Up to 0.5% of Line 3)	(28,237)	
6. MTC Planning (3.0% of Line 3)	(169,425)	
7. Total Charges (Lines 4+5+6)		(225,899)
8. Adjusted Generations Less Charges (Lines 3-7)		(5,421,589)
FY2019-20 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(108,432)	
10. Funds Remaining (Lines 8-9)		(5,313,157)
11. Article 4.5 Adjustment (5.0% of Line 10)	(265,658)	
12. Article 4 Adjustment (Lines 10-11)		(5,047,499)

FY2020-21 TDA Revenue Estimate		
FY2020-21 County Auditor's Generation Estimate		
13. County Auditor Estimate		46,139,252
FY2020-21 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	230,696	
15. County Administration (0.5% of Line 13)	230,696	
16. MTC Planning (3.0% of Line 13)	1,384,178	
17. Total Charges (Lines 14+15+16)		1,845,570
18. TDA Generations Less Charges (Lines 13-17)		44,293,682
FY2020-21 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	885,874	
20. Funds Remaining (Lines 18-19)		43,407,808
21. Article 4.5 (5.0% of Line 20)	2,170,390	
22. TDA Article 4 (Lines 20-21)		41,237,418

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest)[1]	Outstanding Commitments[2]	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,400,231	37,912	1,438,144	(2,300,780)	0	956,058	(108,432)	(15,010)	885,874	870,864
Article 4.5	104,379	3,785	108,165	(2,187,353)	0	2,342,341	(265,658)	(2,505)	2,170,390	2,167,885
SUBTOTAL	**1,504,611**	**41,698**	**1,546,308**	**(4,488,133)**	**0**	**3,298,399**	**(374,090)**	**(17,515)**	**3,056,264**	**3,038,749**
Article 4										
AC Transit										
District 1	302,874	5,047	307,921	(7,120,267)	0	7,683,913	(871,475)	92	7,093,016	7,093,108
BART[3]	14,464	108	14,572	(288,878)	0	309,402	(35,091)	5	286,548	286,553
CCCTA	14,848,246	234,038	15,082,284	(23,595,938)	1,922,550	20,909,368	(2,371,447)	11,946,818	19,415,580	31,362,398
ECCTA	4,130,995	53,170	4,184,165	(12,731,835)	0	12,929,972	(1,466,459)	2,915,842	11,970,179	14,886,021
WCCTA	2,255,368	40,704	2,296,072	(4,542,024)	1,866,659	2,671,829	(303,027)	1,989,509	2,472,094	4,461,603
SUBTOTAL	**21,551,947**	**333,067**	**21,885,013**	**(48,278,942)**	**3,789,209**	**44,504,484**	**(5,047,499)**	**16,852,266**	**41,237,418**	**58,089,684**
GRAND TOTAL	**$23,056,557**	**$374,764**	**$23,431,322**	**($52,767,075)**	**$3,789,209**	**$47,802,883**	**($5,421,589)**	**$16,834,751**	**$44,293,682**	**$61,128,433**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY

FY2019-20 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 19)	14,695,062	
2. Actual Revenue (Jun, 20)	13,182,903	
3. Revenue Adjustment (Lines 2-1)		(1,512,159)
FY2019-20 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(7,561)	
5. County Administration (Up to 0.5% of Line 3)	(7,561)	
6. MTC Planning (3.0% of Line 3)	(45,365)	
7. Total Charges (Lines 4+5+6)		(60,487)
8. Adjusted Generations Less Charges (Lines 3-7)		(1,451,672)
FY2019-20 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(29,033)	
10. Funds Remaining (Lines 8-9)		(1,422,639)
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		(1,422,639)

FY2020-21 TDA Revenue Estimate		
FY2020-21 County Auditor's Generation Estimate		
13. County Auditor Estimate		14,000,000
FY2020-21 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	70,000	
15. County Administration (0.5% of Line 13)	70,000	
16. MTC Planning (3.0% of Line 13)	420,000	
17. Total Charges (Lines 14+15+16)		560,000
18. TDA Generations Less Charges (Lines 13-17)		13,440,000
FY2020-21 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	268,800	
20. Funds Remaining (Lines 18-19)		13,171,200
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		13,171,200

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest)[1]	Outstanding Commitments[2]	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	677,079	39,156	716,235	(931,511)	0	282,145	(29,033)	37,836	268,800	306,636
Article 4.5										
SUBTOTAL	**677,079**	**39,156**	**716,235**	**(931,511)**	**0**	**282,145**	**(29,033)**	**37,836**	**268,800**	**306,636**
Article 4/8										
GGBHTD	310,145	8,060	318,204	(7,760,067)	0	8,286,774	(852,730)	(7,819)	7,731,494	7,723,675
Marin Transit	245,736	5,726	251,462	(5,225,171)	0	5,538,341	(569,909)	(5,277)	5,439,706	5,434,429
SUBTOTAL	**555,881**	**13,785**	**569,666**	**(12,985,238)**	**0**	**13,825,115**	**(1,422,639)**	**(13,096)**	**13,171,200**	**13,158,104**
GRAND TOTAL	**$1,232,960**	**$52,942**	**$1,285,901**	**($13,916,749)**	**$0**	**$14,107,260**	**($1,451,672)**	**$24,740**	**$13,440,000**	**$13,464,740**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.

FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

FY2019-20 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 19)	8,941,741	
2. Actual Revenue (Jun, 20)	8,803,144	
3. Revenue Adjustment (Lines 2-1)		-138,597
FY2019-20 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(693)	
5. County Administration (Up to 0.5% of Line 3)	(693)	
6. MTC Planning (3.0% of Line 3)	(4,158)	
7. Total Charges (Lines 4+5+6)		(5,544)
8. Adjusted Generations Less Charges (Lines 3-7)		(133,053)
FY2019-20 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(2,661)	
10. Funds Remaining (Lines 8-9)		(130,392)
11. Article 4.5 Adjustment (5.0% of Line 10)	(6,520)	
12. Article 4 Adjustment (Lines 10-11)		(123,872)

FY2020-21 TDA Revenue Estimate		
FY2020-21 County Auditor's Generation Estimate		
13. County Auditor Estimate		9,885,444
FY2020-21 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	49,427	
15. County Administration (0.5% of Line 13)	49,427	
16. MTC Planning (3.0% of Line 13)	296,563	
17. Total Charges (Lines 14+15+16)		395,417
18. TDA Generations Less Charges (Lines 13-17)		9,490,027
FY2020-21 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	189,801	
20. Funds Remaining (Lines 18-19)		9,300,226
21. Article 4.5 (5.0% of Line 20)	465,011	
22. TDA Article 4 (Lines 20-21)		8,835,215

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2019	**FY2018-19**	**6/30/2019**	**FY2018-20**	**FY2019-20**	**FY2019-20**	**FY2019-20**	**6/30/2020**	**FY2020-21**	**FY2020-21**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	379,236	9,553	388,788	(496,479)	0	171,681	(2,661)	61,329	189,801	251,130
Article 4.5	0	0	0	(380,318)	0	420,620	(6,520)	33,782	465,011	498,793
SUBTOTAL	**379,236**	**9,553**	**388,788**	**(876,797)**	**0**	**592,301**	**(9,181)**	**95,111**	**654,812**	**749,923**
Article 4/8										
NVTA[3]	4,945,166	90,501	5,035,667	(12,404,997)	1,107,126	7,991,770	(123,872)	1,605,694	8,835,215	10,440,909
SUBTOTAL	**4,945,166**	**90,501**	**5,035,667**	**(12,404,997)**	**1,107,126**	**7,991,770**	**(123,872)**	**1,605,694**	**8,835,215**	**10,440,909**
GRAND TOTAL	**$5,324,402**	**$100,054**	**$5,424,456**	**($13,281,794)**	**$1,107,126**	**$8,584,071**	**($133,053)**	**$1,700,805**	**$9,490,027**	**$11,190,832**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.

3. NVTA is authorized to claim 100% of the apporionment to Napa County.

FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY

FY2019-20 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 19)	49,262,500	
2. Actual Revenue (Jun, 20)	48,738,456	
3. Revenue Adjustment (Lines 2-1)		(524,044)
FY2019-20 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(2,620)	
5. County Administration (Up to 0.5% of Line 3)	(2,620)	
6. MTC Planning (3.0% of Line 3)	(15,721)	
7. Total Charges (Lines 4+5+6)		(20,961)
8. Adjusted Generations Less Charges (Lines 3-7)		(503,083)
FY2019-20 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(10,062)	
10. Funds Remaining (Lines 8-9)		(493,021)
11. Article 4.5 Adjustment (5.0% of Line 10)	(24,651)	
12. Article 4 Adjustment (Lines 10-11)		(468,370)

FY2020-21 TDA Revenue Estimate		
FY2020-21 County Auditor's Generation Estimate		
13. County Auditor Estimate		53,477,500
FY2020-21 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	267,388	
15. County Administration (0.5% of Line 13)	267,388	
16. MTC Planning (3.0% of Line 13)	1,604,325	
17. Total Charges (Lines 14+15+16)		2,139,101
18. TDA Generations Less Charges (Lines 13-17)		51,338,399
FY2020-21 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	1,026,768	
20. Funds Remaining (Lines 18-19)		50,311,631
21. Article 4.5 (5.0% of Line 20)	2,515,582	
22. TDA Article 4 (Lines 20-21)		47,796,049

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest)[1]	Outstanding Commitments[2]	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,491,449	42,283	1,533,733	(2,361,286)	0	945,840	(10,062)	108,225	1,026,768	1,134,993
Article 4.5	177,607	1,386	178,993	20,983	(2,494,916)	2,317,308	(24,651)	(2,283)	2,515,582	2,513,299
SUBTOTAL	**1,669,056**	**43,669**	**1,712,726**	**(2,340,303)**	**(2,494,916)**	**3,263,148**	**(34,713)**	**105,942**	**3,542,350**	**3,648,292**
Article 4										
SFMTA	3,374,551	26,357	3,400,908	(49,455,087)	2,494,916	44,028,851	(468,370)	1,218	47,796,049	47,797,267
SUBTOTAL	**3,374,551**	**26,357**	**3,400,908**	**(49,455,087)**	**2,494,916**	**44,028,851**	**(468,370)**	**1,218**	**47,796,049**	**47,797,267**
GRAND TOTAL	**$5,043,607**	**$70,027**	**$5,113,634**	**($51,795,390)**	**$0**	**$47,291,999**	**($503,083)**	**$107,160**	**$51,338,399**	**$51,445,559**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.

FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

FY2019-20 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 19)	47,777,676	
2. Actual Revenue (Jun, 20)	43,876,021	
3. Revenue Adjustment (Lines 2-1)		(3,901,655)
FY2019-20 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(19,508)	
5. County Administration (Up to 0.5% of Line 3)	(19,508)	
6. MTC Planning (3.0% of Line 3)	(117,050)	
7. Total Charges (Lines 4+5+6)		(156,066)
8. Adjusted Generations Less Charges (Lines 3-7)		(3,745,589)
FY2019-20 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(74,912)	
10. Funds Remaining (Lines 8-9)		(3,670,677)
11. Article 4.5 Adjustment (5.0% of Line 10)	(183,534)	
12. Article 4 Adjustment (Lines 10-11)		(3,487,143)

FY2020-21 TDA Revenue Estimate		
FY2020-21 County Auditor's Generation Estimate		
13. County Auditor Estimate		48,558,690
FY2020-21 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	242,793	
15. County Administration (0.5% of Line 13)	242,793	
16. MTC Planning (3.0% of Line 13)	1,456,761	
17. Total Charges (Lines 14+15+16)		1,942,347
18. TDA Generations Less Charges (Lines 13-17)		46,616,343
FY2020-21 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	932,327	
20. Funds Remaining (Lines 18-19)		45,684,016
21. Article 4.5 (5.0% of Line 20)	2,284,201	
22. TDA Article 4 (Lines 20-21)		43,399,815

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2019	**FY2018-19**	**6/30/2019**	**FY2018-20**	**FY2019-20**	**FY2019-20**	**FY2019-20**	**6/30/2020**	**FY2020-21**	**FY2020-21**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	3,932,496	101,875	4,034,370	(4,846,309)	0	917,331	(74,912)	30,480	932,327	962,807
Article 4.5	435,943	26,484	462,428	(2,533,461)	0	2,247,462	(183,534)	(7,105)	2,284,201	2,277,096
SUBTOTAL	**4,368,439**	**128,359**	**4,496,798**	**(7,379,770)**	**0**	**3,164,793**	**(258,446)**	**23,375**	**3,216,528**	**3,239,903**
Article 4										
SamTrans	5,575,128	431,953	6,007,081	(45,351,442)	0	42,701,777	(3,487,143)	(129,727)	43,399,815	43,270,088
SUBTOTAL	**5,575,128**	**431,953**	**6,007,081**	**(45,351,442)**	**0**	**42,701,777**	**(3,487,143)**	**(129,727)**	**43,399,815**	**43,270,088**
GRAND TOTAL	**$9,943,567**	**$560,312**	**$10,503,879**	**($52,731,212)**	**$0**	**$45,866,570**	**($3,745,589)**	**($106,352)**	**$46,616,343**	**$46,509,991**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.

FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY

FY2019-20 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 19)	117,635,000	
2. Actual Revenue (Jun, 20)	115,083,066	
3. Revenue Adjustment (Lines 2-1)		(2,551,934)
FY2019-20 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(12,760)	
5. County Administration (Up to 0.5% of Line 3)	(12,760)	
6. MTC Planning (3.0% of Line 3)	(76,558)	
7. Total Charges (Lines 4+5+6)		(102,078)
8. Adjusted Generations Less Charges (Lines 3-7)		(2,449,856)
FY2019-20 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(48,997)	
10. Funds Remaining (Lines 8-9)		(2,400,859)
11. Article 4.5 Adjustment (5.0% of Line 10)	(120,043)	
12. Article 4 Adjustment (Lines 10-11)		(2,280,816)

FY2020-21 TDA Revenue Estimate		
FY2020-21 County Auditor's Generation Estimate		
13. County Auditor Estimate		121,909,000
FY2020-21 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	609,545	
15. County Administration (0.5% of Line 13)	609,545	
16. MTC Planning (3.0% of Line 13)	3,657,270	
17. Total Charges (Lines 14+15+16)		4,876,360
18. TDA Generations Less Charges (Lines 13-17)		117,032,640
FY2020-21 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	2,340,653	
20. Funds Remaining (Lines 18-19)		114,691,987
21. Article 4.5 (5.0% of Line 20)	5,734,599	
22. TDA Article 4 (Lines 20-21)		108,957,388

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest)[1]	Outstanding Commitments[2]	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,019,259	185,369	5,204,628	(6,061,223)	0	2,258,592	(48,997)	1,353,000	2,340,653	3,693,653
Article 4.5	135,445	447	135,892	(5,549,240)	0	5,533,550	(120,043)	159	5,734,599	5,734,758
SUBTOTAL	**5,154,704**	**185,815**	**5,340,519**	**(11,610,463)**	**0**	**7,792,142**	**(169,040)**	**1,353,159**	**8,075,252**	**9,428,411**
Article 4										
VTA	2,573,497	26,855	2,600,352	(105,435,565)	0	105,137,458	(2,280,816)	21,429	108,957,388	108,978,817
SUBTOTAL	**2,573,497**	**26,855**	**2,600,352**	**(105,435,565)**	**0**	**105,137,458**	**(2,280,816)**	**21,429**	**108,957,388**	**108,978,817**
GRAND TOTAL	**$7,728,201**	**$212,670**	**$7,940,871**	**($117,046,028)**	**$0**	**$112,929,600**	**($2,449,856)**	**$1,374,588**	**$117,032,640**	**$118,407,228**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.

FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

FY2019-20 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 19)	21,239,810	
2. Actual Revenue (Jun, 20)	19,974,432	
3. Revenue Adjustment (Lines 2-1)		(1,265,378)
FY2019-20 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(6,327)	
5. County Administration (Up to 0.5% of Line 3)	(6,327)	
6. MTC Planning (3.0% of Line 3)	(37,961)	
7. Total Charges (Lines 4+5+6)		(50,615)
8. Adjusted Generations Less Charges (Lines 3-7)		(1,214,763)
FY2019-20 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(24,295)	
10. Funds Remaining (Lines 8-9)		(1,190,468)
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		(1,190,468)

FY2020-21 TDA Revenue Estimate		
FY2020-21 County Auditor's Generation Estimate		
13. County Auditor Estimate		22,251,809
FY2020-21 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	111,259	
15. County Administration (0.5% of Line 13)	111,259	
16. MTC Planning (3.0% of Line 13)	667,554	
17. Total Charges (Lines 14+15+16)		890,072
18. TDA Generations Less Charges (Lines 13-17)		21,361,737
FY2020-21 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	427,235	
20. Funds Remaining (Lines 18-19)		20,934,502
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		20,934,502

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest)[1]	Outstanding Commitments[2]	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	964,815	20,287	985,103	(1,355,968)	0	407,804	(24,295)	12,644	427,235	439,879
Article 4.5										
SUBTOTAL	**964,815**	**20,287**	**985,103**	**(1,355,968)**	**0**	**407,804**	**(24,295)**	**12,644**	**427,235**	**439,879**
Article 4/8										
Dixon	1,278,184	25,136	1,303,320	(1,431,732)	0	903,994	(53,856)	721,725	938,978	1,660,703
Fairfield	5,969,565	126,454	6,096,018	(9,066,136)	0	5,277,659	(314,421)	1,993,120	5,557,256	7,550,376
Rio Vista	627,857	13,684	641,541	(418,055)	0	417,466	(24,871)	616,081	446,672	1,062,753
Solano County	1,888,628	35,339	1,923,968	(840,480)	0	892,044	(53,144)	1,922,388	928,826	2,851,214
Suisun City	47,248	4,505	51,754	(1,300,730)	0	1,326,366	(79,019)	(1,629)	1,396,892	1,395,263
Vacaville	9,400,831	208,238	9,609,069	(4,884,429)	0	4,497,114	(267,919)	8,953,836	4,687,157	13,640,993
Vallejo/Benicia	5,379,599	120,873	5,500,472	(7,116,757)	3,821,134	6,667,772	(397,238)	8,475,382	6,978,721	15,454,103
SUBTOTAL	**24,591,913**	**534,229**	**25,126,142**	**(25,058,319)**	**3,821,134**	**19,982,414**	**(1,190,468)**	**22,680,903**	**20,934,502**	**43,615,405**
GRAND TOTAL	**$25,556,728**	**$554,516**	**$26,111,245**	**($26,414,287)**	**$3,821,134**	**$20,390,218**	**($1,214,763)**	**$22,693,547**	**$21,361,737**	**$44,055,284**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

FY2019-20 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 19)	26,800,000	
2. Actual Revenue (Jun, 20)	24,472,044	
3. Revenue Adjustment (Lines 2-1)		(2,327,956)
FY2019-20 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(11,640)	
5. County Administration (Up to 0.5% of Line 3)	(11,640)	
6. MTC Planning (3.0% of Line 3)	(69,839)	
7. Total Charges (Lines 4+5+6)		(93,119)
8. Adjusted Generations Less Charges (Lines 3-7)		(2,234,837)
FY2019-20 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(44,697)	
10. Funds Remaining (Lines 8-9)		(2,190,140)
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		(2,190,140)

FY2020-21 TDA Revenue Estimate		
FY2020-21 County Auditor's Generation Estimate		
13. County Auditor Estimate		26,300,000
FY2020-21 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	131,500	
15. County Administration (0.5% of Line 13)	131,500	
16. MTC Planning (3.0% of Line 13)	789,000	
17. Total Charges (Lines 14+15+16)		1,052,000
18. TDA Generations Less Charges (Lines 13-17)		25,248,000
FY2020-21 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	504,960	
20. Funds Remaining (Lines 18-19)		24,743,040
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		24,743,040

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2019	**FY2018-19**	**6/30/2019**	**FY2018-20**	**FY2019-20**	**FY2019-20**	**FY2019-20**	**6/30/2020**	**FY2020-21**	**FY2020-21**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	1,758,934	40,223	1,799,156	(869,672)	0	514,560	(44,697)	1,399,347	504,960	1,904,307
Article 4.5										
SUBTOTAL	**1,758,934**	**40,223**	**1,799,156**	**(869,672)**	**0**	**514,560**	**(44,697)**	**1,399,347**	**504,960**	**1,904,307**
Article 4/8										
GGBHTD[3]	238,300	7,927	246,227	(6,013,501)	0	6,303,360	(547,535)	(11,449)	6,185,760	6,174,311
Petaluma	1,405,490	17,826	1,423,316	(2,214,933)	0	1,951,520	(169,517)	990,386	2,182,336	3,172,722
Santa Rosa	2,339,172	40,354	2,379,526	(7,270,933)	0	6,812,671	(591,776)	1,329,489	6,509,894	7,839,383
Sonoma County	5,864,746	66,282	5,931,028	(11,496,251)	288,700	10,145,888	(881,312)	3,988,053	9,865,050	13,853,103
SUBTOTAL	**9,847,709**	**132,388**	**9,980,097**	**(26,995,618)**	**288,700**	**25,213,440**	**(2,190,140)**	**6,296,479**	**24,743,040**	**31,039,519**
GRAND TOTAL	**$11,606,642**	**$172,611**	**$11,779,253**	**($27,865,290)**	**$288,700**	**$25,728,000**	**($2,234,837)**	**$7,695,826**	**$25,248,000**	**$32,943,826**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.

3. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.

FY 2020-21 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)

FY2019-20 STA Revenue Estimate		**FY2020-21 STA Revenue Estimate**	
1. State Estimate (Nov, 19)	$186,228,565	4. Projected Carryover (Aug, 20)	$23,254,193
2. Actual Revenue (Aug, 20)		5. State Estimate (Jan, 20)	$185,087,967
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	$208,342,160

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
	6/30/2019	**FY2018-20**	**FY2019-20**	**6/30/2020**	**FY2020-21**	**Total**
Apportionment Jurisdictions	**Balance (w/interest)[1]**	**Outstanding Commitments[2]**	**Revenue Estimate**	**Projected Carryover[3]**	**Revenue Estimate[4]**	**Available For Allocation**
ACCMA - Corresponding to ACE	215,031	0	290,259	505,290	288,482	793,772
Caltrain	693,854	(8,469,994)	8,496,363	720,223	8,444,325	9,164,548
CCCTA	215,568	(848,487)	789,680	156,761	784,843	941,604
City of Dixon	24,344	0	7,403	31,747	7,357	39,104
ECCTA	237,439	(595,594)	415,004	56,849	412,462	469,311
City of Fairfield	91,860	(275,474)	163,554	(20,060)	162,553	142,493
GGBHTD	47,254	(8,291,789)	8,540,790	296,255	8,488,481	8,784,736
LAVTA	344,595	(340,493)	349,728	353,830	347,586	701,416
Marin Transit	1,018,368	(789,089)	1,668,066	1,897,344	1,657,849	3,555,193
NVTA	97,905	(206,345)	116,000	7,560	115,288	122,848
City of Petaluma	60,347	(41,087)	49,382	68,642	49,080	117,722
City of Rio Vista	4,575	0	7,458	12,033	7,412	19,445
SamTrans	3,921,525	(10,751,081)	8,121,101	1,291,545	8,071,361	9,362,906
SMART	18,515	0	1,695,538	1,714,053	1,685,153	3,399,206
City of Santa Rosa	777	(168,657)	160,210	(7,670)	159,229	151,559
Solano County Transit	55,949	(418,539)	351,963	(10,627)	349,807	339,180
Sonoma County Transit	47,091	(251,311)	225,725	21,505	224,342	245,847
City of Union City	20,142	(136,071)	116,445	516	115,731	116,247
Vacaville City Coach	46,943	0	29,292	76,235	29,112	105,347
VTA	119,051	(23,234,042)	23,249,042	134,051	23,106,649	23,240,700
VTA - Corresponding to ACE	865	(230,750)	216,633	(13,252)	215,305	202,053
WCCTA	100,132	(476,030)	504,435	128,537	501,346	629,883
WETA	9,411,017	0	2,314,946	11,725,963	2,300,768	14,026,731
SUBTOTAL	**16,793,148**	**(55,524,833)**	**57,879,017**	**19,147,330**	**57,524,521**	**76,671,851**
AC Transit	84,900	(20,253,875)	24,264,960	4,095,986	24,116,345	28,212,331
BART	189,225	(40,887,685)	40,698,461	0	40,449,195	40,449,195
SFMTA	252,274	(63,627,524)	63,386,127	10,877	62,997,906	63,008,783
SUBTOTAL	**526,400**	**(124,769,084)**	**128,349,548**	**4,106,863**	**127,563,446**	**131,670,309**
GRAND TOTAL	**$17,319,547**	**($180,293,917)**	**$186,228,565**	**$23,254,193**	**$185,087,967**	**$208,342,160**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. Projected carryover as of 6/30/20 does not include interest accrued in FY2019-20.

4. FY2020-21 STA revenue generation is based on January 31, 2020 estimates from the SCO.

FY 2020-21 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - THROUGH FY 2017-18

STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
Apportionment Jurisdictions	**6/30/2019 Balance (w/interest)[1]**	**FY2018-20 Outstanding Commitments[2]**	**FY2019-20 Revenue Estimate[4]**	**6/30/2020 Projected Carryover[3]**	**FY2020-21 Revenue Estimate[4]**	**Total Available For Allocation**
Northern Counties/Small Operators						
Marin	0	0	0	0	0	0
Napa	0	0	0	0	0	0
Solano/Vallejo	3,913,020	(3,894,534)	0	18,486	0	18,486
Sonoma	0	0	0	0	0	0
CCCTA	181,405	(179,589)	0	1,816	0	1,816
ECCTA	0	0	0	0	0	0
LAVTA	0	0	0	0	0	0
Union City	0	0	0	0	0	0
WCCTA	0	0	0	0	0	0
SUBTOTAL	**4,094,424**	**(4,074,123)**	**0**	**20,302**	**0**	**20,302**
Regional Paratransit						
Alameda	0	0	0	0	0	0
Contra Costa	0	0	0	0	0	0
Marin	0	0	0	0	0	0
Napa	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0
San Mateo	255,152	(255,152)	0	0	0	0
Santa Clara	0	0	0	0	0	0
Solano	787,624	(657,815)	0	129,809	0	129,809
Sonoma	0	0	0	0	0	0
SUBTOTAL	**1,042,776**	**(912,967)**	**0**	**129,809**	**0**	**129,809**
Lifeline						
Alameda	2,561,258	(2,468,575)	0	92,683	0	92,683
Contra Costa	1,296,613	(972,866)	0	323,747	0	323,747
Marin	428,098	(416,988)	0	11,110	0	11,110
Napa	332,878	0	0	332,878	0	332,878
San Francisco	1,234,497	(1,070,365)	0	164,132	0	164,132
San Mateo	1,259,910	(779,998)	0	479,912	0	479,912
Santa Clara	8,602,035	(3,474,903)	0	5,127,132	0	5,127,132
Solano	592,428	(470,918)	0	121,510	0	121,510
Sonoma	888,071	(854,086)	0	33,985	0	33,985
JARC Funding Restoration[5]	400,668	0	0	400,668	0	400,668
Participatory Budgeting Pilot	1,022,099	0	0	1,022,099	0	1,022,099
Reserve for a Means-Based Transit Fare	5,910,243	0	0	5,910,243	0	5,910,243
SUBTOTAL	**24,528,801**	**(10,508,699)**	**0**	**14,020,099**	**0**	**14,020,099**
MTC Regional Coordination Program[6]		0	0	0	0	0
BART to Warm Springs	1,682	(1,682)	0	0	0	0
SamTrans	40,561	0	0	40,561	0	40,561
GRAND TOTAL	**$29,708,244**	**($15,497,474)**	**$0**	**$14,210,771**	**$0**	**$14,210,771**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. The projected carryover as of 6/30/2020 does not include interest accrued in FY 2019-20. All apportionment jurisdictions must spend or request to transfer all fund balances by 6/30/2020, except for Lifeline funds which will be closed out as projects conclude.

4. FY 2018-19 - FY 2020-21 revenue is distributed through MTC Resolution 4321, adopted in February 2018. See following page for details.

5. Includes 2/26/14 Commission action to re-assign $1.1 million in FY 2014-15 Lifeline funds, and re-assigning $693,696 of MTC's Means-Based Discount Project balance.

6. See Regional Program on following page for details from FY 2018-19 onwards.

FY 2020-21 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS

FY2019-20 STA Revenue Estimate		**FY2020-21 STA Revenue Estimate**	
1. State Estimate (Nov, 19)	$67,889,961	4. Projected Carryover (Aug, 20)	$48,762,355
2. Actual Revenue (Aug, 20)		5. State Estimate[4] (Jan, 20)	$67,474,153
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	$116,236,508

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	*A*	*C*	*D*	*E=Sum(A:D)*	*F*	*G=Sum(E:F)*
Apportionment Jurisdictions	**6/30/2019 Balance (w/interest)[1]**	**FY2019-20 Outstanding Commitments[2]**	**FY2019-20 Revenue Estimate**	**6/30/2020 Projected Carryover[3]**	**FY2020-21 Revenue Estimate[4]**	**Total Available For Allocation**
County Block Grant[5]						
Alameda	499,255	(8,867,741)	8,359,440	(9,046)	8,349,235	8,340,189
Contra Costa	98,261	(10,600,690)	10,490,037	(12,392)	10,477,231	10,464,839
Marin	10,134	(2,711,879)	2,698,558	(3,187)	2,695,264	2,692,077
Napa	267,635	(1,928,357)	1,650,713	(10,008)	1,648,698	1,638,690
San Francisco	2,329,879	(2,903,814)	3,998,569	3,424,634	3,993,687	7,418,321
San Mateo	2,308,361	(1,407,983)	2,394,047	3,294,425	2,391,124	5,685,549
Santa Clara	24,933	(6,814,416)	6,664,063	(125,420)	6,655,927	6,530,507
Solano	4,788,590	(2,361,293)	4,966,343	7,393,641	4,960,280	12,353,921
Sonoma	535,610	(6,610,747)	6,067,869	(7,268)	6,060,461	6,053,193
SUBTOTAL	**10,862,659**	**(44,206,920)**	**47,289,639**	**13,945,379**	**47,231,907**	**61,177,286**
Regional Program[6]	10,945,583	(8,551,000)	12,266,988	14,661,571	12,242,246	26,903,817
Means-Based Transit Fare Program	13,692,555	(2,650,832)	8,000,000	19,041,723	8,000,000	27,041,723
Transit Emergency Service Contingency Fund[7]	746,473	33,876	333,333	1,113,682	0	1,113,682
GRAND TOTAL	**$36,247,270**	**($55,374,876)**	**$67,889,961**	**$48,762,355**	**$67,474,153**	**$116,236,508**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. The projected carryover as of 6/30/2020 does not include interest accrued in FY 2019-20.

4. FY2020-21 STA revenue generation based on January 31, 2019 State Controller's Office (SCO) forecast.

5. County Block Grant adopted through MTC Resolution 4321 in February 2018.

6. Regional Program adopted through MTC Resolution 4321 in February 2018. Balance and carryover amounts are from the MTC Regional Coordination Program established through MTC Resolution 3837, Revised. Funds are committed to Clipper® and other MTC Customer Service projects.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program. MTC expects to receive claims for funds in FY 2019-20 due to 2019 North Bay fires, which will increase outstanding commitments and reduce the fund balance below $1,000,000.

FY 2020-21 FUND ESTIMATE
BRIDGE TOLLS[1]

BRIDGE TOLL APPORTIONMENT BY CATEGORY

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=D+E*
	6/30/2019	**FY2018-20**	**FY2019-20**	**6/30/2020**	**FY2020-21**	**Total**
Fund Source	**Balance[2]**	**Outstanding Commitments[3]**	**Programming Amount[4]**	**Projected Carryover**	**Programming Amount[4]**	**Available for Allocation**
MTC 2% Toll Revenues						
Ferry Capital	5,718,615	(4,220,745)	1,000,000	2,497,870	1,000,000	3,497,870
Bay Trail	0	(450,000)	450,000	0	450,000	450,000
Studies	564,510	(139,454)	0	425,055	0	425,055
SUBTOTAL	**6,283,125**	**(4,810,199)**	**1,450,000**	**2,922,925**	**1,450,000**	**4,372,925**
5% State General Fund Revenues						
Ferry	13,055,918	(8,137,340)	3,341,267	8,259,844	3,374,680	11,634,524
Bay Trail	112,972	(383,076)	273,421	3,316	281,706	285,022
SUBTOTAL	**13,168,890**	**(8,520,416)**	**3,614,688**	**8,263,160**	**3,656,386**	**11,919,546**

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/19 is from MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2020-21 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

FY2019-20 AB1107 Revenue Estimate		**FY2020-21 AB1107 Estimate**	
1. Original MTC Estimate (Feb, 19)	$91,000,000	4. Projected Carryover (Jun, 19)	$0
2. Actual Revenue (Jun, 20)	$88,961,758	5. MTC Estimate (Feb, 19)	$93,500,000
3. Revenue Adjustment (Lines 2-1)	($2,038,242)	6. Total Funds Available (Lines 4+5)	$93,500,000

AB1107 APPORTIONMENT BY OPERATOR

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G=Sum(A:F)*	*H*	*I=Sum(G:H)*
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest)[1]	Outstanding Commitments[2]	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(44,480,879)	45,500,000	(1,019,121)	0	46,750,000	46,750,000
SFMTA	0	0	0	(44,480,879)	45,500,000	(1,019,121)	0	46,750,000	46,750,000
TOTAL	**$0**	**$0**	**$0**	**($88,961,758)**	**$91,000,000**	**($2,038,242)**	**$0**	**$93,500,000**	**$93,500,000**

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.

FY 2020-21 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS

ARTICLE 4.5 SUBAPPORTIONMENT

Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	**$4,370,703**	**$2,167,885**
AC Transit	$4,003,602	$666,416
LAVTA	$148,960	
Pleasanton	$82,480	
Union City	$135,661	
CCCTA		$883,392
ECCTA		$475,260
WCCTA		$142,816

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2020-21
CCCTA	$938,028
LAVTA	$791,448
ECCTA	$3,049,550
WCCTA	$3,204,781

Fund Source	Apportionment Jurisdictions	Claimant	Amount[1]	Program
Total Available BART STA Revenue-Based Funds			**$40,449,195**	
STA Revenue-Based	BART	CCCTA	(938,028)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(692,416)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(3,049,550)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,918,228)	BART Feeder Bus
Total Payment			**(7,598,222)**	
Remaining BART STA Revenue-Based Funds			**$32,850,973**	
Total Available BART TDA Article 4 Funds			**$385,586**	
TDA Article 4	BART-Alameda	LAVTA	(99,033)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(286,553)	BART Feeder Bus
Total Payment			**(385,586)**	
Remaining BART TDA Article 4 Funds			**$0**	
Total Available SamTrans STA Revenue-Based Funds			**$9,362,906**	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			**(801,024)**	
Remaining SamTrans STA Revenue-Based Funds			**$8,561,882**	
Total Available Union City TDA Article 4 Funds			**$10,692,452**	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			**(116,699)**	
Remaining Union City TDA Article 4 Funds			**$10,575,753**	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

FY 2020-21 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814

PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814 Spillover Payment Schedule	%	FY 2007-08 Spillover Distribution	FY2009-19 Spillover Distribution	MTC Res-3833 (RM 1 Funding)	MTC Res-3925 (STP/CMAQ Funding)	FY2020-21 Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	**$62,000,000**	**100%**	**$6,395,361**	**$0**	**$0**	**$30,951,976**	**$19,288,914**

FY 2020-21 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

FY2019-20 LCTOP Revenue Estimate[1]		**FY2020-21 LCTOP Revenue Estimate[2]**	
1. Estimated Statewide Appropriation (Jan, 20)	$114,100,000	5. Estimated Statewide Appropriation (Jan, 20)	$125,000,000
2. MTC Region Revenue-Based Funding	$30,506,964	6. Estimated MTC Region Revenue-Based Funding	$33,421,301
3. MTC Region Population-Based Funding	$11,121,369	7. Estimated MTC Region Population-Based Funding	$12,183,796
4. Total MTC Region Funds	**$41,628,333**	**8. Estimated Total MTC Region Funds**	**$45,605,097**

1. The FY 2019-20 LCTOP revenue generation is based on the $114 million revised estimate included in the FY 2020-21 State Budget.

2. The FY 2020-21 LCTOP revenue generation is based on the $125 million estimated in the FY 2020-21 State Budget.

FY 2020-21 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS

FY2019-20 SGR Population-Based Revenue Estimate		**FY2020-21 SGR Population-Based Revenue Estimate**	
1. State Estimate (Nov, 19)	$28,775,741	4. Projected Carryover (Aug, 20)	$28,618,947
2. Actual Revenue (Aug, 20)		5. State Estimate (Jan, 20)	$29,610,203
3. Revenue Adjustment (Lines 2-1)	$0	6. Total Funds Available (Lines 4+5)	$58,229,150

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
Apportionment Jurisdictions	**6/30/2019 Balance (w/interest)**	**FY2018-20 Outstanding Commitments**	**FY2019-20 Revenue Estimate[1]**	**6/30/2020 Projected Carryover**	**FY2020-21 Revenue Estimate[2]**	**Total Available For Allocation**
ACCMA - Corresponding to ACE	91	0	44,850	44,942	46,151	91,093
Caltrain	12	(142,483)	1,312,844	1,170,373	1,350,915	2,521,288
CCCTA	260	0	122,020	122,280	125,558	247,838
City of Dixon	3	0	1,144	1,147	1,177	2,324
ECCTA	122	0	64,126	64,247	65,985	130,232
City of Fairfield	79	0	25,272	25,351	26,005	51,356
GGBHTD	2,786	0	1,319,709	1,322,496	1,357,979	2,680,475
LAVTA	116	0	54,039	54,155	55,606	109,761
Marin Transit	0	(74,638)	257,747	183,109	265,221	448,330
NVTA	38	0	17,924	17,962	18,444	36,406
City of Petaluma	14	0	7,630	7,644	7,852	15,496
City of Rio Vista	1	0	1,152	1,154	1,186	2,340
SamTrans	2,751	0	1,254,860	1,257,611	1,291,249	2,548,860
SMART	573	0	261,992	262,565	269,589	532,154
City of Santa Rosa	58	0	24,755	24,813	25,473	50,286
Solano County Transit	125	0	54,385	54,509	55,962	110,471
Sonoma County Transit	77	0	34,879	34,956	35,890	70,846
City of Union City	38	0	17,993	18,031	18,515	36,546
Vacaville City Coach	9	0	4,526	4,535	4,657	9,192
VTA	10,027	0	3,592,405	3,602,432	3,696,581	7,299,013
VTA - Corresponding to ACE	71	0	33,474	33,545	34,444	67,989
WCCTA	162	0	77,944	78,106	80,205	158,311
WETA	676	0	357,702	358,378	368,075	726,453
SUBTOTAL	**18,089**	**(217,121)**	**8,943,373**	**8,744,341**	**9,202,720**	**17,947,061**
AC Transit	7,068	0	3,749,383	3,756,451	3,858,111	7,614,562
BART	13,713	0	6,288,661	6,302,374	6,471,025	12,773,399
SFMTA	21,458	0	9,794,323	9,815,781	10,078,347	19,894,128
SUBTOTAL	**42,239**	**0**	**19,832,368**	**19,874,606**	**20,407,483**	**40,282,089**
GRAND TOTAL	**$60,329**	**($217,121)**	**$28,775,741**	**$28,618,947**	**$29,610,203**	**$58,229,150**

1. FY2019-20 State of Good Repair Program revenue generation is based on November 21, 2019 estimates from the State Controller's Office (SCO).

2. FY2020-21 State of Good Repair Program revenue generation is based on January 31, 2020p estimates from the State Controller's Office (SCO).

FY 2020-21 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS

FY2019-20 SGR Population-Based Revenue Estimate		**FY2020-21 SGR Population-Based Revenue Estimate**	
1. State Estimate (Nov, 19)	$10,490,248	4. Projected Carryover (Aug, 20)	$10,539,700
2. Actual Revenue (Aug, 20)		5. State Estimate (Jan, 20)	$10,794,453
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	**$21,334,153**

SGR PROGRAM POPULATION-BASED APPORTIONMENT

Column	***A***	***B***	***C***	***D=Sum(A:C)***	***E***	***F=Sum(D:E)***
	6/30/2019	**FY2018-20**	**FY2019-20**	**6/30/2020**	**FY2020-21**	**Total**
Apportionment	**Balance (w/interest)**	**Outstanding Commitments**	**Revenue Estimate[1]**	**Projected Carryover**	**Revenue Estimate[2]**	**Available For Allocation**
Clipper®/Clipper® 2.0[3]	6,112,080	(6,062,628)	10,490,248	10,539,700	10,794,453	21,334,153
GRAND TOTAL	**$6,112,080**	**($6,062,628)**	**$10,490,248**	**$10,539,700**	**$10,794,453**	**$21,334,153**

1. FY2019-20 State of Good Repair Program revenue generation is based on November 21, 2019 estimates from the State Controller's Office (SCO).

2. FY2020-21 State of Good Repair Program revenue generation is based on January 31, 2020 estimates from the State Controller's Office (SCO).

3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC
Revised: 07/22/20-C

ABSTRACT

Resolution No. 4430, Revised

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).

On July 22, 2020, Attachment A was revised to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA), SolTrans, Sonoma County Transit, and Vacaville.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020 and July 8, 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 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 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
Revised: 07/22/20-C

Attachment A
MTC Resolution No. 4430
Page 1 of 1

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
LAVTA	Transit Operations	9,941,236	08	07/22/20	LAVTA
Sonoma County	Transit Operations	5,506,420	09	07/22/20	Sonoma County
Sonoma County	Transit Operations	172,665	10	07/22/20	Petaluma
SolTrans	Transit Operations	3,772,833	11	07/22/20	Vallejo/Benicia
NVTA	Transit Operations	1,497,200	12	07/22/20	NVTA
	Subtotal	**178,491,824**			
5803 - 99260A Transit - Capital					
LAVTA	Transit Capital	2,298,700	13	07/22/20	LAVTA
NVTA	Transit Capital	2,763,521	14	07/22/20	NVTA
	Subtotal	**5,062,221**			
5807 - 99400C General Public - Operating					
Sonoma County	Transit Operations	1,591,839	15	07/22/20	Sonoma County
Sonoma County	Transit Operations	34,533	16	07/22/20	Petaluma
Vacaville	Transit Operations	1,314,318	17	07/22/20	Vacaville
	Subtotal	**2,940,690**			
	TOTAL	**193,737,531**			

ALLOCATION OF FISCAL YEAR 2020-21
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

Transportation Development Act Article 4 Funds
Public Utilities Code § 99268 et seq.

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

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6633.l, or § 6634; and

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

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

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

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

Transportation Development Act Article 8 Transit Funds

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

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

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6634.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC
Revised: 07/22/20-C

ABSTRACT

Resolution No. 4431, Revised

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).

Attachment A to this resolution was revised on July 22, 2020 to allocate funds to SolTrans.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020 and July 8, 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 993l3.6, 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 993l3.6(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 2l 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 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 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.

Date: June 24, 2020
Referred by: PAC
Revised: 07/22/20-C

Attachment A
MTC Resolution No. 4431
Page 1 of 1

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**			
5820 - 6730A Operating Costs - County Block Grant					
SolTrans	Transit Operations	1,388,993	08	07/22/20	Solano County
	Subtotal	**1,388,993**			
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	**48,984,015**			

ALLOCATION OF FISCAL YEAR 2020-21 STATE TRANSIT ASSISTANCE FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

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

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. l209, Revised), as so attested to by the claimant's chief financial officer; and

4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and

5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and

8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and

10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: July 22, 2020
W.I.: 1511
Referred by: PAC

ABSTRACT

Resolution No. 4434

This resolution adopts the project allocations for the Caltrans transit State of Good Repair Program for the San Francisco Bay Area for Fiscal Year (FY) 2020-21.

This resolution includes the following attachment:

Attachment A – FY 2020-21 State of Good Repair Program Public Utilities Code § 99314 and 99313 Project List

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated July 8, 2020.

Date: July 22, 2020
W.I.: 1511
Referred by: PAC

RE: Caltrans Transit State of Good Repair Program, FY 2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4434

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, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, the SGR Program will provide approximately $105 million annually to transit operators in California for eligible transit maintenance and capital projects; and

WHEREAS, Public Utilities Code § 99313 and 99314 provides for the allocation by the State Controller of SGR Program 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 based on each Bay Area operator's qualifying revenue, respectively; and

WHEREAS, the State Department of Transportation (Caltrans) is responsible for administering the SGR Program; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing SGR Program funds to eligible project sponsors; and

WHEREAS, Caltrans' guidelines for the Fiscal Year 2020-21 SGR Program require Regional Transportation Planning Agencies (RTPAs) like MTC to approve and submit a regional project list for all Public Utilities Code § 99314 and 99313 funds to be allocated to operators in the Bay Area; and

WHEREAS, staff has prepared a SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, Attachment A, for submittal to Caltrans, said attachment attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the Fiscal Year 2020-21 SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations, guidelines, for all SGR Program funded projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that should the final Fiscal Year 2020-21 amount differ from the State Controller's Office estimate, any amount above or below the estimate will be allocated to the projects listed in Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make minor changes to Attachment A to conform to sponsor requests, and Caltrans and State Controller's actions.

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 July 22, 2020.

Fiscal Year 2020-21 State of Good Repair Program Public Utilities Code § 99314 Project List			
Agency	**Project Title**	**Amount**	**Notes**
Alameda-Contra Costa Transit District (AC Transit)	Replace Underground Storage Tanks at Division 2	$950,000	
Alameda-Contra Costa Transit District (AC Transit)	Replace Underground Storage Tanks at Central Maintenance Facility	$2,000,000	
Alameda-Contra Costa Transit District (AC Transit)	Repair and replace roof at Division 2	$908,111	
ACE Train (Alameda County Apportionment)	Railcar Midlife Overhaul	$46,151	
BART	Preventative Maintenance and Renovation of Various BART District-wide Systems	$6,471,025	
Peninsula Corridor Joint Powers Board (Caltrain)	Marin/Napoleon Bridge Replacement	$1,350,915	Includes apportionments for Caltrain ($1,350,915), VTA ($3,696,581), and ACE - Corresponding to VTA ($34,444). VTA notified MTC and Caltrain on March 24,2020 that is was transferring all of its FY 2020-21 SGR Program 99314 funds to Caltrain.
Peninsula Corridor Joint Powers Board (Caltrain)	Preventative Maintenance	$3,731,025	
Central Contra Costa Transit Authority (County Connection)	ITS Maintenance for Onbard Technology	$125,558	
City of Fairfield (FAST)	Corporation Yard Transit Fleet Electrification Project	$31,839	Includes apportionments for FAST ($26,005), City of Dixon ($1,177) and City of Vacaville ($4,657). Dixon and Vacaville notified MTC and FAST that they wished to transfer all of their FY 2019-20 SGR Program 99314 funds to FAST.

Fiscal Year 2020-21 State of Good Repair Program Public Utilities Code § 99314 Project List			
Agency	**Project Title**	**Amount**	**Notes**
Golden Gate Bridge Highway and Transportation District	New Passenger Ferry Vessel Acquisition	$1,357,979	
Livermore-Amador Valley Transit Authority (Wheels)	Preventative Maintenance	$55,606	
Marin County Transit District (Marin Transit)	Replace Nine Shuttle vehicles	$265,221	
Napa County Transportation and Planning Agency	Vine Transit Bus Maintenance Facility	$18,444	
City of Petaluma	Preventative Maintenance	$7,852	
San Mateo County Transit District (SamTrans)	Onboard Wi-FI Equipment Retrofit for 225 Buses	$1,291,249	
City of Santa Rosa (Santa Rosa City Bus)	Preventive Maintenance of Fixed-Route Fleet	$25,473	
City of San Francisco (SFMTA)	SFMTA Facilities SGR Project FY20-21	$5,039,174	
City of San Francisco (SFMTA)	SFMTA Fixed Guideway SGR Project FY20-21	$5,039,174	
Sonoma-Marin Area Rail Transit District (SMART)	SMART Capital Spare Parts	$269,589	
Solano County Transit (SolTrans)	Gillig Hybrid Bus Battery Replacement Project	$57,148	Includes apportionments for SolTrans ($55,962) and Rio Vista ($1,186). Rio Vista notified MTC and SolTrans that they wished to transfer all of their FY 2019-20 SGR Program 99314 funds to SolTrans.
County of Sonoma (Sonoma County Transit)	Transit Facility Rehabilitation	$35,890	
Eastern Contra Costa Transit Authority (TriDelta Transit)	Maintenance Software Replacement	$65,985	
City of Union City (Union City Transit)	Paratransit Vehicle Replacement	$18,515	
Western Contra Costa Transit Authority (WestCAT)	Local Match for Purchase of Replacement Revenue Vehicles	$80,205	

Fiscal Year 2020-21 State of Good Repair Program Public Utilities Code § 99314 Project List			
Agency	**Project Title**	**Amount**	**Notes**
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Replacement Vessel for the M/V Bay Breeze	$368,075	
TOTAL		**$29,610,203**	

Fiscal Year 2020-21 State of Good Repair Program Public Utilities Code § 99313 Project List			
Agency	**Project Title**	**Amount**	**Notes**
Metropolitan Transportation Commission	Clipper/Next Generation Clipper System	$10,794,453	
TOTAL		**$10,794,453**	

Photo: Jim Mauer

FY 2020-21 Fund Estimate Revision

Programming and Allocations Committee
July 8, 2020

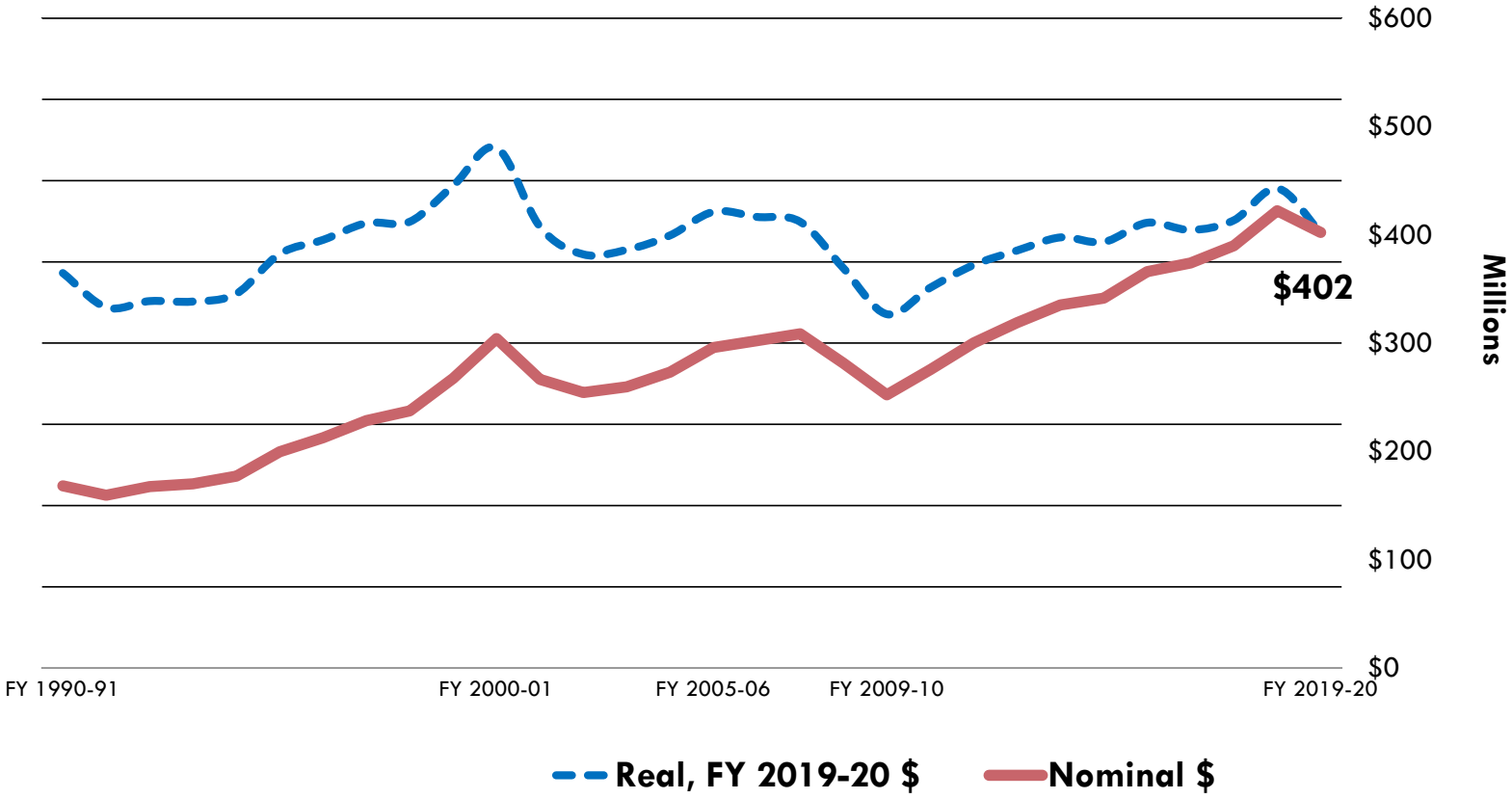
Agenda Item 3a

July Fund Estimate Revision

- Updates the Fund Estimate to incorporate actual FY 2019-20 revenue for the TDA ¼ cent sales tax and the AB 1107 sales tax in the three BART district counties
- TDA sales tax revenue for FY 2019-20 is -6.4% lower than originally anticipated, resulting in a loss of $28 million
- Rescissions and FY 2020-21 allocations to operators
- Endorsement of SGR Program project list for FY 2020-21
- STA and SGR Program revisions to the Fund Estimate will take place this fall

Photo: Jim Mauer

TDA Sales Tax Revenue
First Decline in a Decade in FY 2019-20



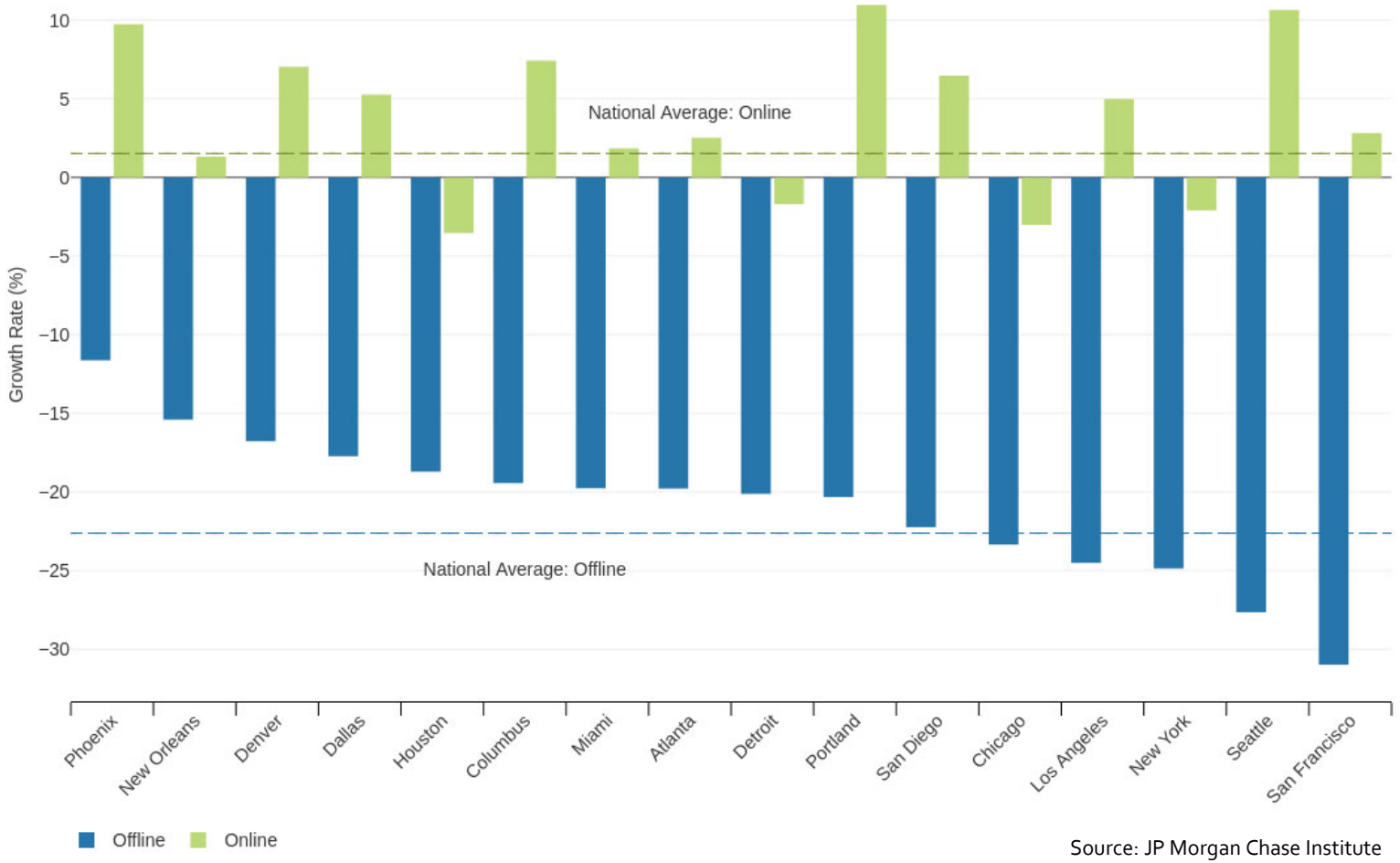
Source:
1. Actuals reported by CA Dept. of Tax & Fee Admin.

Impact of COVID-19 on Sales Tax Revenue

- Tremendous uncertainty about the magnitude of the impact of COVID-19 on sales tax revenue due to delays in reporting and state sales tax deferral programs
- Early indicators show a major decline in sales tax revenue which will impact local government
- TDA sales tax funds are a key source of transit operations funding

Credit Card Data Offers Hints of Impact on Sales Tax

% Change March 2019 to March 2020



Source: JP Morgan Chase Institute

Other Items Included in this Fund Estimate Update

- Endorsement of SGR Program project list for FY 2020-21
  - Required by Caltrans
  - Funds generated by SB 1 vehicle registration fee, so will not be significantly impacted by COVID-19
- Allocations of FY 2020-21 TDA sales tax and STA funds
  - Approximately $30 million to five transit operators

Photo: Jim Maher

Staff recommendation is to forward to the Commission for approval:

MTC Resolutions

- **4402**, Revised (FY 2020-21 Fund Estimate),
- **4430**, Revised (TDA Allocations)
- **4431**, Revised (STA Allocations)
- **4434** (FY 2020-21 SGR Program Project List)

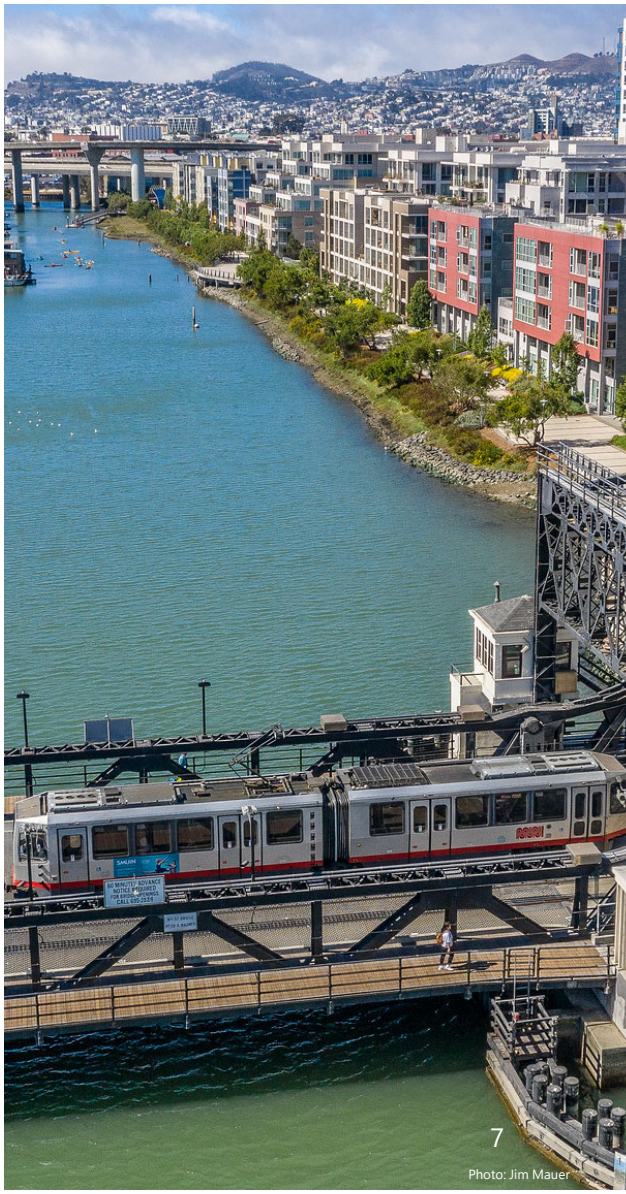


Photo: Jim Mauer

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0810	**Version:**	1	**Name:**	
Type:	Contract			**Status:**	Commission Approval
File created:	5/8/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	Diridon Station Cooperative Agreement. A request for approval to enter into a cooperative agreement with the City of San Jose, Peninsula Corridor Joint Powers Board (Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High Speed Rail Authority to support the development of the San Jose Diridon Station Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3b 20-0810 Diridon Coop Agreement.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Diridon Station Cooperative Agreement.

A request for approval to enter into a cooperative agreement with the City of San Jose, Peninsula Corridor Joint Powers Board (Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High Speed Rail Authority to support the development of the San Jose Diridon Station Program.

Presenter:
Melanie Choy

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission

Programming and Allocations Committee

July 8, 2020 **Agenda Item 3b - 20-0810**

Diridon Station Cooperative Agreement

Subject: A request for approval to enter into a cooperative agreement with the City of San Jose, Peninsula Corridor Joint Powers Board (Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High Speed Rail Authority to support the development of the San Jose Diridon Station Program.

Background: Planned electrified Caltrain, BART, commuter rail, high-speed rail, light rail, and bus services are all envisioned to meet at and serve the San Jose Diridon Station. The City of San Jose has also adopted plans for substantial transit-oriented development near the station, which would bring thousands of new jobs and residents to the area. With these changes, Diridon Station is poised to become an important intermodal station (see Attachment A). In order to plan for the substantial growth of Diridon Station, the City of San Jose, the Peninsula Corridor Joint Powers Board (Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High-Speed Rail Authority, (the "Partner Agencies") formed a public agency partnership via a Cooperative Agreement (Co-op) in July 2018. The Partner Agencies have been working together on a plan to expand and redesign Diridon Station to provide smooth connections between modes and integration with the surrounding neighborhoods.

Conceptual Design Approved and Next Steps

In Spring 2020, four Partner Agencies approved a conceptual station design and achieved an important milestone for the project. As a next step in the project development, the agencies are currently proceeding with limited, necessary technical work to inform near-term adjacent private development decisions and an organizational structure and governance assessment. In July 2020, the Partner Agencies plan to amend the Co-op to add MTC as a 5th Partner Agency and make minor technical revisions.

Regional Role

The San Jose Diridon Station project is one of several major rail infrastructure projects currently in development. MTC has a significant role to play in major projects to ensure regional coordination in planning and funding and in the delivery of the region's long range transportation plan. Attachment B summarizes MTC's role in a number of major regional projects. This attachment was also included in the May 2020 Operations Committee item authorizing staff to enter into a Memorandum of Understanding (MOU) on the Downtown Rail Extension (DTX). The Diridon Co-op request is consistent with the DTX MOU request, although the projects are at different stages of development.

Over the past year, MTC staff has been working with the Partner Agencies' staff to support the project development and governance structure discussions. The original Co-op (Attachment C) establishes an integrated, multi-agency team composed of the partner agencies. The team includes an Executive Steering Committee and supporting Leadership Teams to guide the policy and technical work plan, resolve conflicts, and make recommendations.

Funding
MTC is a major funding partner through the Regional Measure 3 program and has an endorsement role in various state and federal discretionary programs. In 2018, MTC provided $1.3 million to the Diridon Integrated Station Concept Plan and Regional Measure 3 includes $100 million for the project. The Diridon project partners have preliminarily requested consideration for additional MTC planning funds for the project. The project scope and project funding request will be finalized in the coming months and staff anticipates bringing the Diridon Station 2020-2021 work scope and funding request to the Commission for consideration.

MTC staff recommends the Commission authorize the Executive Director to enter into an 18-month Co-op with the Partner Agencies with a focus on supporting and advancing the planning of the San Jose Diridon Integrated Station. The City of San Jose, Caltrain, VTA and the California High Speed Rail Authority are expected to approve the agreement in June and July.

Issues: The economic impact of COVID-19 appears likely to impact transportation revenue significantly. While restoring transit operations to stable levels is top priority, there is value in continuing to plan for a future transit system that is connected and integrated, as is envisioned in the planning for the San Jose Diridon Station. The work plan under the Co-op is an opportunity for MTC to participate actively in considering the new economic landscape.

Recommendation: Refer the cooperative agreement with the City of San Jose, Peninsula Corridor Joint Powers Board (Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High Speed Rail Authority in development of the San Jose Diridon Station to the Commission for approval and authorize the Executive Director to negotiate and enter into an agreement that is substantially in the same form as Attachment C.

Attachments: Attachment A – San Jose Diridon Station Program Map
Attachment B – Large Projects with MTC/BATA Participation
Attachment C – Original Cooperative Agreement for San Jose Diridon Station
Attachment D – Draft Amended and Restated Cooperative Agreement for San Jose Diridon Station

Therese W. McMillan

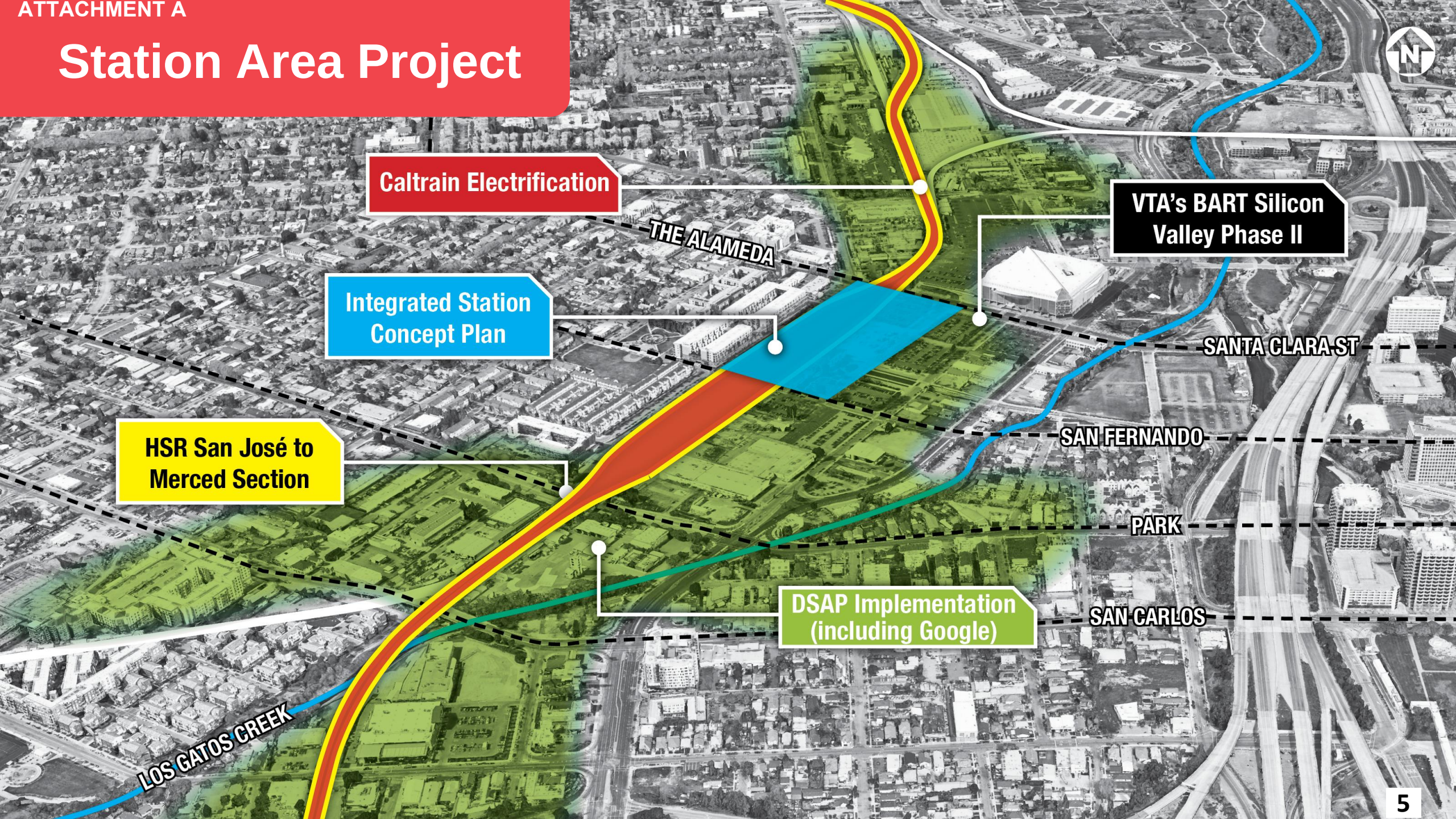
REQUEST FOR COMMISSION APPROVAL

Summary of Proposed Memorandum of Understanding

Work Item No.:	1122
Parties:	City of San Jose, Peninsula Corridor Joint Powers Board (Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High Speed Rail Authority ("Partner Agencies")
Work Project Title:	San Jose Diridon Station
Purpose of Project:	Support the Partner Agencies in development of the San Jose Diridon Station Program
Brief Scope of Work:	Participate in an integrated, multi-agency team that will support the initial planning of a San Jose Diridon Integrated Station Concept Plan, project development, and reviewing options for governance.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a cooperative agreement with the City of San Jose, Peninsula Corridor Joint Powers Board (Caltrain), Santa Clara Valley Transportation Authority (VTA), and the California High Speed Rail Authority in development of the San Jose Diridon Station as described above and in the Programming and Allocations Committee Summary Sheet dated July 8, 2020.
Commission :	_____
	Scott Haggerty, Chair
Approved:	July 22, 2020

ATTACHMENT A

Station Area Project



Large Projects with MTC/BATA Participation in Governance, Risk Management and Delivery

Project	Cost	Current Phase	MTC Roles (in addition to Funding Partner)	Start of MTC's Involvement	Agreements
Regional Rail Projects					
Transbay Terminal Phase 1	$2 B	Construction Complete	1. Independent cost review 2. Cost Review Committee 3. Peer review of fractured girder	1-2. Cost increase 3. Girder fracture	1. Cost Review conducted by MTC in coordination with TJPA 2. Transbay Project Cost Oversight Agreement 3. Cooperative Agreement
Caltrans Electrification	$2 B	Under Construction	Change Management Committee	Cost increase	MOU, executed
Peninsula Corridor Rail Program – Downtown Extension	$4 B	Design	Executive Steering Committee Regional rail planning and funding	Start of design	MOU (subject to MTC approval)
Valley Link	$2–$3 B	Environmental	Executive Steering Committee Project Policy Committee	Start of environmental	Funding Agreements (subject to MTC approval)
Diridon Station	TBD	Planning	Executive Committee Policy Director Committee Organizational Subcommittee	Initial studies	TBD
Transbay Rail Crossing	$30 - $50 B	Initial Studies	TBD	Initial studies	TBD
Roadway/Bridge Projects					
Toll Bridge Seismic Retrofit Program	$7 B	Construction Complete	Toll Bridge Program Oversight Committee Project Management Team Risk Management Independent cost and technical reviews	Cost increase	Cooperative Agreement, executed MOU, executed
State Route 37	$4 B	Environmental	Lead for initial studies Executive Steering Committee Hire project director Lead interim project	Initial studies	MOU, executed

COOPERATIVE AGREEMENT FOR
SAN JOSE DIRIDON STATION

This Cooperative Agreement (AGREEMENT) dated July 12th of 2018, is entered into by and between the Santa Clara Valley Transportation Authority (VTA), Peninsula Corridor Joint Powers Board (PCJPD), California High Speed Rail Authority (HSR), and the City of San Jose (City) (collectively referred to as the "Agencies," and individually as "Agency").

SECTION I – RECITALS

A. WHEREAS, the San Jose Diridon Station is a major transit hub serving Amtrak, Altamont Commuter Express (ACE), PCJPB, and VTA light rail and bus located in the City of San Jose, on property owned and controlled by Caltrain. With the addition of Bay Area Rapid Transit (BART) and HSR service, and expanded Caltrain, ACE and Amtrak Capitol Corridor and Amtrak service, San Jose Diridon Station will become one of the busiest intermodal stations in North America.

B. WHEREAS, major employers are planning to build space for tens of thousands of new workers adjacent to the station, which will transform the station district into a preeminent employment center in the Bay Area.

C. WHEREAS, to effectively accommodate this planned activity and future capacity needs, the station must be completely reconfigured in an integrated fashion that connects all these transit services with each other and with the development surrounding the station.

D. WHEREAS, the Agencies desire to cooperatively work together to prepare a San Jose Diridon Integrated Station Concept Plan ("Plan"), which will be a plan of a reconfigured San Jose Diridon Station that meets the goals expressed in Recital C. The Plan is a critical building block to achieving the potential of this station, the track envelope, and the surrounding area. Coordination between Agencies is essential to establish an agreed upon plan for the station and to maximize funding to deliver a world-class destination and transportation hub that provides seamless customer experience for movement between transit modes within the station and into the surrounding neighborhoods and Downtown.

E. WHEREAS, VTA is a special district responsible for public transit services, congestion management, specific highway improvement projects, and countywide transportation planning for Santa Clara County, California.

F. WHEREAS, PCJPB is a joint powers authority with three member agencies: the City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara Valley Transportation Authority. The PCJPB owns, manages and operates the commuter rail line, and passenger stations, connecting three counties: San Francisco, San Mateo and Santa Clara. It is responsible for the railroad operations, engineering, planning, and maintenance of the rail corridor and stations, including the San Jose Diridon Station, from San Francisco to Tamien, and for rail services from Tamien to Gilroy.

G. WHEREAS, HSR is responsible for planning, designing, building, and operating the first high-speed rail system in the nation. The system will run from San Francisco to the Los Angeles basin.

H. WHEREAS, City is a Municipal Corporation and a Charter City in the State of California. The City is responsible for land use regulations and the operation and maintenance of public utilities, such as water, sewer, storm, and streets, within its corporate boundaries.

I. WHEREAS, the purpose of this AGREEMENT is to establish the framework for the coordination between the four Agencies for the preparation and implementation of the Plan, including defining roles and responsibilities, funding requirements, and schedule. Guiding principles of this AGREEMENT and Plan process are included in Section 2.

J. WHEREAS, the delivery of the Plan will be performed in two phases. During the first phase, the Contractor will develop a single preferred option ("Phase I"). In Phase II, the Contractor will develop a concept plan for the Station. The estimated cost for the completion of Phases I and II is approximately $6.5 million, with Phase I estimated at $3.4 million and Phase II at $2.5 million.

K. WHEREAS, VTA intends to issue a Master Services Agreement to Arcadis U.S., Inc. in the amount of $6.5 million (including a 10 percent contingency) for performing Phase I and Phase II of the Plan.

L. WHEREAS, the Agencies wish to set forth in this Agreement their commitment and respective obligations in connection with the preparation and implementation of the Plan.

NOW, THEREFORE, in consideration of the mutual promises contained in this Agreement, the Parties agree as follows:

SECTION II – SCOPE OF AGREEMENT

1. GUIDING PRINCIPLES.

The Agencies shall be guided by the following principles, which shall be applied in the preparation of the Plan:

- Follow the communication and organizational models and decision making process that will be agreed upon in the Plan process.

- Treat the San Jose Diridon Station ("Intermodal Station" or "Station") area as a singular, urban transit project rather than an overlap of several capital projects, but mutually support each Agency's endeavor to complete their individual capital projects.

- Plan and design transit and station infrastructure for future capacity needs.

- Delineate the spatial needs of the Station to support the rail and transit operations while focusing on the experience of the transit and station user.

- Focus on the interaction and cohesiveness between transit systems, public space, and private development.

- Emphasize regional interconnectivity to expand and enhance the service provided to customers and its ability to relieve regional traffic congestion.

- Be respectful of the fact that each agency has its own projects, policies, procedures, constraints, opportunities, funding availability and sources, and schedules.

- Develop an integrated community engagement by all Agencies for work related directly to the Intermodal Station.

- Commit to the Plan through the final construction stages once a plan is completed.

Guiding Principles is not intended to pre-commit any of the Agency's discretion to approve its individual projects prior to completing its environmental review process, whether related to the Station or otherwise. In addition, the Agencies recognize and acknowledge that HSR has a grant agreement obligation to the federal government to accomplish, by the end of 2022, environmental clearances for two sections of its statewide project that each will utilize Diridon Station in some capacity/configuration, and these Guiding Principles will be interpreted not to interfere with that obligation.

2. INTEGRATED STATION CONCEPT PLAN WORK PRODUCT.

VTA leads the solicitation process of selecting a contractor that will prepare and deliver the Plan (the "Contractor") under a task order contract, which is a contract for services that does not specify a firm quantity of services (other than a minimum or maximum quantity) and that provides for the issuance of orders for the performance of specific tasks during the period of the contract. Services by the Contractor shall only commence upon the issuance of a specific task-order for the services requested in the specific task order. Once VTA, in collaboration with the Agencies has selected a Contractor, the Agencies, through the working committee as set forth in Section 4, will mutually agree upon the scope of the task orders to be issued to the Contractor for work to be performed. The scope of the task order(s) will generally include, in whole or in part, managing the process of Agencies' decision making, coordinating the short and long term plans and needs of the Agencies for efficient rail and transit service, reviewing intermodal access to the Station, assessing Agencies funding capabilities, strategizing on the environmental clearance process, and providing organization models. The deliverable will include a final Plan that will finalize and visually present Agency commitments, environmental and funding strategies, architectural renderings, cost estimates, and project phasing for the San Jose Diridon Station.

3. ROLES AND RESPONSIBILITIES.

A. **VTA:** VTA will solicit, contract with, and manage the Contractor that will deliver the Plan on behalf of the Agencies. VTA will be responsible for providing information related to VTA design standards and operational requirements for the BART, lightrail, and bus systems within the Diridon Station Area and to actively participate in meetings, document review, and public outreach. VTA will be the signatory to the agreement with the Contractor and shall act as the project manager in connection with the preparation of the Plan. Upon the agreement of the Agencies on the scope of the task order and upon execution of any funding agreements whereby the Agencies contribute toward the cost of the Contractor services, VTA may issue the task order to the Contractor. VTA will have the discretion to not issue any task order to the Contractor if there is insufficient funding to pay for the services in the task order. VTA will endeavor to share in the cost of the Contractor, as set forth in Section 5, Funding.

B. **PCJPB**: PCJPB is the owner of the current San Jose Diridon Station. The PCJPB operates the Caltrain commuter rail service and is responsible for providing Caltrain design standards and operational requirements within the San Jose Diridon Station Area, including on behalf of its tenants, as well as actively participating in meetings, document review, and public outreach. PCJPB will endeavor to share in the cost to prepare the Plan, as set forth in Section 5, Funding.

C. **HSR:** HSR will be responsible for providing High Speed Rail design standards and operational requirements within the Station Area, and to actively participate in meetings, document review, and public outreach. HSR will endeavor to share in the cost to prepare the Plan, as set forth in Section 5, Funding.

D. **CITY:** City is responsible for providing design standards and operational requirements related to City infrastructure, urban guidelines, within the Station Area, specifically transportation-related infrastructure, and to actively participate in meetings, document review, and public outreach. Infrastructure information includes existing capital projects either programmed or anticipated, as required to support station and other development with the Diridon Station Area. City will endeavor to share in the cost to prepare the Plan, as set forth in Section 5, Funding.

4. ORGANIZATION.

In order to facilitate the technical analysis and communication, the Agencies shall establish two committees, as follows:

i. A steering committee, consisting of one executive-level member from each Agency, shall be responsible to set executive level direction for the Plan effort. Participation in regular meetings (e.g., quarterly) will be required for each member of the steering committee member to ensure the Plan continues to move forward.

ii. A working committee consisting of one manager-level member from each agency will serve as project level technical management committee for the Plan. The working committee will be available to the VTA project manager upon execution of this agreement, provide direction to the Contractor regarding contractual and performance issues, such as changes in scope and schedule. The working committee is also authorized by each Agency, to review all administrative and final drafts prepared by Contractor and to recommend modifications or acceptance as appropriate.

The Agencies may establish other committees based on the recommendations of the selected Contractor.

5. FUNDING.

A. The Agencies will endeavor to contribute financially toward the cost of Contractor contracts to prepare the Plan. The goal is for each of the Agencies to equally share in the Contractor cost. The Agencies agree to jointly pursue funding opportunities where applicable. When joint funds are secured, the applicable funds will be utilized to fund the Plan beyond the individual agency shares. Joint funds are not meant to supplement an individual agency's share. Specific funding commitments and funding arrangement will be subject to separate funding agreements between VTA and each Agency. Any and all costs (direct, indirect, or staff time) incurred by the Agencies, with the exception of the costs for Contractor's services, are the responsibility of each respective Agency.

B. Upon execution of this Agreement, each Agency will endeavor to identify the source of funds to be contributed to the preparation of the Plan and management of the planning and organization process. Any restricted funds must be identified prior to execution of any agreement with the Contractor so the agreement with the Contractor can accommodate all reporting forms and language as may be required. Each Agency is responsible for submission of necessary paperwork and reports to meet contributed funding source requirements. VTA will provide copies of Contractor invoices to each of the Agencies.

C. Upon execution of this Agreement by the Agencies, each Agency and VTA will endeavor to execute funding agreements for each Agency's funding commitment. Contributions shall be made pursuant to the terms of the Funding Agreement.

D. VTA may issue task orders to the Contractor for the Contractor to proceed with services upon execution of the Funding Agreements and upon the mutual agreement of the Agencies relating to the scope of the task order. However, VTA may, in its sole discretion, wait for sufficient funding commitments from the Agencies before issuing a task order to ensure that there will be sufficient funds to pay Contractor for services rendered under the task order.

6. TERM.

This Agreement shall become effective upon full execution of the Agreement and shall remain in effect for 24 months, or through June 30, 2020, whichever is later.

7. **TERMINATION.**

Any Agency may terminate this Agreement at any time, for any reason, upon giving thirty (30) calendar days written notice to the other Agencies in compliance with the Notice provision of this Agreement. Upon notice of termination of this Agreement, VTA shall invoice the terminating agency for its pro-rata share of all unpaid Contractor costs for Contractor services rendered up to the date of termination. The remaining Agencies may amend this Agreement to continue with the Preparation of the Plan or to terminate this Agreement.

8. **GENERAL CONDITIONS.**

A. **Audit and Record Retention.** The representative of each Agency may audit the expenses incurred in the performance of this Agreement. Each Agency shall retain all records related to the performance of this Agreement and the preparation of the Plan for three (3) years after the completion of this endeavor. During this period, Each Agency shall make these records available within a reasonable time to any of the Agencies for inspection upon request.

B. **Parties' Representatives.** The General Manager of VTA or he designee is hereby made the representative of VTA for all purposes under this Agreement. The City Manger for CITY or the Director's designee is hereby made the representative of CITY for all purposes under this Agreement. The Acting Northern California Director for HSR or his/her designee is made a representative of HSR for all purposes under this Agreement. The Director of Planning for PCJPB or his/her designee is hereby made the representative of CITY for all purposes under this Agreement.

C. **Indemnification.** Pursuant to Government Code Section 895.4, each of the Agencies hereto shall fully indemnify, defend and hold the other Agencies, their officers, employees and agents, harmless from any damage or liability imposed for injury (as defined in Government Code Section 810.8) occurring by reason of the negligent acts or omissions or willful misconduct of the indemnifying Agency, its officers, employees or agents, under or in connection with any work, authority or jurisdiction delegated to such Agency under this Agreement. No Agency, nor any officer, employee or agent thereof shall be responsible for any damage or liability occurring by reason of the negligent acts or omissions or willful misconduct of the other Agencies hereto, their officers, employees or agents, under or in connection with any work, authority or jurisdiction delegated to such other Agency under this Agreement.

D. **No Waiver.** The failure of any Agency to insist upon the strict performance of any of the terms, covenants, or conditions of this Agreement shall not be deemed a waiver of any right or remedy that any Agency may have, and shall not be deemed a waiver of its right to require strict performance of all of the terms, covenants, and conditions thereafter.

E. **Notice.** Any notice required to be given by any of the Agency, or which any Agency may wish to give, shall be in writing and sent by U.S. Mail or personal delivery, along with a courtesy copy by email as follows:

To VTA: Santa Clara Valley Transportation Authority
Attention: Chris Augenstein, Director of Planning & Programming
3331 North First Street, Bldg. B-2
San Jose, CA 95134-1906
Email: Chris.Augenstein@vta.org
Telephone: (408) 321-7093

To CITY: City of San Jose
Attention: Dave Sykes, City Manager
200 East Santa Clara Street, 17th Floor
San Jose, CA 95113
Email: Dave.Sykes@sanjoseca.gov
Telephone: (408) 535-8190

To HSR: California High Speed Rail Authority
Attention: Boris Lipkin, Acting Northern California Director
100 Paseo De San Antonio, Suite 206 San
Jose, CA 95113
Email: Boris.Lipkin@HSR.ca.gov
Telephone: 408-277-1085

To PCJPB: Peninsula Corridor Joint Powers Board
Attn: Elizabeth Scanlon, Director of Planning
1250 San Carlos Avenue
San Carlos, CA 94070
Email: ScanlonE@samtrans.com
Telephone: 650-295-6867

Notice shall be deemed effective on the date personally delivered or, if mailed, three (3) days after deposit in the United States mail.

F. **Dispute Resolution.** If a question arises regarding interpretation of this Agreement or its performance, or the alleged failure of an Agency to perform, the Agency raising the question or making the allegation shall give written notice thereof to the other Agencies. The Agencies shall promptly meet in an effort to resolve the issues raised. If the Agencies

fail to resolve the issues raised, alternative forms of dispute resolution, including mediation or binding arbitration, may be pursued by mutual agreement. It is the intent of the Agencies, to the extent possible, that litigation be avoided as a method of dispute resolution.

G. **Entire Agreement.** This Agreement constitutes the entire Agreement between the Agencies pertaining to the subject matter contained therein and supersedes all prior or contemporaneous agreements, representations and understandings of the Agencies relative thereto.

H. **Amendments.** This Agreement may be amended only by mutual written agreement signed by each of the Agencies.

I. **Warranty of Authority to Execute Agreement.** Each Agency to this Agreement represents and warrants that each person whose signature appears hereon has been duly authorized and has the full authority to execute this Agreement on behalf of the entity that is a party to this Agreement.

J. **Severability**. If any term, covenant, condition or provision of this Agreement, or the application thereof to any person or circumstance, shall to any extent be held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the terms, covenants, conditions and provisions of this Agreement, or the application thereof to any person or circumstance, shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby.

K. **Governing Law.** This Agreement shall be construed and its performance enforced under California law.

L. **Venue.** Except for suits involving HSR, if a suit is brought by any party to this Agreement, the Agencies agree that venue shall be exclusively vested in the State courts of the County of Santa Clara or, if federal jurisdiction is appropriate, exclusively in the United States District Court for the Northern District of California, in San José, California. For suits involving HSR, venue shall be governed by Public Utilities Code Section 185038.

WITNESS THE EXECUTION HEREOF the day and year first hereinabove set forth.

Santa Clara Valley Transportation Authority

"VTA"

Santa Clara Valley Transportation Authority

a public agency

By: _____
General Manager and CEO
Nuria I. Fernandez

Date: 7/12/18

APPROVED AS TO FORM:

By: _____
Counsel

Date: 7/12/18

California High Speed Rail Authority

By: _____
Title: CEO
Date: July 6, 2018

APPROVED AS TO FORM:

By: _____
Counsel

Date: 6/25/18

City of San Jose

By: _____

Title: Leland Wilcox
Chief of Staff
Office of the City Manager

Date: 7/10/18

APPROVED AS TO FORM:

By: _____
Counsel

Date: 7/10/18

Peninsula Corridor Joint Powers Board (Caltrain)

By: _____

Title: JIM HARTNETT, EXECUTIVE DIRECTOR

Date: _____

APPROVED AS TO FORM:

By: _____
Counsel

Date: 6/19/18

Santa Clara Valley Transportation Authority

MEMORANDUM

TO: Board Chairperson Sam Liccardo
Board Vice Chairperson Teresa O'Neill

FROM: Nuria I. Fernandez
General Manager/CEO

DATE: July 9, 2018

SUBJECT: Out of Office Notification - Delegation of Authority

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I will be away from the area from Monday, July 9 through Monday, July 16, 2018. During my absence, I am delegating my authority to Angelique M. Gaeta, Chief of Staff. Angelique may be reached on her desk phone at (408) 321-7042 or cell phone at (408) 816-6659.

If you need to reach me directly, I will be available by cell phone (408-707-4771) and email.

cc: Executive Team

AMENDED AND RESTATED COOPERATIVE AGREEMENT FOR SAN JOSÉ DIRIDON STATION

DRAFT – June 5, 2020

This Amended and Restated Cooperative Agreement (AGREEMENT) dated _____ of 2020, is entered into by and between the Santa Clara Valley Transportation Authority (VTA), Peninsula Corridor Joint Powers Board (PCJPB), California High Speed Rail Authority (HSR), the City of San José (City), and the Metropolitan Transportation Commission (MTC), (collectively referred to as the "Agencies," and individually as "Agency").

SECTION I- RECITALS

A. WHEREAS, the San José Diridon Station is a major transit hub serving Amtrak, Altamont Commuter Express (ACE), PCJPB, and VTA light rail and bus located in the City of San José, on property owned and controlled by Caltrain. With the addition of Bay Area Rapid Transit (BART) and HSR service, and expanded Caltrain, ACE and Amtrak Capitol Corridor and Amtrak service, San José Diridon Station will become one of the busiest intermodal stations in North America.

B. WHEREAS, major employers are planning to build space for tens of thousands of new workers adjacent to the station, which will transform the station district into a preeminent employment center in the Bay Area.

C. WHEREAS, to effectively accommodate this planned activity and future capacity needs, the station must be completely reconfigured in an integrated fashion that connects all these transit services with each other and with the development surrounding the station.

D. WHEREAS, the Agencies desire to cooperatively work together to participate in the initial planning for a San José Diridon Integrated Station Concept ("DISC") Plan ("Plan"), which will be a plan for a reconfigured San José Diridon Station that meets the goals expressed in Recital C, and projects that are related to the Plan (hereinafter "Program of Projects"). The Plan is a critical building block to achieving the potential of this station, the track envelope, and the surrounding area. Coordination between Agencies is essential to establish an agreed upon plan for the station and to maximize funding to deliver a world-class destination and transportation hub that provides seamless customer experience for movement between transit modes within the station and into the surrounding neighborhoods and Downtown.

E. WHEREAS, VTA is a special district responsible for public transit services, congestion management, specific highway improvement projects, and countywide transportation planning for Santa Clara County, California.

F. WHEREAS, PCJPB is a joint powers authority with three member agencies: the City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara Valley Transportation Authority. The PCJPB owns, manages and operates the commuter rail line, and passenger stations, connecting three counties: San Francisco, San Mateo and Santa Clara. It is responsible for the railroad operations, engineering, planning, and maintenance of the rail corridor and stations, including the San José Diridon Station, from San Francisco to Tamien, and for rail services from Tamien to Gilroy.

G. WHEREAS, HSR is responsible for planning, designing, building, and operating the first high-speed rail system in the nation. The system will run from San Francisco to the Los Angeles basin.

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H. WHEREAS, City is a Municipal Corporation and a Charter City in the State of California. The City is responsible for land use regulations and the operation and maintenance of public utilities, such as water, sewer, storm, and streets, within its corporate boundaries.

I. WHEREAS MTC is the federally designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area and is also the state designated regional transportation planning agency for the Bay Area. MTC conducts initiatives that ensure the regional transportation network operates smoothly and efficiently. Every four years, MTC is responsible for adopting a long-range plan to guide transportation and housing for the next twenty-five (25) years for the Bay Area. MTC also endeavors to secure funding required to make the regional plan a reality by helping to shape national and statewide transportation funding programs, as well as bringing regional funding measures before voters.

J. WHEREAS on July 12, 2018 VTA PCJPB, HSR, and CSJ entered into a Cooperative Agreement ("Original Agreement") to establish the framework for the coordination between these four agencies for the preparation and implementation of the Plan, including defining roles and responsibilities, funding requirements, and schedule.

K. WHEREAS VTA PCJPB, HSR, CSJ, and MTC now desire to amend and restate the Original Agreement to include MTC as a participating agency and to make additional provisions for the continued advancement of the planning for a San José Diridon Integrated Station Concept Plan and related Program of Projects.

L. WHEREAS, the purpose of this AGREEMENT is to establish the framework for the coordination between the five Agencies for the preparation and implementation of the Plan, including defining roles and responsibilities, funding requirements, and schedule. Guiding principles of this AGREEMENT and Plan process are included in Section 2.

M. WHEREAS the estimated costs to be shared among the Agencies under the Original Agreement was $6,500,000.00, and the estimated costs under this Amended and Restated Cooperative Agreement will increase that total estimate to $11,800,000.00 to further advance and develop the Plan.

N. WHEREAS, the Agencies wish to set forth in this Agreement their commitment and respective obligations in connection with the preparation and implementation of the Plan.

NOW, THEREFORE, in consideration of the mutual promises contained in this Agreement, the Parties agree as follows:

SECTION II- SCOPE OF AGREEMENT

1. GUIDING PRINCIPLES.

The Agencies shall be guided by the following principles, which shall be applied in the preparation of the Plan:

- Follow the communication and organizational models and decision-making process that will be agreed upon in the Plan process.

DRAFT

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- Treat the San José Diridon Station ("Intermodal Station" or "Station") area as a singular, urban transit project rather than an overlap of several capital projects, but mutually support each Agency's endeavor to complete their individual capital projects.

- Plan and design transit and station infrastructure for future capacity needs.

- Delineate the spatial needs of the Station to support the rail and transit operations while focusing on the experience of the transit and station user.

- Focus on the interaction and cohesiveness between transit systems, public space, and private development.

- Emphasize regional interconnectivity to expand and enhance the service provided to customers and its ability to relieve regional traffic congestion.

- Be respectful of the fact that each agency has its own projects, policies, procedures, constraints, opportunities, funding avail ability and sources, and schedules.

- Develop an integrated community engagement by all Agencies for work related directly to the Intermodal Station.

- Commit to the Plan through the final construction stages once a plan is completed.

Guiding Principles is not intended to pre-commit any of the Agency's discretion to approve its individual projects prior to completing its environmental review process, whether related to the Station or otherwise. In addition, the Agencies recognize and acknowledge that HSR has a grant agreement obligation to the federal government to accomplish, by the end of 2022, environmental clearances for two sections of its statewide project that each will utilize Diridon Station in some capacity/configuration, and these Guiding Principles will be interpreted not to interfere with that obligation.

2. INTEGRATED STATION CONCEPT PLAN WORK PRODUCT.

As provided by the Original Agreement, the Agencies are concluding the development of a Concept Layout for the Plan. This Amended and Restated Cooperative Agreement enables the Agencies to further develop the Concept Layout, and the Agencies intend to solicit and engage with one or more professional and technical services providers (“Contractors”) to advance and develop the Plan in phases. The Agencies will endeavor to share in the cost for services provided by the Contractors as set forth in Section 5, Funding.

The Agencies anticipate that the range of services from Contractors will generally include, in whole or in part, managing the process of Agencies' decision making, coordinating the short and long term plans and needs of the Agencies for efficient rail and transit service, reviewing intermodal access to the Station, assessing Agencies funding capabilities, strategizing on the environmental clearance process, providing organization models, and related technical services. The specific scope of services to be provided and work products to be delivered by Contractors will be determined by Agencies as mutually agreed among the members of the Executive Steering Committee as set forth in Section 4.

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3. ROLES AND RESPONSIBILITIES.

A. GENERAL: Any Agency may solicit, contract with, and manage the Contractors to further develop and advance the Plan. The Agencies will share the costs of Costs sharing such contracting only as provided in section 5 below.

B. VTA: VTA will be responsible for providing information related to VTA design standards and operational requirements for the BART, light rail, and bus systems within the Diridon Station Area and to actively participate in meetings, document review, and public outreach. VTA will endeavor to share in the cost of the Contractor, as set forth in Section 5, Funding.

C. PCJPB: PCJPB is the owner of the current San José Diridon Station. The PCJPB operates the Caltrain commuter rail service and is responsible for providing Caltrain design standards and operational requirements within the San José Diridon Station Area, including on behalf of its tenants, as well as actively participating in meetings, document review, and public outreach. PCJPB will endeavor to share in the cost to prepare the Plan, as set forth in Section 5, Funding.

D. HSR: HSR will be responsible for providing High Speed Rail design standards and operational requirements within the Station Area, and to actively participate in meetings, document review, and public outreach. HSR will endeavor to share in the cost to prepare the Plan, as set forth in Section 5, Funding.

E. CITY: City is responsible for providing design standards and operational requirements related to City infrastructure, urban guidelines, within the Station Area, specifically transportation-related infrastructure, and to actively participate in meetings, document review, and public outreach. Infrastructure information includes existing capital projects either programmed or anticipated, as required to support station and other development with the Diridon Station Area. City will endeavor to share in the cost to prepare the Plan, as set forth in Section 5, Funding.

F. **MTC:** MTC is responsible for providing coordination, guidance, and assistance to assure the integration of the DISC Plan into regional transportation network, achieve and appropriate organization governance structure, and to attract scarce regional, state and federal funds into the DISC Program. MTC will endeavor to share in the cost to prepare the Plan, as set forth in Section 5, Funding.

4. ORGANIZATION.

In order to facilitate the technical analysis and communication, the Agencies shall establish two committees, as follows:

i. An Executive Steering committee, consisting of one executive-level and one Senior management-level member from each Agency, shall be responsible to set executive level direction for the Plan effort. Participation in regular meetings (e.g., quarterly) will be required for each member of the Executive Steering committee member to ensure the Plan continues to move forward.

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ii. A Leadership Team consisting of one director-level or manager-level member from each Agency who will serve as Policy Director and one manager-level member from each Agency who will serve as a Technical Director. The Leadership Team will be available to provide direction to the Contractors regarding contractual and performance issues, such as changes in scope and schedule. The Leadership Team is also authorized by each Agency, to review all administrative and final drafts prepared by Contractors and to recommend modifications or acceptance as appropriate. The Leadership Team will also be responsible for the formation and the member nomination for functional subcommittees (e.g., organization/governance, outreach), competency working groups, and peer agencies committee, as appropriate.

The Agencies may modify this organizational structure and/or add other committees or working groups by mutual agreement of the Leadership Team.

5. FUNDING.

A. The Agencies will endeavor to contribute financially toward the cost of Contractors services to further develop and advance the Plan. The goal is for each of the Agencies to equally share in costs for Contractors services for the Plan. The Agencies agree to jointly pursue funding opportunities where applicable. When joint funds are secured, the applicable funds will be utilized to fund the Plan beyond the individual Agency shares. Joint funds are not meant to supplement an individual Agency's share. Specific funding commitments and funding arrangements will be subject to separate funding agreements between VTA and each Agency. Any and all costs (direct, indirect, or staff time) incurred by the Agencies, with the exception of the costs for Contractors services, are the responsibility of each respective Agency.

B. Upon execution of this Agreement, each Agency will endeavor to identify the source of funds to be contributed to the preparation of the Plan and management of the planning and organization process. Any restricted funds must be identified prior to execution of any agreement with the Contractors so the agreement with the Contractors can accommodate all reporting forms and language as may be required. Each Agency is responsible for submission of necessary paperwork and reports to meet contributed funding source requirements. The contracting Agencies will provide copies of Contractors invoices to each of the other Agencies.

C. Upon execution of this Agreement by the Agencies, each Agency will endeavor to execute funding agreements with the other Agencies as needed to fund their respective cost sharing commitments. Contributions shall be made pursuant to the terms of the Funding Agreements.

D. The contracting Agency may issue task orders to the Contractors to proceed with services upon execution of the Funding Agreements and upon the mutual agreement of the Agencies relating to the Contractors services.

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6. TERM.

This Agreement shall become effective upon full execution of the Agreement and shall remain in effect through December 2021 unless otherwise agreed to in writing by the Agencies.

7. TERMINATION.

Any Agency may terminate this Agreement at any time, for any reason, upon giving thirty (30) calendar days written notice to the other Agencies in compliance with the Notice provision of this Agreement. Upon notice of termination of this Agreement, the contracting Agencies shall invoice the terminating agency for its pro-rata share of all unpaid Contractors costs for Contractors services rendered up to the date of termination. The remaining Agencies may amend this Agreement to continue with the preparation of the Plan or to terminate this Agreement.

8. GENERAL CONDITIONS.

A. Audit and Record Retention. The representative of each Agency may audit the expenses incurred in the performance of this Agreement. Each Agency shall retain all records related to the performance of this Agreement and the preparation of the Plan for three (3) years after the completion of this endeavor. During this period, each Agency will make these records available within a reasonable time to any of the Agencies for inspection upon request.

B. Parties' Representatives. The General Manager of VTA or her designee is hereby made the representative of VTA for all purposes under this Agreement. The City Manager for CITY or the Director's designee is hereby made the representative of CITY for all purposes under this Agreement. The Northern California Regional Director for HSR or his/her designee is made a representative of HSR for all purposes under this Agreement. The Director of Planning for PCJPB or his/her designee is hereby made the representative of CITY for all purposes under this Agreement.

C. Indemnification. Pursuant to Government Code Section 895.4, each of the Agencies hereto shall fully indemnify, defend and hold the other Agencies, their officers, employees and agents, harmless from any damage or liability imposed for injury (as defined in Government Code Section 810.8) occurring by reason of the negligent acts or omissions or willful misconduct of the indemnifying Agency, its officers, commissioners, employees or agents, under or in connection with any work, authority or jurisdiction delegated to such Agency under this Agreement. No Agency, nor any officer, employee or agent thereof shall be responsible for any damage or liability occurring by reason of the negligent acts or omissions or willful misconduct of the other Agencies hereto, their officers, employees or agents, under or in connection with any work, authority or jurisdiction delegated to such other Agency under this Agreement.

D. No Waiver. The failure of any Agency to insist upon the strict performance of any of the terms, covenants, or conditions of this Agreement shall not be deemed a waiver of any right or remedy that any Agency may have, and shall not be deemed a waiver of its right to require strict performance of all of the terms, covenants, and conditions thereafter.

DRAFT – June 5, 2020

E. Notice. Any notice required to be given by any of the Agency, or which any Agency may wish to give, shall be in writing and sent by U.S. Mail or personal delivery, along with a courtesy copy by email as follows:

To VTA:
Santa Clara Valley Transportation Authority
Attention: Deborah Dagang, Director of Planning & Programming
3331 North First Street, Bldg. B-2
San José, CA. 95134-1906
Email: Deborah.Dagang@vta.org
Telephone: (408) 321-7093

To CITY:
City of San José
Attention: Dave Sykes, City Manager
200 East Santa Clara Street, 17th Floor
San José, CA. 95113
Email: Dave.Sykes@sanJoséca.gov
Telephone: (408) 535-8190

To HSR:
California High Speed Rail Authority
Attention: Boris Lipkin, Northern California Regional Director
100 Paseo De San Antonio, Suite 300
San José, CA 95113
Email: Boris.Lipkin@HSR.ca.gov
Telephone: (408) 277-1085

To PCJPB:
Peninsula Corridor Joint Powers Board
Attn: Michelle Bouchard, Chief Operating Officer, Rail
1250 San Carlos Avenue
San Carlos, CA 94070
Email: BouchardM@samtrans.com
Telephone: (650) 508-6420

To MTC:
Metropolitan Transportation Commission
Attn: Alix Bockelman, Deputy Executive Director, Policy
Bay Area Metro Center, 375 Beale Street, Suite 800
San Francisco, CA 94105
abockelman@bayareametro.gov
Telephone: (415) 778-5250

Notice shall be deemed effective on the date personally delivered or, if mailed, three (3) days after deposit in the United States mail.

DRAFT

DRAFT – June 5, 2020

F. Dispute Resolution. If a question arises regarding interpretation of this Agreement or its performance, or the alleged failure of an Agency to perform, the Agency raising or making the allegation shall give written notice thereof to the other Agencies. The Agencies shall promptly meet in an effort to resolve the issues raised. If the Agencies fail to resolve the issues raised, alternative forms of dispute resolution, including mediation or binding arbitration, may be pursued by mutual agreement. It is the intent of the Agencies, to the extent possible, that litigation be avoided as a method of dispute resolution.

G. Entire Agreement. This Agreement constitutes the entire Agreement between the Agencies pertaining to the subject matter contained therein and supersedes all prior or contemporaneous agreements, representations and understandings of the Agencies relative thereto.

H. Amendments. This Agreement may be amended only by mutual written agreement signed by each of the Agencies.

I. Warranty of Authority to Execute Agreement. Each Agency to this Agreement represents and warrants that each person whose signature appears hereon has been duly authorized and has the full authority to execute this Agreement on behalf of the entity that is a party to this Agreement.

J. Severability. If any term, covenant, condition or provision of this Agreement, or the application thereof to any person or circumstance, shall to any extent be held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the terms, covenants, conditions and provisions of this Agreement, or the application thereof to any person or circumstance, shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby.

K. Governing Law. This Agreement shall be construed, and its performance enforced under California law.

L. Venue. Except for suits involving HSR, if a suit is brought by any party to this Agreement, the Agencies agree that venue shall be exclusively vested in the State courts of the County of Santa Clara or, if federal jurisdiction is appropriate, exclusively in the United States District Court for the Northern District of California, in San José, California. For suits involving HSR, venue shall be governed by Public Utilities Code Section 185038.

DRAFT

DRAFT – June 5, 2020

WITNESS THE EXECUTION HEREOF the day and year first hereinabove set forth.

Santa Clara Valley Transportation Authority

By: _____ Date_____
Nuria I. Fernandez
General Manager and CEO

APPROVED AS TO FORM:

By: _____ Date_____
Counsel

California High Speed Rail Authority

By: _____ Date_____
Brian Kelly
CEO

APPROVED AS TO FORM:

By: _____ Date_____
Counsel

City of San José

By: _____ Date_____
Dave Sykes
City Manager

APPROVED AS TO FORM:

By: _____ Date_____
Counsel

Peninsula Corridor Joint Powers Board (Caltrain)

By: _____ Date_____
Jim Hartnett
Executive Director

APPROVED AS TO FORM:

By: _____ Date_____
Counsel

Metropolitan Transportation Commission

By: _____ Date_____
[—Therese W. McMillan]
[Executive Director]

APPROVED AS TO FORM:

By: _____ Date_____
Counsel

DRAFT

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0912	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	5/29/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), to program $5 million to transportation projects in Marin, Napa, Solano, and Sonoma Counties as part of the Housing Incentive Pool (HIP) Sub-HIP pilot program; and $1 million to the Napa Valley Forward Traffic Calming and Multi-modal Improvements project within the Regional Freeway Performance Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a 20-0912 HIP Sub-HIP Pilot - Reso 4202.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 4202, Revised.

Revisions to the One Bay Area Grant 2 Program (OBAG 2), to program $5 million to transportation projects in Marin, Napa, Solano, and Sonoma Counties as part of the Housing Incentive Pool (HIP) Sub-HIP pilot program; and $1 million to the Napa Valley Forward Traffic Calming and Multi-modal Improvements project within the Regional Freeway Performance Program.

Presenter:
Mallory Atkinson

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 4a - 20-0912**

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to program $5 million to transportation projects in Marin, Napa, Solano, and Sonoma Counties as part of the Housing Incentive Pool (HIP) Sub-HIP pilot program; and $1 million to the Napa Valley Forward Traffic Calming and Multi-modal Improvements project within the Regional Freeway Performance Program.

Background: The OBAG 2 program adopted by the Commission establishes commitments and policies for investing Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds for regional and county programs from FY2017-18 through FY2021-22. This month, staff recommends the following changes to regional programs:

1) **Freeway Performance Program: Napa Valley Forward**
Direct $1 million in unprogrammed balances for the planning, environmental design, and preliminary engineering for multimodal corridor and traffic calming improvements for SR-29, the Silverado Trail, and the Vine Trail, including connections to the local street network. The purpose of the Napa Valley Forward Traffic Calming and Multimodal Improvements project is to enhance multimodal safety, comfort and access, and to efficiently manage traffic congestion for both residents, employees, and visitors in Napa Valley. This initial phase will identify both short-term (quick build) and long-term Complete Streets solutions so the project can continue to advance after the first phase has been completed.

2) **North Bay Sub-HIP Pilot**
In October 2019, the Commission revised MTC Resolution 4348, to incorporate guidelines for the pilot sub-program within the $76 million Housing Incentive Pool program. Whereas the larger HIP program is a race-to-the-top for jurisdictions to build and preserve the greatest number of affordable units over a five year period within Priority Development Areas (PDAs) and Transit Priority Areas (TPAs); the pilot sub-program, referred to as Sub-HIP, was established by the Commission to, "help finance eligible infrastructure that will support affordable housing projects in PDAs and TPAs." The intent of Sub-HIP is to support areas in the region of relative housing affordability with near-term transportation investments.

Given the limited amount of funds available for the pilot, the Commission approved focusing $4 million in Solano County, which is the most affordable county in the region with a 2018 median home price of approximately $431,000, nearly 57% below the regional average. The remaining $1 million in Sub-HIP pilot funds were made available to projects in Marin, Napa, and Sonoma Counties. Marin, Napa, and Sonoma County Transportation Agencies (CTAs) were encouraged to coordinate on the development of their individual Sub-HIP processes, including developing county funding targets.

CTAs in the four eligible North Bay Counties developed county-specific guidelines, managed a call for projects process, and submitted county-specific project recommendations to MTC by the deadline of June 1, 2020. Those project

recommendations, as provided by the CTAs, are listed below. Additional project information and maps are provided as attachments to this agenda item.

North Bay Sub-HIP Pilot – Project Recommendations

County	Sub-HIP	Project	PDA	Affordable Housing
Solano County	$2.1 million	Fairfield: Pavement Preservation/ Rehabilitation (for One Lake Apartments Linear Park Trail)	Fairfield-Vacaville Train Station	One Lake Apartment project proposed to include 190 affordable units
Solano County	$1.9 million	Vacaville: Pavement Preservation/ Rehabilitation (for Allison Affordable Housing Project)	Allison/Utlais Creek	Proposed housing project to include 99 affordable units
Marin County	$300,000	Marin County: Marin City Pedestrian Crossing Improvement	Marin City	300 existing affordable housing units; 170 new units of mixed affordability
Napa County	$300,000	NVTA: Imola Park and Ride	Downtown Napa – proximate access	Directly adjacent to planned multifamily development project with 17 units
Sonoma County	$400,000	Santa Rosa: Downtown Housing / Operations Enhancements Fiber Optic Upgrade	Downtown Station	Approved projects totaling 126 new affordable housing units

Issues: The Sub-HIP projects in Fairfield and Vacaville involve fund swaps within those jurisdictions, wherein Sub-HIP program funds will be programmed to local streets and roads projects and an equal amount of non-federal funds will be redirected by those jurisdictions and applied directly to specific affordable housing developments.

Prior to programming the Sub-HIP funds into the TIP, Fairfield and Vacaville will be required to adopt a resolution of local support committing each jurisdiction to complete both the Sub-HIP-funded transportation project, and the associated affordable housing project. Should either the transportation project or housing project fail to be completed by January 31, 2023, the resolution would commit the jurisdiction to returning the Sub-HIP Program funds to MTC.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval.

Attachments: Attachment 1: North Bay Sub-HIP Project Information
Attachment 2: North Bay Sub-HIP Project Maps
MTC Resolution No. 4202, Attachment B-1 Revised

Therese W. McMillan

North Bay Sub-HIP Project Information

Solano County

The Solano Transportation Authority (STA) recommends programming $4 million to support two affordable housing projects. As a result of these investments, 279 new affordable housing units will be built in PDAs supporting the Capitol Corridor Train Station in Fairfield and the SolanoExpress Transit system at the Vacaville Transportation Center.

- ***$2.1 million to Fairfield*** to support the development of the One Lake Apartments project within the Fairfield-Vacaville Train Station PDA. One Lake is an all-affordable housing project, with approximately 190 units. The Sub-HIP funds will be used to support the Linear Park Trail improvement project adjacent to the One Lake Apartments and connecting with Vanden Road (Jepson Parkway). However, to avoid potential delays which may be caused by federalizing the trail project, Fairfield proposes to direct the federal Sub-HIP funds to their annual pavement preservation/rehabilitation program and direct an equal amount of the City's general funds to support the One Lake Apartments trail project.

- ***$1.9 million to Vacaville*** to support an affordable housing project adjacent to the Vacaville Transportation Center within the Allison PDA. The housing project is proposed to construct 99 units of affordable, multi-family apartments. The funds will be used to address a $3 million funding gap on the project. Due to the limitations of the federal transportation funds provided through Sub-HIP, Vacaville will direct the funds to annual street rehabilitation work funded through their local Measure M sales tax. The City will direct an equal amount of Measure M funds to the Allison PDA affordable housing project.

Marin County

The Transportation Authority of Marin (TAM) recommends programming $300,000 to one transportation project within the Marin City PDA. The project will improve pedestrian safety and accessibility throughout the PDA, specifically benefiting 300 existing affordable housing units and 170 new units of mixed income affordability.

- ***$300,000 to Marin County*** for the Marin City Pedestrian Crossing Improvement project. The project will install 20 new curb ramps at six intersections for pedestrian safety and accessibility improvements to support the Golden Gate Village on Cole Drive in Marin City with 300 existing affordable housing units and 170 new units with mixed income housing.

Napa County

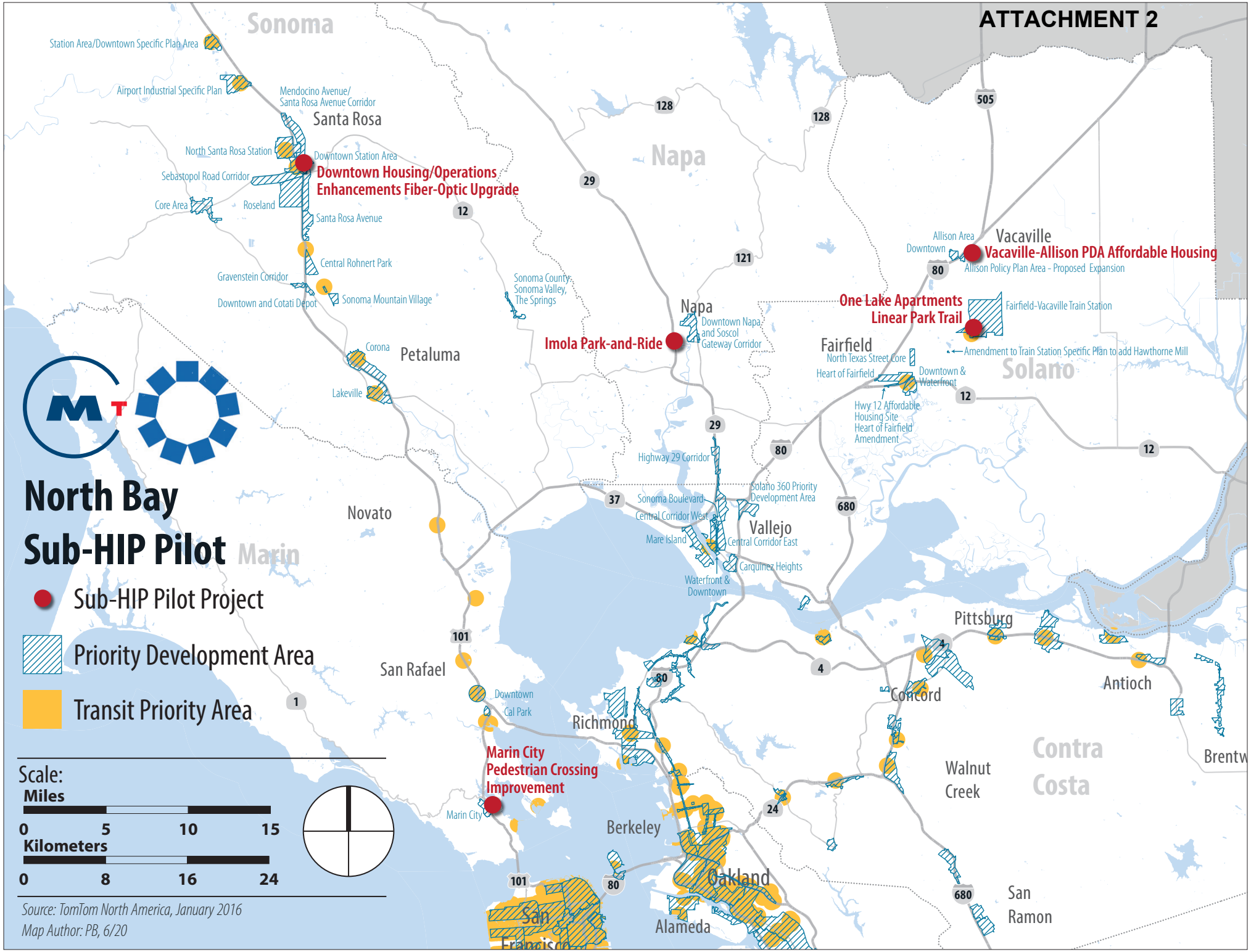
The Napa Valley Transportation Authority (NVTA) recommends programming $300,000 to one transportation project providing proximate access to the City of Napa's PDA as well as two nearby Communities of Concern (CoC). The project is also directly adjacent to a multifamily residential development parcel that is planned for 17 condominium units.

- ***$300,000 to NVTA*** for the Imola Park and Ride project. Located at SR 29 and Imola, the project includes construction of passenger loading and alighting facilities at the Imola on- and off-ramps, bike and pedestrian facilities connecting to the park and ride, and improve safety with upgraded lighting. Although the project is not located within a PDA or TPA, it will improve access to and from the Downtown Napa PDA, nearby CoCs, and regional transit and employment centers. The

project will greatly reduce running times on several express bus routes, which connect riders to the Vallejo Ferry and El Cerrito Del Norte BART Station, and is anticipated to increase ridership by 8-10%. The $300,000 would complete the $3 million funding package for this project, which is identified as a priority improvement in NVTA's 2017 Express Bus Study, and could begin construction as early as Fall 2020.

Sonoma County
The Sonoma County Transportation Authority (SCTA) recommends programming $400,000 to one transportation project within the Downtown Station PDA. The project will improve communications infrastructure for two approved affordable housing projects totaling 126 new affordable units. The project will also improve transit operations throughout the PDA, which will in turn provide transit travel time and reliability benefits throughout the SantaRosa CityBus system.

- ***$400,000 to Santa Rosa*** for the Downtown Housing/Operations Enhancements Fiber Optic Upgrade project. This project will upgrade the existing traffic signal communications infrastructure in the downtown and Railroad Square area to a fiber optic backbone. This improvement will provide for efficient movement of all modes of mobility including bicycle, pedestrian, vehicle, and transit operations. It also allows for the use and partnering with groups such as the Renewal Enterprise District to enhance connectivity for high speed internet to businesses and housing projects in the vicinity. This will enhance and provide infrastructure to boost the ability for remote working in this area by providing another potential option for highspeed connectivity. The project would also allow for the capacity of public Wi-Fi on this network as well.


ATTACHMENT 2
Sonoma
Napa
Solano
Marin
Contra Costa
Station Area/Downtown Specific Plan Area
Airport Industrial Specific Plan
Mendocino Avenue/
Santa Rosa Avenue Corridor
Santa Rosa
North Santa Rosa Station
Downtown Station Area
Downtown Housing/Operations
Enhancements Fiber-Optic Upgrade
Sebastopol Road Corridor
Core Area
Roseland
Santa Rosa Avenue
Central Rohnert Park
Gravenstein Corridor
Downtown and Cotati Depot
Sonoma Mountain Village
Corona
Petaluma
Lakeville
Sonoma County:
Sonoma Valley,
The Springs
Napa
Downtown Napa
and Soscol
Gateway Corridor
Imola Park-and-Ride
Highway 29 Corridor
Sonoma Boulevard
Central Corridor West
Mare Island
Vallejo
Central Corridor East
Carquinez Heights
Waterfront &
Downtown
Solano 360 Priority
Development Area
Novato
San Rafael
Downtown
Cal Park
Marin City
Marin City
Pedestrian Crossing
Improvement
Richmond
Berkeley
Oakland
Alameda
San
Francisco
Allison Area
Downtown
Vacaville
Vacaville-Allison PDA Affordable Housing
Allison Policy Plan Area - Proposed Expansion
One Lake Apartments
Linear Park Trail
Fairfield-Vacaville Train Station
Fairfield
Amendment to Train Station Specific Plan to add Hawthorne Mill
North Texas Street Core
Heart of Fairfield
Downtown &
Waterfront
Hwy 12 Affordable
Housing Site
Heart of Fairfield
Amendment
Pittsburg
Concord
Antioch
Brentw
Walnut
Creek
San
Ramon
North Bay
Sub-HIP Pilot
Sub-HIP Pilot Project
Priority Development Area
Transit Priority Area
Scale:
Miles
0 5 10 15
Kilometers
0 8 16 24
Source: TomTom North America, January 2016
Map Author: PB, 6/20

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20-17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C 05/27/20-C 07/22/20-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
Attachment B-1 – OBAG 2 Regional Program Project List
Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including $72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram $2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect $417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three

subcomponents totaling $10,000,000: $720,000 for Rideshare Implementation, $7,280,000 for the Carpool Program, and $2,000,000 for the Vanpool Program; direct $1,785,000 from 511 Next Gen to the Commuter Benefits program; direct $1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer $1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer $500,000 from the Freeway Performance Initiative program and $500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift $40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and $13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program $5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program $17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program $1,655,000 to the Sonoma Safe Routes to School program; and redirect $1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and $1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect $1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct $18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization ($5,000,000) and the Next Gen Arterial Operations Program ($13,000,000) within the Regional Active Operational Management program; direct $19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation ($2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation ($5,940,000), Transportation Management Center Asset Upgrade and Replacement ($4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures ($4,000,000) and a Detection Technology Pilot ($5,000,000) within

the Regional Active Operational Management program; and remove $290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram $1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing $1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out $8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program $1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program $2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including $223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program $12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; $11,000,000 in exchange funds are added to the program for tracking purposes, with the final $1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program $4,160,000 to Incident Management Implementation and $8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for $2,500,000 and the Shared Use Mobility program for $2,500,000; and program $16,000,000 for three corridors within the Freeway Performance Program, with $8,000,000 for I-680, $3,000,000 for I-880, and $5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program $10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle

Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional $10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program $200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; $122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTA) for the Napa County Safe Routes to School (SRTS) Program; and $300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program $334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect $10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect $4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program $13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect $822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program $2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the $1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of $30,000 in MTC

exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program $8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; $3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; $7,288,000 in PDA Planning and Implementation grants; and $500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by $2,050,000, redirecting $1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and $1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional an additional $25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program $800,000 to MTC's Carsharing Implementation and $325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program $8,271,000 to 511 Implementation, $2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and $380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect $1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program $1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's $65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by $85,000 as this

project will receive an equivalent amount of funds through a prior cycle; a total of $150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program $3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional $6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, $4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect $15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect $48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to $1,200,000 to reflect amount previously approved; redirect $1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect $1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and $1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program $4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: $617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, $1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, $763,000 for San Rafael's Grand Ave Bridge project, and $2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program $4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: $619,000 to CCTA for Innovative Deployment for Enhanced Arterials; $621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; $500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; $1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and $1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect $5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect $794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect $15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of $3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to federal Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the $3,779,849 freed up by this swap, $1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining $2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from $619,000 to $589,000; and redirect the $30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program $822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect $251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the $300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect $9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect $625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect $2 million from the Detection Technology Pilot project and $1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional $3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect $1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect $3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect $1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program $1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect $3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct $5 million ($4 million Solano County and $1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and

program $1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program $6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect $1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect $618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program $1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and $3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect $104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

On July 22, 2020, Attachment B-1 was revised to program $5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program $1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate $7,681,887 in federal Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, and July 8, 2020.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

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

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

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

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

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

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

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachements as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on November 18, 2015

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
July 2020

MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$449,683,781**	**$51,951,219**
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	**TOTAL:**	**$9,555,000**	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	**TOTAL:**	**$9,250,000**	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	$2,000,000	
PDA Supportive Studies	MTC	$500,000	
PDA Planning			
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	$140,000	
San Rafael: Downtown Precise Plan	MTC	$500,000	
San Francisco: HUB Area EIR	MTC	$500,000	
San Francisco: Transit Corridors Study	MTC	$500,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	$500,000	
Vacaville: Downtown Specific Plan	MTC	$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	MTC	$180,000	
Fremont: SB743 Implementation	MTC	$150,000	
Hayward: SB743 Implementation	MTC	$150,000	
Oakland: ADU Initiative	MTC	$200,000	
Oakland: Innovative Construction Initiative	MTC	$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	$150,000	
Concord: Galindo Street Corridor Plan	MTC	$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	$200,000	
Windsor: Parking Management and Pricing	MTC	$35,000	
Technical Assistance			
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	$65,000	
San Francisco: PDA Density Bonus Program	MTC	$65,000	
Belmont: Transportation Demand Management Program	MTC	$65,000	
BART AB2923 Implementation	BART	$1,000,000	
Unprogrammed balance	MTC	$7,862,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	$300,000	
CCTA: Community-Based Transportation Plans	MTC	$215,000	
TAM: Community-Based Transportation Plans	MTC	$75,000	
NVTA: Community-Based Transportation Plans	MTC	$75,000	
SFCTA: Community-Based Transportation Plans	MTC	$175,000	
C/CAG: Community-Based Transportation Plans	MTC	$120,000	
VTA: Community-Based Transportation Plans	MTC	$300,000	
STA: Community-Based Transportation Plans	MTC	$95,000	
SCTA: Community-Based Transportation Plans	MTC	$110,000	
CBTP Program Evaluation	MTC	$35,000	
3. PDA PLANNING & IMPLEMENTATION	**TOTAL:**	**$20,000,000**	
4. CLIMATE INITIATIVES			

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$449,683,781**	**$51,951,219**
Climate Initiatives		$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	$10,000,000	
Carsharing Implementation	MTC	$800,000	
Targeted Transportation Alternatives	MTC	$325,000	
Spare the Air Youth Program - 2	MTC	$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	$1,000,000	
4. CLIMATE INITIATIVES	**TOTAL:**	**$24,417,000**	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	$26,148,000	
511 Implementation	MTC	$7,450,000	
Rideshare			
Rideshare Implementation	MTC	$720,000	
Carpool Program	MTC	$7,280,000	
Vanpool Program	MTC	$2,000,000	
Commuter Benefits Implementation	MTC	$674,000	
Commuter Benefits Program	MTC	$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		$1,100,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	$800,000	
Eastbay Commuter Parking	MTC	$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	$2,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC	**$14,240,000**	
FPP: I-880 (I-80 to I-280)	MTC	$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	**MTC**	**$1,000,000**	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	$276,000	
Hayward: Various Locations	MTC	$302,000	
Oakland: Bancroft Ave	MTC	$310,000	
Pleasanton: Various Locations	MTC	$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	$563,000	
San Rafael: Downtown San Rafael	MTC	$830,000	
South San Francisco: Various Locations	MTC	$532,000	
San Jose: Citywide	MTC	$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	$385,000	

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR		Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			**$449,683,781**	**$51,951,219**
Emeryville: Powell, Shellmound, Christie & 40th St	MTC		$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC			$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC			$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC			$621,000
Los Gatos: Los Gatos Blvd	MTC		$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA		$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	MTC		$2,500,000	
Shared Use Mobility	MTC		$2,500,000	
Connected Bay Area				
TMS Implementation	MTC		$2,910,000	
TMC Asset Upgrade and Replacement	MTC		$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC		$11,940,000	
InterConnect Bay Area Program	MTC		$3,000,000	
Incident Management				
Incident Management Implementation	MTC		$4,160,000	
I-880 ICM Northern	MTC		$6,200,000	
I-880 ICM Central	MTC		$2,640,000	
Unprogrammed Balance	TBD		$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		**TOTAL:**	**$173,000,000**	**$4,000,000**
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	BART		$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD		**$2,078,781**	**$37,921,219**
Clipper	MTC		$34,200,000	
Unprogrammed Balance			$15,283,000	
6. TRANSIT PRIORITIES		**TOTAL:**	**$151,361,781**	**$37,921,219**
7. PRIORITY CONSERVATION AREA (PCA)				
Regional Peninsula, Southern and Eastern Counties PCA Grant Program				
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network			$30,000
PCA Grant Implementation	MTC/Coastal Conservancy			$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County			$321,000
Albany: Albany Hill Access Improvements	Albany			$251,000
Livermore: Arroyo Road Trail	Livermore			$400,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	East Bay Regional Parks District			$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust			$950,000
San Francisco: McLaren Park and Neighborhood Connections Plan	San Francisco Recreation and Parks			$194,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service			$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor District			$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park			$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.			$110,000
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps	Point Blue Conservation Science			$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Santa Clara Valley Open Space Auth.			$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.			$1,000,000
Unprogrammed Balance	TBD			$1,647,000
North Bay PCA Grant Program				
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Parad	Marin County		$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County		$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato		$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato		$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS		$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA		$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa		$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County		$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County		$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County		$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County		$770,000	

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR		Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			**$449,683,781**	**$51,951,219**
7. PRIORITY CONSERVATION AREA (PCA)		**TOTAL:**	**$8,200,000**	**$30,000**
8. BAY AREA HOUSING INITIATIVES				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC			$10,000,000
Housing Incentive Pool	TBD		$25,000,000	
Sub-HIP Pilot Program				
~~Solano County projects - TBD~~	~~TBD~~		~~$4,000,000~~	
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	**Fairfield**		**$2,100,000**	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	**Vacaville**		**$1,900,000**	
~~Other North Bay County projects - TBD~~	~~TBD~~		~~$1,000,000~~	
Marin County: Marin City Pedestrian Crossing Imps.	**Marin County**		**$300,000**	
NVTA: Imola Park and Ride	**NVTA**		**$300,000**	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	**Santa Rosa**		**$400,000**	
8. BAY AREA HOUSING INITIATIVES		**TOTAL:**	**$30,000,000**	**$10,000,000**
9. REGIONAL STRATEGIC INVESTMENTS (RSI)				
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC		$4,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA		$15,400,000	
Novato: Pavement Rehab (for Downtown Novato SMART Station)	Novato		$617,000	
Old Redwood Highway Multi-Use Pathway	TAM		$1,120,000	
San Rafael: Grand Ave Bridge	San Rafael		$763,000	
US 101 Marin-Sonoma Narrows	TAM		$2,000,000	
9. REGIONAL STRATEGIC INVESTMENTS (RSI)		**TOTAL:**	**$23,900,000**	
OBAG 2 REGIONAL PROGRAMS		**TOTAL:**	**$449,683,781**	**$51,951,219**

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4202_ongoing_OBAG2\[tmp-4202_Attachment-B-1_July.xlsx]July 2020

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0933	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	6/2/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming. Programming of approximately $504 million of FTA Section 5307 formula funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act to support Bay Area transit operations in response to the COVID-19 pandemic.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4b 20-0933 CARES Act Transit - Reso 4420.pdf 4b 20-0933 CARES Act Transit Presentation.pdf				

Date	Ver.	Action By	Action	Result

Subject:

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

Programming of approximately $504 million of FTA Section 5307 formula funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act to support Bay Area transit operations in response to the COVID-19 pandemic.

Presenter:

Theresa Romell

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 4b - 20-0728**

MTC Resolution No. 4420, Revised

Subject: Programming of $507.5 million of FTA formula funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act to support Bay Area transit operations in response to the COVID-19 pandemic.

Background: The Bay Area is receiving nearly $1.3 billion in supplemental Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) and Rural Area Formula (Section 5311) program funds to support transit agency operations impacted by COVID-19 through the CARES Act (signed on March 27, 2020). MTC is responsible for programming the region's FTA Section 5307 program funds and for working with Caltrans for programming of regional Section 5311 program funds.

The $1.3 billion in total CARES Act funding is being distributed in 2 phases to allow for the provision of immediate relief as well as to preserve flexibility to more accurately match and reconcile revenue losses. In April 2020, the Commission approved the first Phase 1 distribution of approximately $781 million in federal funds to Bay Area transit agencies, equivalent to 61% of the region's CARES Act funding. This month, a Phase 2 distribution proposal for approximately $507 million, the remaining 39% balance of the CARES funding, is being presented for action. It is important to emphasize, the CARES Act funds will only stabilize the transit systems – more funding will be needed to address the significant financial challenges faced by transit as a result of the COVID-19 pandemic.

CARES Act Distribution Principles and Operator Recovery Strategies

The first distribution of CARES Act funding was guided by four principles developed in consultation with transit operators. Principles 1 through 4 dealt with the need to act quickly to provide transit operators with funding to address revenue losses, yet retain flexibility in the distribution process to address changing circumstances. Principle 5 applies to the distribution of Phase 2 funds, which is to be guided by transit operator recovery strategies with consideration given to network connectivity, financial sustainability, and transportation system equity.

In early June, transit operators submitted their recovery strategies to MTC. In response to the statewide shelter in place order, transit operators have been focused on retaining routes for the most vulnerable and transit dependent and have been monitoring ridership to make necessary adjustments as needed. The recovery strategies indicate that the transit operators will continue to develop plans, but they are still operating under significant uncertainty. In summary the recovery plans outline the following:

- Financial Sustainability – There is insufficient funding to support pre-COVID service levels, and significant funding uncertainty makes it difficult to develop operating budgets and service plans. Operators are

using the CARES Act funds to retain their labor forces, however, labor comprises about two-thirds of operator budgets and long term sustainability of current staff levels is uncertain.

- Network Connectivity – Rapidly changing schedules and different service change processes and timelines, make coordination challenging between systems. As service stabilizes, it will be easier to coordinate on connectivity.
- Equity - Operators focused on retaining service on routes that serve essential services and vulnerable populations and when restoring service plan to prioritize high demand routes that tend to serve the same vulnerable populations. Some agencies have enhanced non-fixed route solutions (on demand, taxi voucher, shuttle) to ensure access for transit dependent riders.

Phase 2 Distribution Framework: 5307 funding

Guided by the Blue Ribbon Transit Recovery Task Force and in close consultation with transit operators, staff are proposing to distribute the Phase 2 CARES Act funding in a manner that takes into account the funding each operator received in Phase 1 and their total anticipated revenue losses over a ten-month period. The proposed approach is summarized below:

- Seek to fully backfill operators' lost revenue due to COVID-19 through December 31, 2020 across both Phase 1 and Phase 2.
- Use a consistent set of revenue loss assumptions for all operators across two time periods (March to August 2020 and September to December 2020) to determine a monthly revenue loss amount
- "True-Up" total anticipated revenue loss over the ten-month period of March to December and calculate the total amount of CARES Act funding an operator needs across both Phase 1 and Phase 2.
- Because the projected revenue loss across all operators of $1.42 billion is greater than the total CARES Act funds of $1.288 billion, the revenue loss for each operator must be scaled down by 9.87% to allow the March to December need to fit within the available CARES Act funds across both Phase 1 and Phase 2.

Equity Adjustment

To provide additional support for operators that serve higher proportions of transit dependent customers, the staff proposal contains the application of an "equity adjustment" in the distribution formula:

- 25% of an operator's forecasted revenue losses are weighted by its ridership share of very low income. Very low income is defined as under $50,000 household income.

Revenue Loss Assumptions
The following assumptions guided staff's calculations of revenue loss for use in the distribution approach described above. These assumptions were refined through discussions with the region's transit operators. Although significant uncertainty remains, they represent a reasonable expectation of the impacts of COVID-19 on revenue generation. Amounts shown are a percentage reduction below what the fund source generated prior to COVID-19.

March – August 2020	**September – December 2020**
Fares -90%	Fares -70%
Sales taxes -45%	Sales taxes -30%
BATA bridge tolls -60%	BATA bridge tolls -25%
Golden Gate Bridge tolls -60%	Golden Gate Bridge tolls -40%
SFMTA Parking -90%	SFMTA Parking -15%
SFMTA General Fund -20%	SFMTA General Fund -20%
Park n Ride revenues -90%	Park n Ride revenues -75%
State Transit Assistance -32%	State Transit Assistance -40%
State Rail Assistance -32%	State Rail Assistance -40%

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

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

Similar to Phase 1, the Phase 2 proposal would program CARES Act funds to operators on the broadest possible eligibility based on NTD reporting and geographic service areas in order to meet the principle of programming funds on the basis of need. This methodology preserves a spirit of fairness and equity among the operators so that all operator needs can be met as best possible.

Final Distribution: 5311 Funding
As the Designated Recipient of approximately $95 million in CARES Act FTA Section 5311 funds for transit services in rural areas, Caltrans is responsible for applying for and distributing these funds to operators throughout the state in coordination with appropriate stakeholders, including MTC. In an April 10, 2020 letter to Section 5311 recipients and partners, Caltrans announced a round 1 statewide distribution of 5311 funds equal to approximately 30% of the total available statewide. These amounts were reflected in the April programming action, treating the Section 5307 and Section 5311 funds as two pieces of the regional strategy to provide emergency transit operating relief. The second round of Caltrans' Section 5311 distribution is expected be made in coordination with MPOs like MTC, and the estimated regional share of the

state's apportionment (approximately $3.4 million) is included in the total Phase 2 distribution proposed in this item. For both the round 1 distribution and any future rounds, operators will need to work with Caltrans directly for access to and use of those funds.

Expenditure of MTC Regional Transit Program CARES Act Funding
As stated above, 1% of the total CARES Act funding is proposed to be directed to MTC to support its Regional Transit Programs. In the Phase 1 distribution, MTC received about $7.8 million, and is proposed to receive approximately $5 million in Phase 2.

In June, the Programming and Allocations Committee approved the expenditure plan for the Phase 1 MTC Regional Transit Program CARES Act funding. Expenditures included backfilling lost revenue to support the Clipper program and the Clipper Start Means-Based Pilot program, implementation of the Regional Transit Connection card, and support for Vanpool services and transit recovery planning. Staff is proposing to amend the expenditure plan to direct MTC's Phase 2 share towards the Clipper Start Means-Based Pilot. The funding will allow for the expansion of the pilot to include operators beyond the four originally enrolled in the pilot. Expansion of the means-based pilot addresses equity in a forward-looking manner by making transit service more affordable for low-income riders.

The revised expenditure plan for MTC's share of the CARES Act funds, incorporating Phase 2, is shown in Attachment B to this summary.

Blue Ribbon Transit Recovery Task Force
One of the initial Task Force responsibilities was to guide the next CARES Act distribution formula and identify the categories to be funded. Over the course of three Task Force meetings, the members provided input and feedback for the proposed distribution. In parallel with the Task Force meetings, MTC staff consulted directly with the transit agencies to develop and refine the proposed distribution. Staff incorporated the feedback from the transit operators and the Task Force to the degree possible given the constraints.

After hearing comments and concerns from each other as well as public and stakeholder comments at the June 29 Task Force meeting, a majority of the Task Force members voted to support (some supported with reservations) the proposed staff recommendation. A small subset of the Task Force members were reticent to support the proposed distribution and two members voted to block the proposal because of a fundamental disagreement with the proposal. In particular, VTA believes the sales tax assumptions proposed are not conservative enough; that sales tax decreases will be more severe and hence the financial impact to VTA is more than what staff is projecting based on the consistent set of revenue loss assumptions. Staff has considered these concerns and has taken this into account in balancing the assumptions for the multitude

of revenue sources that are factors in the distribution formula. Staff believes the assumptions proposed are the best available given the uncertainties.

Issues: *Sales Tax Assumption Concerns:* At the June 29 Blue Ribbon Transit Recovery Task Force meeting, several members raised fundamental concerns with the MTC staff proposal. In particular, VTA would like the distribution formula revised to reflect more conservative assumptions on sales tax decreases in the future.

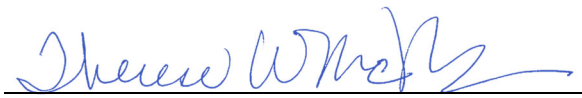
Equity Considerations Should be Forward Looking: As the shelter in place orders begin to ease, more information will become available on populations that are reliant on public transportation in the post-COVID-19 environment. At the June 29 Blue Ribbon Transit Recovery Task Force meeting, members advised that this "forward-looking" equity information should be used to inform future funding decisions, network planning, and transformative actions.

Need for Additional Emergency Funds for Transit: The transit operators and the Task Force agree that more funding is needed to ensure a financial sustainable, connected and equitable transit system going forward. Operators are expected to reach a financial cliff absent additional funding given the likely severity and duration of the pandemic.

Final 5311 Apportionment: As of the writing of this memorandum, the final regional distribution methodology for the state's apportionment of FTA Section 5311 Rural Area Formula Program funds has not been released by Caltrans; it is anticipated to be provided mid- to late-July. When the final distribution and programming methodology is provided by Caltrans, the Executive Director is authorized and directed by MTC Resolution No. 4420 to modify the programming of the region's CARES Act funds to meet FTA requirements, including fiscal constraint. Staff will return to the Commission as appropriate to take any additional needed action or to provide an update on the program.

Recommendation: Refer MTC Resolution No. 4420, Revised, to the Commission for approval

Attachment: Attachment A: Phase 2 CARES Act Funding Distribution Summary
Attachment B: MTC CARES Act Expenditure Plan, Revised
MTC Resolution No. 4420, Revised (Attachment A)



Therese W. McMillan

Transit Operator	April 2020 MTC Resolution 4420 CARES Act Phase 1 Distribution	Proposed CARES Act Phase 2 Distribution	Total CARES Act Allocation (Phase 1 + Phase 2)	Total CARES Act Allocation Percent Share (Phase 1 + Phase 2)
AC Transit	$80,366,395	$33,791,067	$114,157,462	8.95%
BART	$251,637,050	$125,407,348	$377,044,397	29.56%
Caltrain	$49,292,725	$15,343,056	$64,635,781	5.07%
GGBHTD	$30,163,006	$21,416,217	$51,579,223	4.04%
SFMTA	$197,190,672	$176,583,108	$373,773,780	29.30%
SamTrans	$28,519,037	$17,359,961	$45,878,998	3.60%
VTA	$73,023,596	$68,548,709	$141,572,305	11.10%
Subtotal	***$710,192,481***	***$458,449,465***	***$1,168,641,945***	***91.62%***
ACE[1]	$2,680,453	$0	$2,680,453	0.21%
CCCTA	$7,067,680	$4,744,717	$11,812,397	0.93%
*City of Dixon (5311)**	*$305,302*	*$84,961*	*$390,263*	*0.03%*
ECCTA	$3,891,364	$4,133,082	$8,024,446	0.63%
City of Fairfield	$2,002,985	$1,935,736	$3,938,721	0.31%
LAVTA	$3,501,369	$3,317,589	$6,818,958	0.53%
Marin Transit	$5,438,809	$4,737,254	$10,176,062	0.80%
NVTA	$2,701,734	$1,675,433	$4,377,166	0.34%
City of Petaluma	$498,342	$562,579	$1,060,920	0.08%
*City of Rio Vista (5311)**	*$119,328*	*$38,508*	*$157,836*	*0.01%*
SMART	$10,375,471	$4,576,702	$14,952,173	1.17%
City of Santa Rosa	$2,493,979	$1,581,591	$4,075,570	0.32%
Solano County Transit	$2,590,800	$2,940,915	$5,531,715	0.43%
Sonoma County Transit	$3,014,482	$2,757,974	$5,772,456	0.45%
Transbay Joint Powers Authority	$0	$583,273	$583,273	0.05%
Union City Transit	$922,560	$1,023,804	$1,946,364	0.15%
City of Vacaville	$488,659	$1,301,185	$1,789,844	0.14%
WCCTA	$2,218,204	$1,799,546	$4,017,750	0.31%
WETA	$12,529,212	$6,227,194	$18,756,406	1.47%
Subtotal	***$62,840,733***	***$44,022,044***	***$106,862,776***	***8.38%***
Total	**$773,033,213**	**$502,471,508**	**$1,275,504,722**	100%
Regional Transit Programs/Support (1%)	**$7,808,416**	**$5,075,470**	**$12,883,886**	*N/A*
GRAND TOTAL	**$780,841,629**	**$507,546,979**	**$1,288,388,608**	*N/A*

*Phase 2 amounts for operators eligible for FTA Section 5311 funds are estimated. Caltrans expects to release FTA Section 5311 programming amounts before mid-July which will determine exact amounts.

[1] Using the proposed needs-based methodology, ACE's need is met when considering the Phase 1 allocation from the MTC region ($2.7M) and Stockton UZA contributions ($17.5M). Future emergency funding will necessitate a review of their need and funding.

Transit Operator	April 2020 MTC Resolution 4420 CARES Act Phase 1 Distribution Operator % Share	Proposed CARES Act Phase 2 Distribution Operator % Share	Total CARES Act Allocation Percent Share (Phase 1 + Phase 2)
AC Transit	10.40%	6.72%	8.95%
BART	32.55%	24.96%	29.56%
Caltrain	6.38%	3.05%	5.07%
GGBHTD	3.90%	4.26%	4.04%
SFMTA	25.51%	35.14%	29.30%
SamTrans	3.69%	3.45%	3.60%
VTA	9.45%	13.64%	11.10%
Subtotal	***91.87%***	***91.24%***	***91.62%***
ACE[1]	0.35%	0.00%	0.21%
CCCTA	0.91%	0.94%	0.93%
City of Dixon	*0.04%*	*0.02%*	*0.03%*
ECCTA	0.50%	0.82%	0.63%
City of Fairfield	0.26%	0.39%	0.31%
LAVTA	0.45%	0.66%	0.53%
Marin Transit	0.70%	0.94%	0.80%
NVTA	0.35%	0.33%	0.34%
City of Petaluma	0.06%	0.11%	0.08%
City of Rio Vista	*0.02%*	*0.01%*	*0.01%*
SMART	1.34%	0.91%	1.17%
City of Santa Rosa	0.32%	0.31%	0.32%
Solano County Transit	0.34%	0.59%	0.43%
Sonoma County Transit	0.39%	0.55%	0.45%
Transbay Joint Powers Authority	0.00%	0.12%	0.05%
Union City Transit	0.12%	0.20%	0.15%
City of Vacaville	0.06%	0.26%	0.14%
WCCTA	0.29%	0.36%	0.31%
WETA	1.62%	1.24%	1.47%
Subtotal	***8.13%***	***8.76%***	***8.38%***
Total	100%	100%	100%

[1]Using the proposed needs-based methodology, ACE's need is met when considering the Phase 1 allocation from the MTC region ($2.7M) and Stockton UZA contributions ($17.5M). Future emergency funding will necessitate a review of their need and funding.

Proposed Expenditure of MTC Share of CARES Act (H.R. 748)
Supplemental Federal Transit Funds

The following matrix proposes expenditure categories and funding amounts for the ~~$7,808,416~~ $12,883,886 in CARES Act funding directed to MTC.

	Expenditure Category	**Description**	**Funding Amount**
1.	Clipper Operations	Support the implementation and operation of the Region's fare payment card. CARES Act funds are needed to replace significant revenue reductions to State Transit Assistance (STA) and Regional Measure 2 funding that support the Clipper operating budget.	$4,200,000
2.	Regional Transit Connection (RTC) Card	An RTC Discount ID Card is made available to persons with qualifying disabilities and is used as proof of eligibility to receive discount fares on fixed-route public transit in the Bay Area. CARES Act funding will support the upgrade of data systems used to implement the program and the transfer of RTC operations to MTC.	$1,000,000
3.	Vanpool	CARES Act funds would provide a replacement subsidy to Commute by Enterprise to support the continued operation of 130 Vanpool vehicles that have been idled due to the COVID-19 pandemic and Shelter in Place Order. Without this funding, vehicles may be permanently taken out of service and the expense to restart operations would be prohibitive. Vanpool service is viewed to be an important part of economic and mobility recovery in the wake of the pandemic.	$ 400,000
4.	Means-based Pilot Operator Subsidy	$8 million in STA funding had been planned to be set-aside to support the 18-month Clipper Start Means-based Transit Fare Pilot, scheduled to begin in July 2020. Due to the estimated 40 percent reduction in STA funding for FY 2020-21, CARES Act funding is proposed to keep the set aside-for the pilot whole. ~~and continue the provision of operator subsidies for reduced fares at the originally planned level.~~ *MTC further proposes to augment planned funding for the Clipper Start program by approximately $5.1 million to allow for the expansion of the pilot to operators beyond the four currently enrolled.* For administrative ease of use, staff proposes to exchange CARES Act funds for STA Regional Coordination funds previously intended for Clipper operations, and re-direct an equal amount of those STA funds to the Means-based program.	~~$1,700,000~~ $6,775,470
5.	Transit Recovery Planning	CARES Act funding is proposed to support efforts related to public transit recovery necessitated by the COVID-19 crisis. Activities may include planning, surveying, public outreach, public information, and other efforts to support the work of the Blue Ribbon Transit Recovery Task Force.	$ 508,416
		Total:	**$12,883,886**

Date: April 22, 2020
W.I.: 1512
Referred By: Commission
Revised: 05/27/20-C
07/22/20-C

ABSTRACT

Resolution No. 4420, Revised

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

This resolution includes the following attachments:

Attachment A – Principles for Distribution of CARES Act (H.R. 748) Supplemental Federal Transit Administration Formula Funds
Attachment B – FY2019-20 Emergency Transit Operations Programming Policy
Attachment C – FY2019-20 Emergency Transit Operations Program of Projects

On May 27, 2020, Attachment A was revised to incorporate proposed actions for Principle 5.

Attachments B and C were revised on July 22, 2020 to update the Policy and Programming for the Phase 2 distribution of CARES Act Emergency Transit Operations funding.

Further discussion is contained in the memoranda to the MTC Programming and Allocations Committee dated May 13, 2020 and July 8, 2020.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4420

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area; and

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

WHEREAS, MTC is the designated recipient of the FTA Section 5307 Urbanized Area Formula Program funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program and for the Section 5311 funds in non- urbanized areas; and

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

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

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

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

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

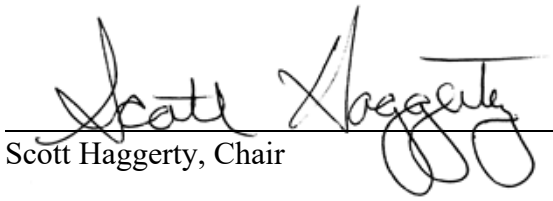
RESOLVED, that MTC will return to the Commission to consider and approve those criteria and factors that will be identified for and associated with Principle 5 as provided for in Attachment A, as a basis for subsequent distributions beyond the initial distribution; and, be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California on April 22, 2020.

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

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

5. Future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability, and transportation system equity.	Each operator will develop and provide MTC with a COVID-19 recovery strategy. The recovery strategies will consider a) right sizing the services, including criteria for reinstating any service reductions undertaken; b) financial sustainability, including assumptions and rationale regarding how quickly and to what level ridership will recover; and c) how equity/lifeline services are being addressed, including identification of the most transit dependent riders and prioritization of their needs. The proposed actions for this principle will be further guided by the work and direction of the Blue Ribbon Transit Recovery Task Force.

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

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

I. About the Policy

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

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

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

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

II. The Policy

a. FTA Funds

i. Federal Eligibility: In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4242, Revised (Transit Capital Priorities Policy), the CARES Act also makes these funds *"available for the operating expenses of transit agencies related to the response to a coronavirus public health emergency as described in section 319 of the Public Health Service Act, including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service."* Further, the CARES Act provides this supplemental funding up to a 100% Federal share.

ii. Regional Eligibility: Transit operators are required to submit annual reports to the National Transit Database (NTD). Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4242, Revised) typically used for distribution of FTA formula funds, in which

certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region.

Table 1. Urbanized Area Eligibility

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

† Eligibility based on 2018 NTD Report Data
*Small Operator

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

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

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

b. Funding Distribution Methodology

i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:

1. Fund needs for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, CCCTA, etc.).

2. Fund balance of operator needs among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.

3. Reduce operator funding proportionately in UZAs where needs exceed available funding.

4. If, after Future Phase(s) funds are programmed to address pandemic-related operator needs (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4242, Revised), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.

ii. Phased Distribution of Funds: Funds will be distributed in two Phases:

1. Phase 1: 60.6% of the region's apportionment will be assigned to operators in Phase 1. This phase is intended to roughly address estimated direct operating impacts as a result of the Coronavirus pandemic through June 30, 2020 (e.g., unrealized fare revenue as a result of decreased ridership, unrealized transit agency parking revenue, unrealized bridge toll revenue, increased expenses due to extra cleaning labor and supplies, etc.) using the methodology described in III.a.i., below.

2. Phase 2: The remaining 39.4% of the region's apportionment will be assigned to operators following the Principles included in Attachment A, with emphasis on the recovery based considerations embodied in Principle 5, to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

III. The Process

a. The distribution of funds in Phases 1 and 2 will utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region. This process recognizes the myriad revenue sources that go into different operator budgets, and seeks to provide equitable levels of funding to each across the region.

i. Phase 1 Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Phase 1:

1. MTC 1% Take-down: 1% of the funds will be assigned to MTC for operating assistance.

2. The remaining Phase 1 funds will be targeted to operators proportionally based on the following three factors, weighted equally, and with a floor applied such that the Small Operators, as defined above, receive an amount equal to at least 17% of their FY2019-20 operating costs:

a. Fare box revenues as reported in operators' FY2019-20 Transportation Development Act (TDA) Claims;

b. Operating costs, as reported in operators' FY2019-20 TDA Claims; and

c. STA Revenue-based formula qualifying revenues (PUC99314), without the AB 1107 sales tax exclusion.

ii. Phase 2 Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Future Phase(s):

1. MTC 1% Take-down: 1% of the funds will be assigned to MTC for operating assistance.

2. The remaining Phase 2 funds will be targeted to operators based on the funding each operator received in Phase 1 and their total anticipated revenue losses over a ten-month period. The proposed approach seeks to fully backfill operators' lost revenue due to COVID-19 through December 31, 2020 across both Phase 1 and Phase 2. Because the projected revenue loss across all operators is greater than the total CARES Act funds received, the revenue loss for each operator must be scaled down by 9.87% to allow the March to December need to fit within the available CARES Act funds across both Phase 1 and Phase 2.

3. To provide additional support for operators that serve higher proportions of transit dependent customers, an "equity adjustment" has been applied to the funding distribution. 25% of an operator's forecasted revenue losses are weighted by its ridership share of very low income. Very low income is defined as under $50,000 household income.

Revenue Loss Assumptions
Amounts shown are a percentage reduction below what the fund source generated prior to COVID-19.

March – August 2020	**September – December 2020**
Fares -90%	Fares -70%
Sales taxes -45%	Sales taxes -30%
BATA bridge tolls -60%	BATA bridge tolls -25%
Golden Gate Bridge tolls -60%	Golden Gate Bridge tolls -40%
SFMTA Parking -90%	SFMTA Parking -15%
SFMTA General Fund -20%	SFMTA General Fund -20%
Park n Ride revenues -90%	Park n Ride revenues -75%
State Transit Assistance -32%	State Transit Assistance -40%
State Rail Assistance -32%	State Rail Assistance -40%

iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and Phase 2 targets will be funded using the Regional Programming Model described in II.b.i, above.

b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

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

c. Process for Programming Revisions & Amendments: The principles, policy, and associated programming (Attachments A, B, and C to this resolution) will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.

d. Grant Applications:

i. FTA Section 5307 Programs: Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.

ii. FTA Section 5311 Program: Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.

Date: April 22, 2020
W.I.: 1512
Referred by: Commission
Revised: 07/22/20-C

Attachment C
Resolution No. 4420

FY2019-20 Emergency Transit Operations Program of Projects

TIP ID	Operator	Project Description	Total FTA Program*	FTA Section 5307	FTA Section 5311*
		Apportionments	**1,288,388,608**	**1,283,243,071**	**5,145,537**
Regional Transit Programs/Support					
REG190001	MTC	CARES Act-eligible Projects	12,883,886	12,883,886	
		Available for Programming	***1,275,504,722***	***1,270,359,185***	***5,145,537***
Phase 1 Programming					
ALA190023	AC Transit	CARES Act-eligible Projects	80,366,395	80,366,395	
ALA190024	ACE[1]	CARES Act-eligible Projects	2,680,453	2,680,453	
ALA190025	BART	CARES Act-eligible Projects	251,637,050	251,637,050	
SM-190011	Caltrain	CARES Act-eligible Projects	49,292,725	49,292,725	
CC-190013	CCCTA	CARES Act-eligible Projects	7,067,680	7,067,680	
SOL190018	City of Dixon	CARES Act-eligible Projects	305,302	-	305,302
CC-190014	ECCTA	CARES Act-eligible Projects	3,891,364	3,891,364	
SOL190020	City of Fairfield	CARES Act-eligible Projects	2,002,985	2,002,985	
MRN190014	GGBHTD	CARES Act-eligible Projects	30,163,006	30,163,006	
ALA190026	LAVTA	CARES Act-eligible Projects	3,501,369	3,501,369	
MRN190013	Marin Transit	CARES Act-eligible Projects	5,438,809	5,199,037	239,772
NAP190005	NVTA	CARES Act-eligible Projects	2,701,734	2,461,683	240,051
SON190008	City of Petaluma	CARES Act-eligible Projects	498,342	498,342	
SOL190019	City of Rio Vista	CARES Act-eligible Projects	119,328	-	119,328
SF-190007	SFMTA	CARES Act-eligible Projects	197,190,672	197,190,672	
SM-190010	SamTrans	CARES Act-eligible Projects	28,519,037	28,341,472	177,565
SON190009	City of Santa Rosa	CARES Act-eligible Projects	2,493,979	2,493,979	
SOL190021	Solano County Transit	CARES Act-eligible Projects	2,590,800	2,590,800	
SON190007	Sonoma County Transit	CARES Act-eligible Projects	3,014,482	2,464,786	549,696
SON190010	SMART	CARES Act-eligible Projects	10,375,471	10,375,471	
ALA190027	Union City Transit	CARES Act-eligible Projects	922,560	922,560	
SOL190022	City of Vacaville	CARES Act-eligible Projects	488,659	488,659	
SCL190038	VTA	CARES Act-eligible Projects	73,023,596	72,932,222	91,374
CC-190015	WCCTA	CARES Act-eligible Projects	2,218,204	2,218,204	
VAR190008	WETA	CARES Act-eligible Projects	12,529,212	12,529,212	
		Phase 1 Program Total	**773,033,213**	**771,310,125**	**1,723,088**
		Fund Balance	**502,471,509**	**499,049,060**	**3,422,449**
Phase 2 Programming					
ALA190023	AC Transit	CARES Act-eligible Projects	33,791,067	33,791,067	
ALA190025	BART	CARES Act-eligible Projects	125,407,348	125,407,348	
SM-190011	Caltrain	CARES Act-eligible Projects	15,343,056	15,343,056	
CC-190013	CCCTA	CARES Act-eligible Projects	4,744,717	4,744,717	
SOL190018	City of Dixon	CARES Act-eligible Projects	84,961	-	84,961
CC-190014	ECCTA	CARES Act-eligible Projects	4,133,082	4,133,082	
SOL190020	City of Fairfield	CARES Act-eligible Projects	1,935,736	1,935,736	
MRN190014	GGBHTD	CARES Act-eligible Projects	21,416,217	21,416,217	
ALA190026	LAVTA	CARES Act-eligible Projects	3,317,589	3,317,589	
MRN190013	Marin Transit	CARES Act-eligible Projects	4,737,254	1,438,274	3,298,980
NAP190005	NVTA	CARES Act-eligible Projects	1,675,433	1,675,433	
SON190008	City of Petaluma	CARES Act-eligible Projects	562,579	562,579	
SOL190019	City of Rio Vista	CARES Act-eligible Projects	38,508	-	38,508
SF-190007	SFMTA	CARES Act-eligible Projects	176,583,108	176,583,108	
SM-190010	SamTrans	CARES Act-eligible Projects	17,359,961	17,359,961	
SON190009	City of Santa Rosa	CARES Act-eligible Projects	1,581,591	1,581,591	
SOL190021	Solano County Transit	CARES Act-eligible Projects	2,940,915	2,940,915	
SON190007	Sonoma County Transit	CARES Act-eligible Projects	2,757,974	2,757,974	
NEW	Transbay Joint Powers Authority	CARES Act-eligible Projects	583,273	583,273	
SON190010	SMART	CARES Act-eligible Projects	4,576,702	4,576,702	
ALA190027	Union City Transit	CARES Act-eligible Projects	1,023,804	1,023,804	
SOL190022	City of Vacaville	CARES Act-eligible Projects	1,301,185	1,301,185	
SCL190038	VTA	CARES Act-eligible Projects	68,548,709	68,548,709	
CC-190015	WCCTA	CARES Act-eligible Projects	1,799,546	1,799,546	
VAR190008	WETA	CARES Act-eligible Projects	6,227,194	6,227,194	
		Phase 2 Program Total	**502,471,509**	**499,049,060**	**3,422,449**
		Total Programming (Phase 1 + Phase 2)	**1,288,388,608**	**1,283,243,071**	**5,145,537**
		Fund Balance	**-**	**-**	**-**

Notes:

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

1. Programming for ACE equal to 50% of the calculated need; remaining 50% will be funded from the San Joaquin Region. Using the proposed needs-based methodology, ACE's need is met when considering the Phase 1 allocation from the MTC region ($2.7M) and Stockton UZA contributions ($17.5M). Future emergency funding will necessitate a review of their need and funding.

PHASE 2 CARES FUNDING PROPOSAL

PROGRAMMING AND ALLOCATIONS

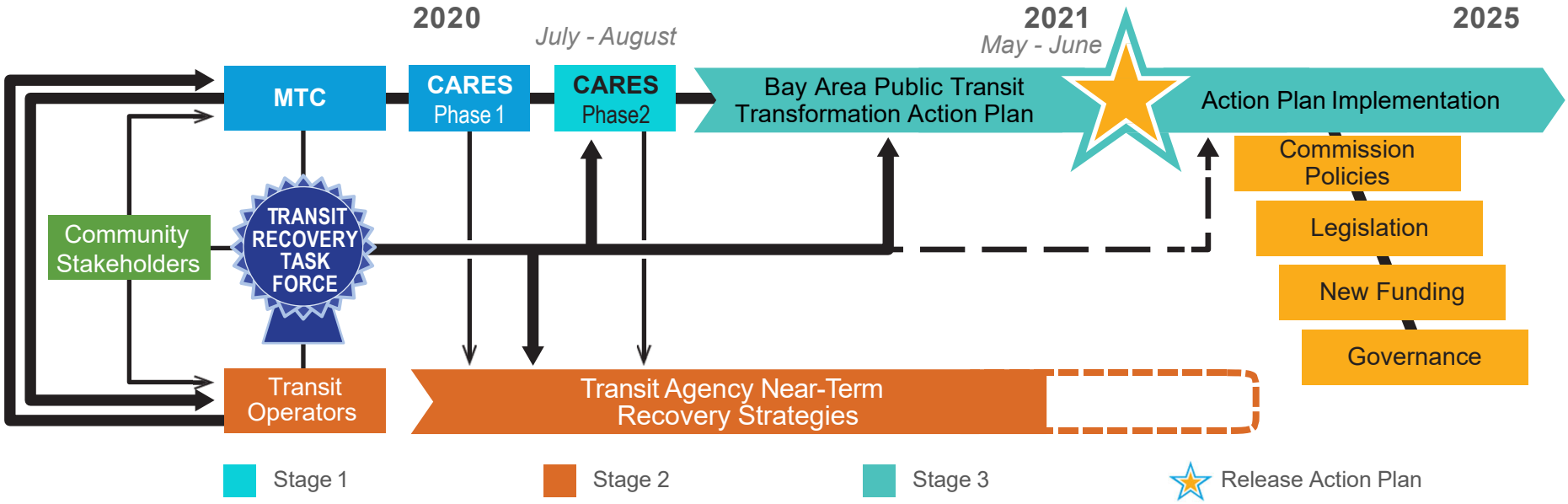
JULY 8, 2020

BLUE RIBBON TRANSIT RECOVERY TASK FORCE

- Appointed by Commission in May 2020 to guide the Bay Area's transit system recovery in response to the COVID-19 pandemic
- 32 members composed of representatives from the State, MTC Commission, transit operators, and stakeholder groups
- Purpose:
  - Guide the expedited distribution of CARES Act Phase 2 funds.
  - Safety, network connectivity, financial sustainability, and transportation system equity will be important considerations.
  - By mid-2021, submit a Bay Area Public Transit Transformation Action Plan to the Commission. The Plan should identify actions needed to re-shape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.

TASK FORCE TIMELINE

BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE



TASK FORCE MEETING TOPICS

BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE

Meeting 1 – May 29, 2020

- Task Force Framework
- Task Force Member Perspectives

Meeting #2 – June 15, 2020

- Transit Operator Safety Plan Outline
- Operator Recovery Strategy Review
- CARES Act Distribution Options

Meeting #3 – June 29, 2020

- Near Term Recovery
  - Transit Operator Safety Plan
  - Network Connectivity Planning
- CARES Act Funding Proposal

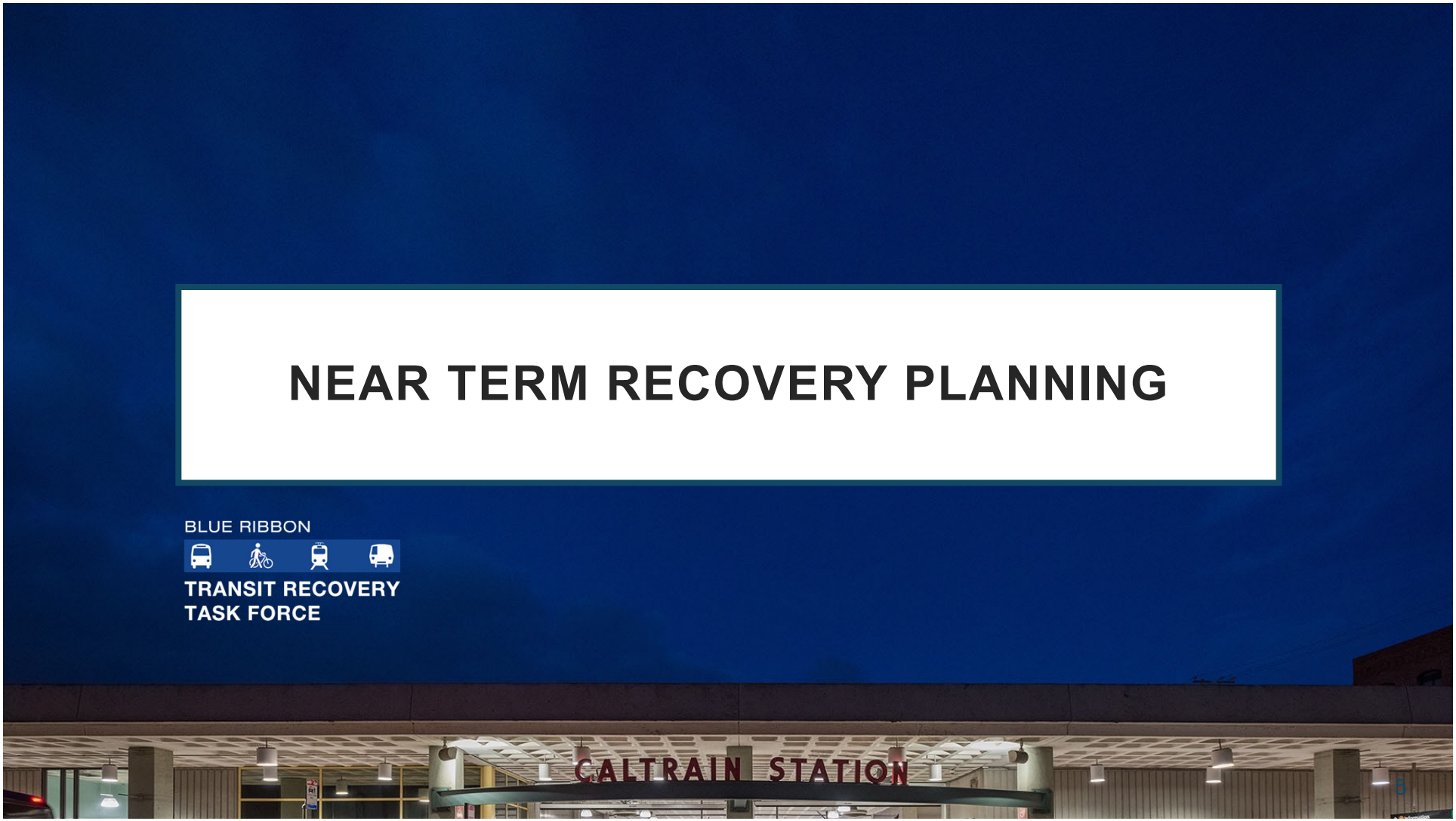
Meeting #4 – July 20, 2020

- Launch discussion of Phase 3 Transformative Action Plan

NEAR TERM RECOVERY PLANNING

BLUE RIBBON

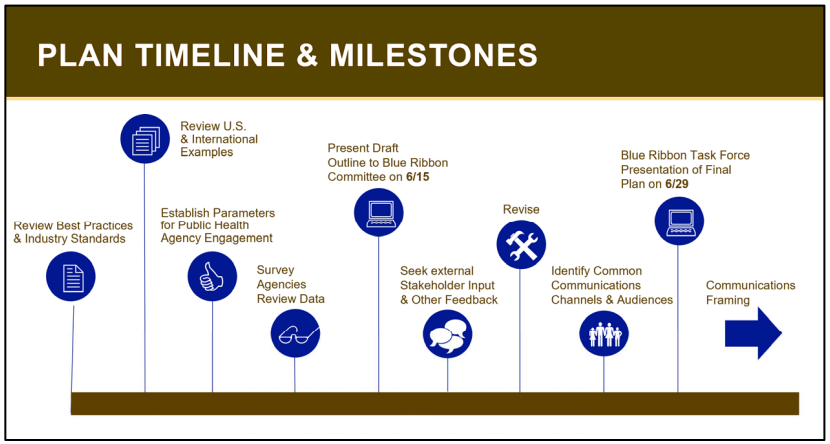
TRANSIT RECOVERY
TASK FORCE



OPERATOR HEALTH & SAFETY PLAN

BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE

- Region's Transit Operators are Working in Coordination to Develop and Implement a Health & Safety Plan that will:
  - Establish comprehensive **shared protocols** to reduce risks for employees and passengers
  - **Unite Voices** of Bay Area Transit Agencies
  - Leverage Available Data
  - Curate Best U.S. / International Practices
  - **Collaborate** with Local Public Health Agencies
  - Launch Common / Scalable Standards
  - Review Customer Journey & Health-Vulnerable Passengers
  - Create Common Approach for Communications
  - Establish Simplified Metrics & Reporting



NEAR-TERM COMMITMENTS

BLUE RIBBON
TRANSIT RECOVERY TASK FORCE

Understand near-term rider needs, especially for vulnerable populations

- Transit operators are conducting agency specific polls and surveys*
- Identify funding for multi-agency polling and customer surveys
- Operators to indicate priorities for additional data needs – such as O-D/demographic survey to assist with service planning and recovery

*see separate document on list of surveys

Communications Campaign

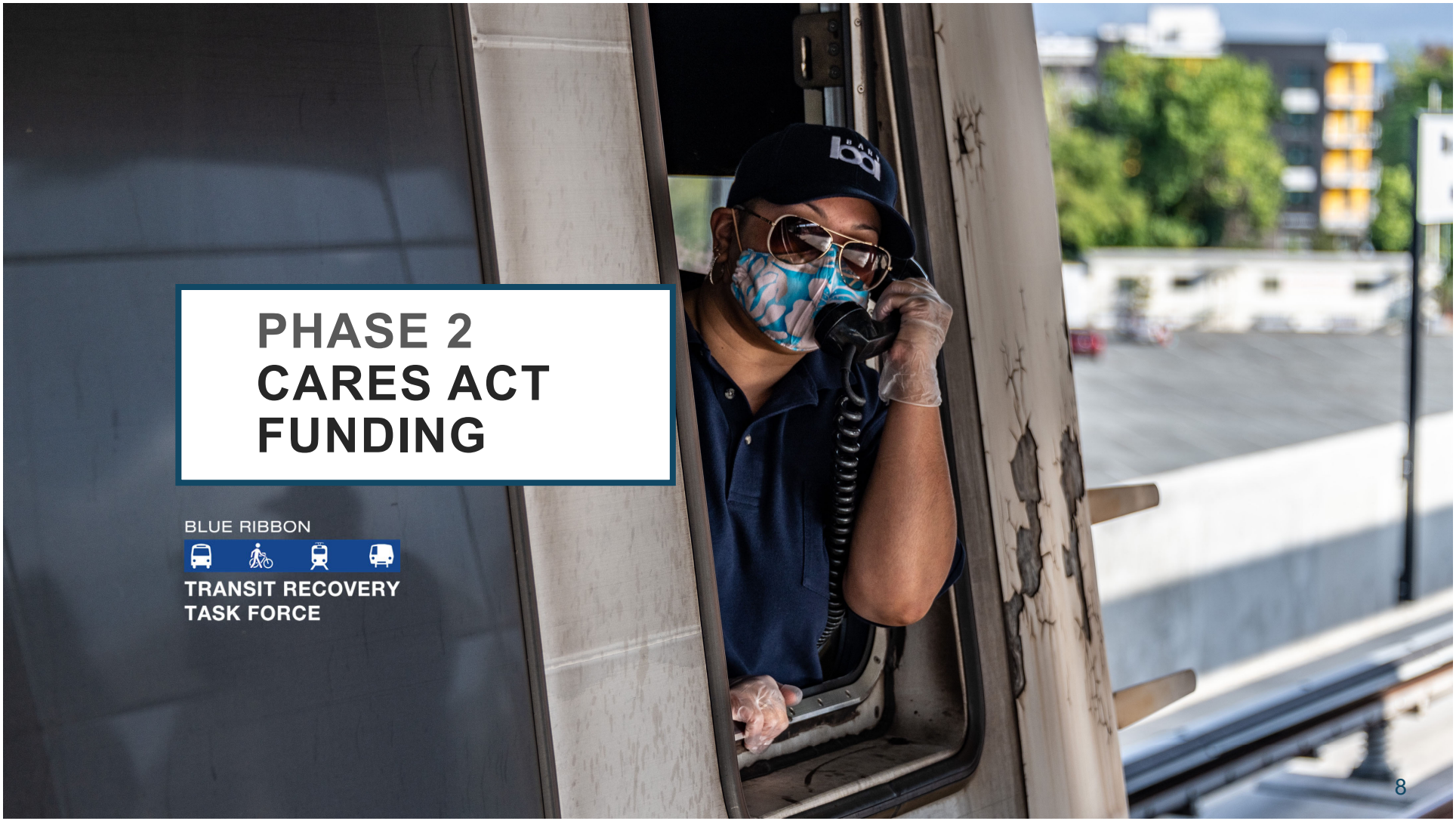
- Actions being taken to make the system healthy for riders and employees
- Implement coordinated messaging effort to welcome riders back

Quarterly Reporting and Updates

- As services are adjusted by operators, monitor connectivity and minimize gaps

Related Regional Collaboration

- Clipper START
- Fare Integration Study
- Seamless Mobility
- Caltrans Strategic Partnerships – Transit Grant
- Bay Bridge Forward
- BATA Focus Group



PHASE 2
CARES ACT FUNDING

BLUE RIBBON

TRANSIT RECOVERY
TASK FORCE

ADOPTED FUNDING DISTRIBUTION PRINCIPLES

BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE

1. **Move quickly** to distribute the first allocation of funds to operators as soon as possible
2. Distribute funding in a manner that **best addresses operators' needs** arising from the COVID-19 crisis
3. **Allow flexibility** to enable the region to address uncertainty/changed circumstances
4. **Address urbanized area (UZA) constraints** associated with federal funds with a needs-based funding distribution of any COVID-19 **supplemental state funds**
5. Future distribution(s) will be subject to a comprehensive COVID-19 **recovery strategy** for each operator that considers any recommended regional adjustments to ensure network connectivity, lifeline service needs, and financial sustainability.

CARES ACT
PROPOSED APPROACH

Phase 1 — $781 million

Distribution Approach

- 33% based on percentage share of FY 2020 -21 State Transit Assistance Revenue-Based Formula (inc. AB 1107 sales tax)
- 33% Based on percentage share of farebox revenue
- 33% based on percentage share of FY 2019-20 Operating Costs

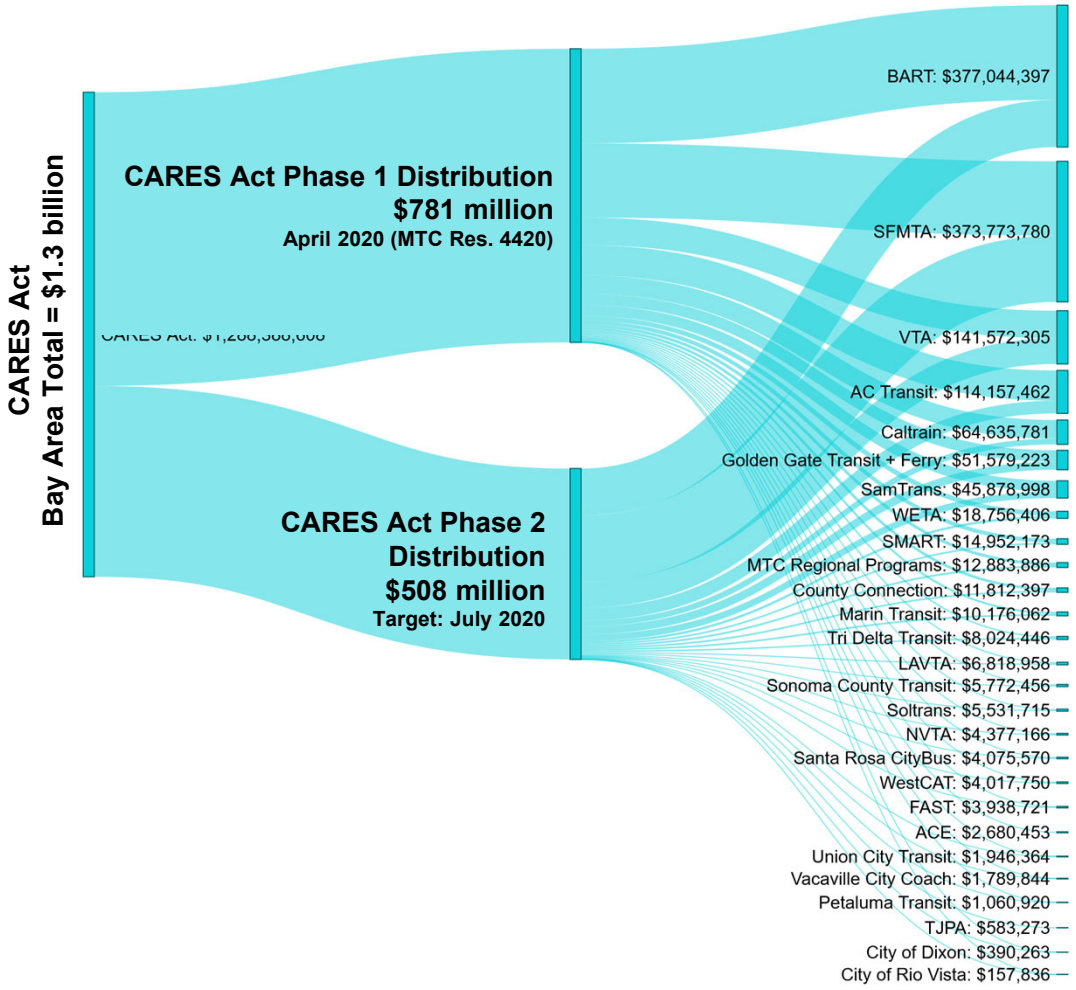
Phase 2 (Proposed) — $508 million

Distribution Approach

- Seeks to fully backfill operators' lost revenue due to COVID-19 through a horizon of 12/31/2020 across both Phase 1 and Phase 2
- Able to meet 90% of estimated need through 12/2020
- Includes a "true up" as the approach looks at the total anticipated revenue loss over the ten month period of 3/2020 to 12/3030 and calculates the total amount of CARES Act funding an operator needs across both Phase 1 and Phase 2
- Uses a consistent set of revenue loss assumptions for all operators across two time periods (March to August 2020 and September to December 2020) to determine a monthly revenue loss amount

EQUITY CONSIDERATIONS

Equity adjustment is applied by weighting 25% of an operator's projected revenue losses to its ridership share of **very low income (under $50,000 income per household) passengers**.



EQUITY IN ACTION – CLIPPER START

BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE

Current Program:

- An 18-month pilot program for 4 Transit Operators (BART, Caltrain, GGBHTD, SFMTA) to provide a transit fare discount to eligible riders based on income
- Anticipated launch date – July 15, 2020
- Operators and MTC set aside funding to fund the subsidy

Request:
Consider expanding pilot program to include additional transit operators

CLIPPER START℠

Next Steps:

- Confirm interest and participation from transit operators
- CARES Act regional funds could help subsidize additional operators for pilot period.
- Additional follow-up needed on:
  - Clipper System changes
  - Policy & Funding – Identification of new regional funding sources
  - Implementation – Timing, outreach and program management updates

CONSISTENT REVENUE LOSS ASSUMPTIONS

BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE

- **Revised assumptions (in *italics*) since last meeting, based on newest data, slightly more optimistic***
- **Unprecedented uncertainty remains a challenge**
- **Use of consistent assumptions across all operators allows for CARES Act distribution options to be considered on a level playing field**
- **Amounts shown below are a % reduction below what the fund source generated prior to COVID-19.**

March – August 2020

- Fares **-90%**
- *Sales taxes **-45%***
- BATA bridge tolls **-60%**
- Golden Gate Bridge tolls **-60%**
- SFMTA Parking **-90%**
- SFMTA General Fund **-20%**
- Park n Ride revenues **-90%**
- State Transit Assistance **-32%**
- State Rail Assistance **-32%**

September – December 2020

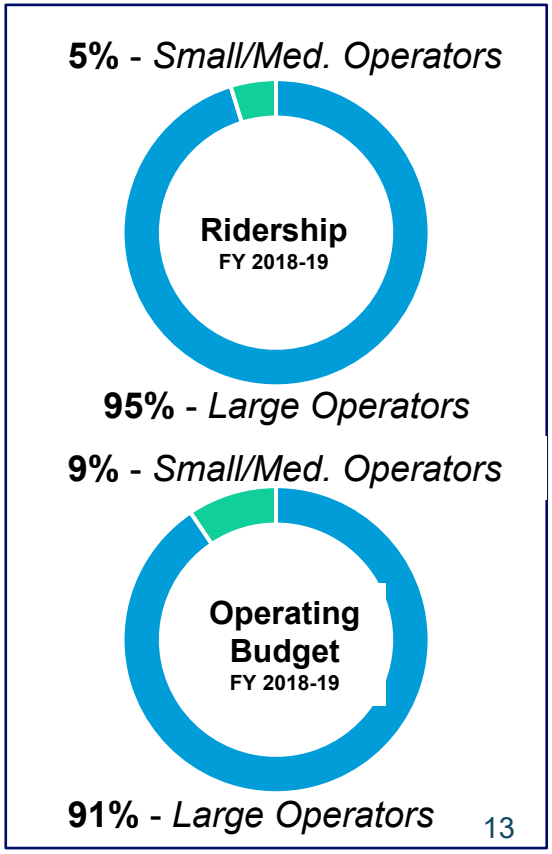
- *Fares **-70%***
- *Sales taxes **-30%***
- *BATA bridge tolls **-25%***
- Golden Gate Bridge tolls **-40%**
- *SFMTA Parking **-15%***
- SFMTA General Fund **-20%**
- Park n Ride revenues **-75%**
- State Transit Assistance **-40%**
- State Rail Assistance **-40%**

**Although a majority of transit operators support these assumptions as a basis for the distribution, they are not uniformly supported by all.*

CARES ACT PROPOSED DISTRIBUTION

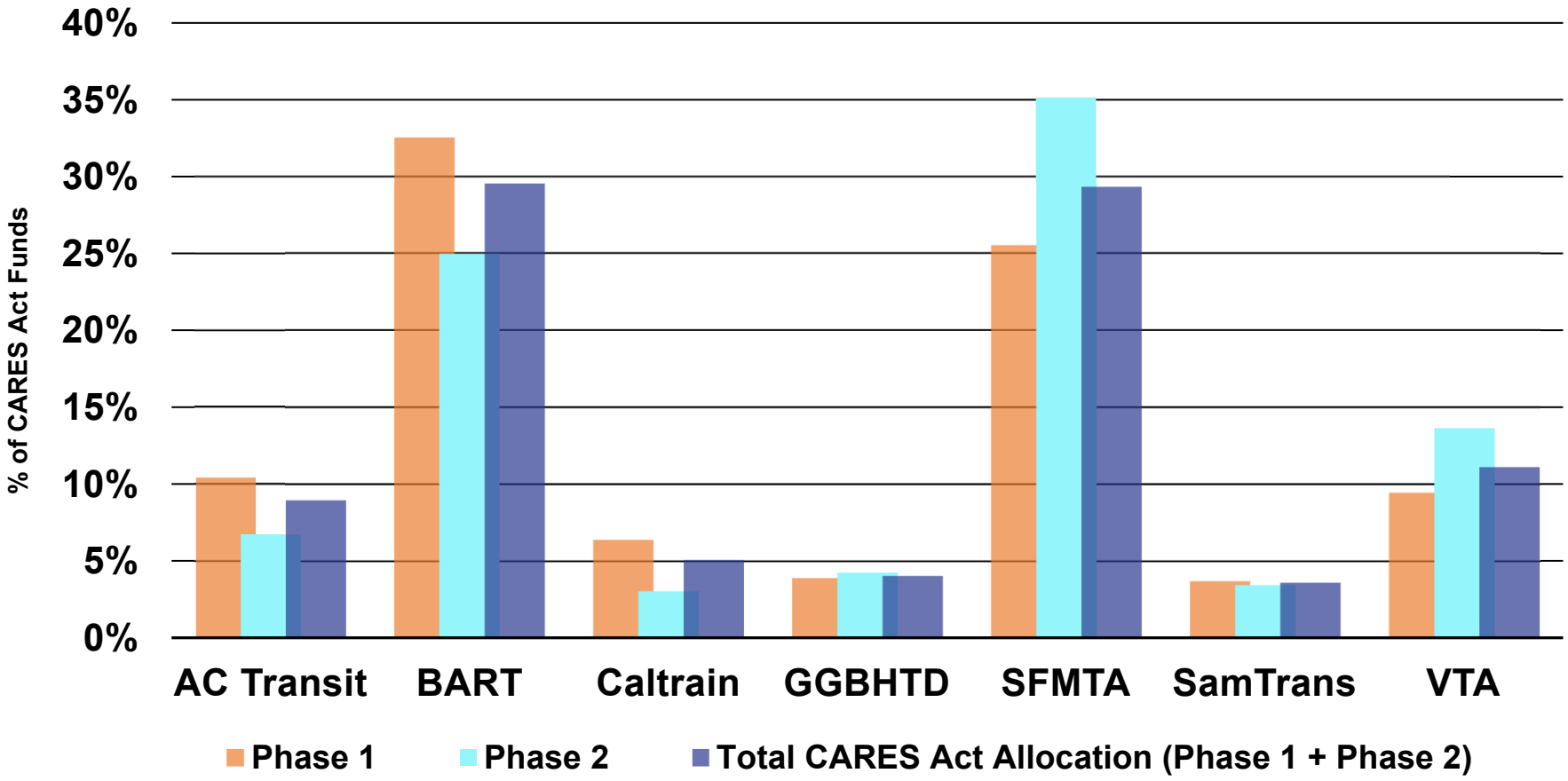
BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE

Transit Operator	Total CARES Act Allocation (Phase 1 + Phase 2)	Total CARES Act Allocation % Share (Phase 1 + Phase 2)
AC Transit	$114,157,462	8.9%
BART	$377,044,397	29.6%
Caltrain	$64,635,781	5.1%
Golden Gate Transit + Ferry	$51,579,223	4.0%
SFMTA	$373,773,780	29.3%
SamTrans	$45,878,998	3.6%
VTA	$141,572,305	11.1%
Large Operator Total	***$1,168,641,945***	***91.6%***
Small/Medium Operator Total	***$106,862,776***	***8.4%***
Regional Transit Programs/Support	*$12,883,886*	*1% (off the top)*
GRAND TOTAL	**$1,288,388,608**	**100%**



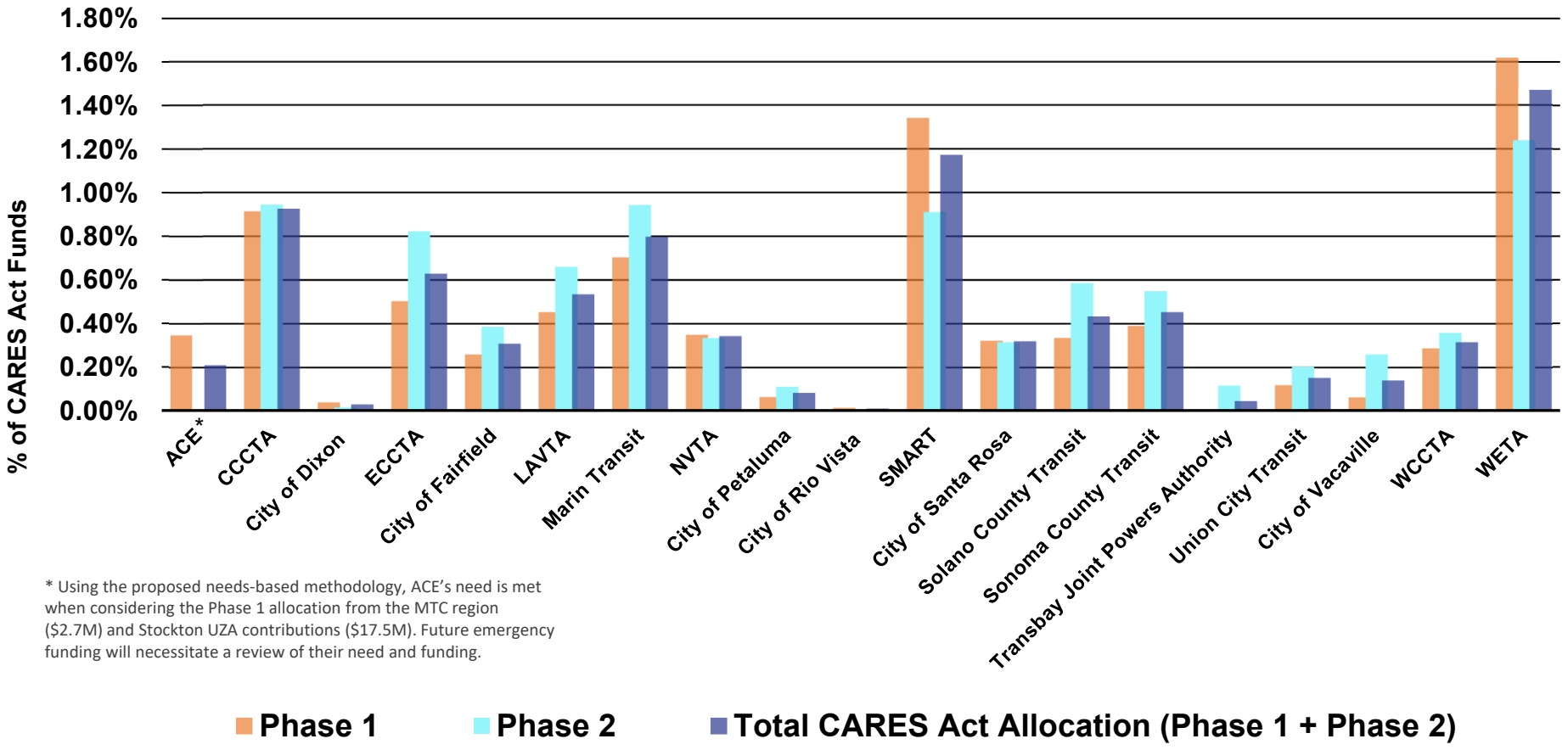
CARES ACT % SHARES BY PHASE

BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE



CARES ACT % SHARES BY PHASE, CONT.

BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE



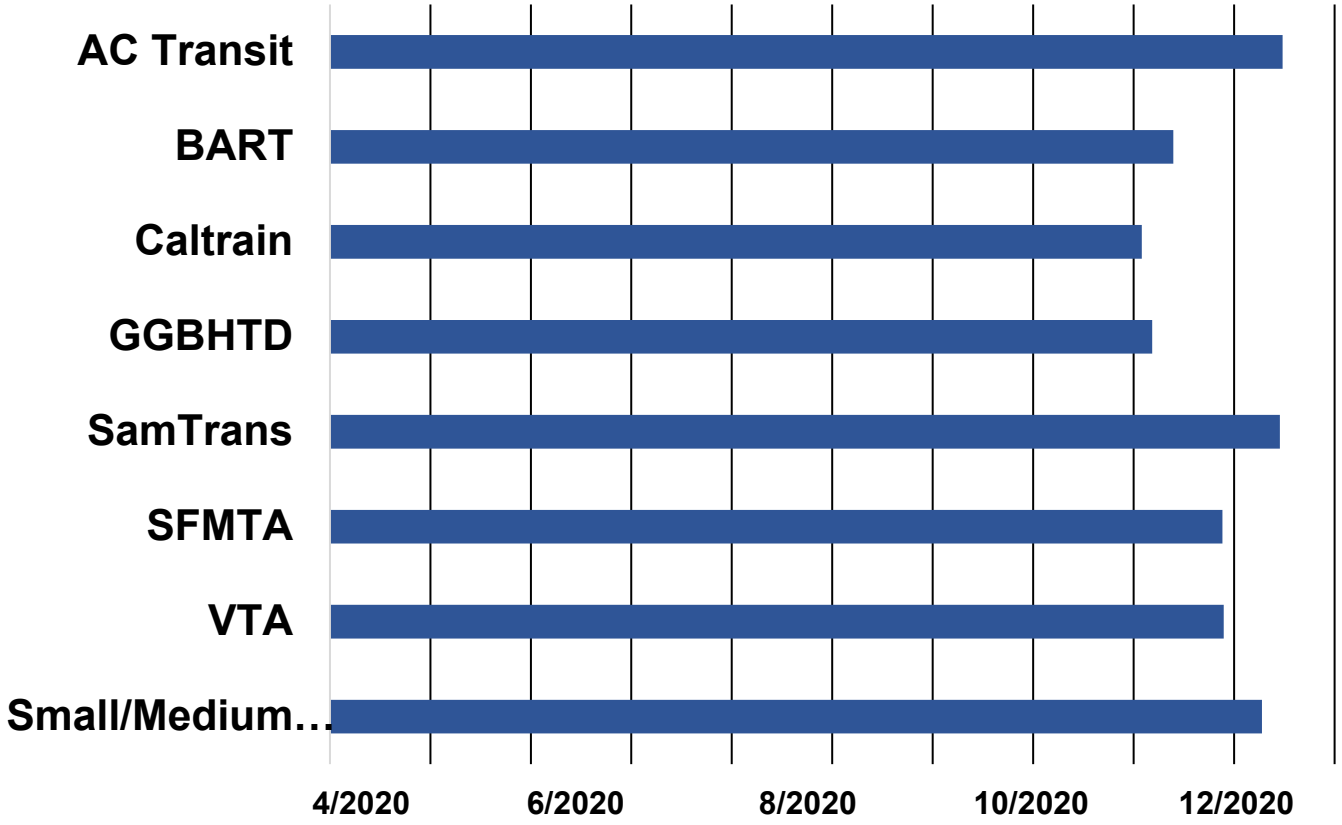
* Using the proposed needs-based methodology, ACE's need is met when considering the Phase 1 allocation from the MTC region ($2.7M) and Stockton UZA contributions ($17.5M). Future emergency funding will necessitate a review of their need and funding.

IS THERE A FINANCIAL "CLIFF"?

BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE

How many months of revenue loss will the CARES Act backfill?

Note: Different length of bars reflects impact of equity adjustment, CARES Act covers 8.7 months of revenue loss region-wide



- Revenue loss is estimated, unprecedented uncertainty
- Agencies have reduced operating costs so CARES Act funding should stretch longer than shown here
- Recovery strategies restore service as demand returns
- HEROES Act, INVEST in America Act, FTA Formula funds, and state funding all present opportunities for further revenue loss backfills based on need

BLUE RIBBON
TRANSIT RECOVERY
TASK FORCE
THANK YOU.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0426	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	2/27/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	Transportation Funding and Housing Linkages Consensus Commissioner consensus on future efforts to link funding for transportation investments to improvements in housing outcomes.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4c 20-0426 Transp Housing Linkages.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Transportation Funding and Housing Linkages Consensus

Commissioner consensus on future efforts to link funding for transportation investments to improvements in housing outcomes.

Presenter:
Theresa Romell

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 4c - 20-0426**

Transportation Funding and Housing Linkages Consensus

Subject: Commissioner consensus on future efforts to link funding for transportation investments to improvements in housing outcomes.

Background: At the January 2020 Commission Workshop, Commissioners were presented with a recap of past discussions related to transportation funding and housing linkages, as well as a staff proposal to consider three potential fund conditioning approaches that could be applied to a short list of appropriate transportation revenue sources.

Commission discussion concerning conditioning transportation funding on housing outcomes culminated with a consensus reached at the workshop to focus efforts on the next cycle of the One Bay Area Grant program (OBAG 3) including:

- Require jurisdictions be compliant with relevant state housing laws to be eligible for OBAG 3 funds;
- Consider the appropriateness of adjusting the funding split between the county and regional programs; and
- Consider using incremental funding increases to the program to reward or incentivize housing performance (similar to the Housing Incentive Pool program).

OBAG funds may only be used for investment in transportation. Policies related to conditioning these funds on housing outcomes does not change the basic requirement that they be used on eligible transportation projects and programs.

Adapting to New State Laws

Housing Element law has changed significantly in recent years, and as such, will require a continued level of effort for cities and counties to develop and adopt a compliant Housing Element and meet reporting requirements.

The state has dedicated funding to support local jurisdictions in developing compliant Housing Elements and satisfying other state law requirements. In February 2020, ABAG assigned the first $5.9 million out of the $23.9 million Bay Area share of the Regional Early Action Planning (REAP) program. REAP and its local formula component, Local Early Action Planning (LEAP), are part of a one-time statewide investment to support regions and local jurisdictions with implementing the sixth cycle of the Regional Housing Needs Allocation (RHNA) and otherwise accelerating housing production. The remaining $18 million in REAP funding will be programmed by ABAG in a future action.

Recommendation

Because the January Commission workshop was not an action item, staff proposes memorializing the consensus to guide future programming actions, particularly for

OBAG 3. As the OBAG 2 program runs through FY2021-22, discussions for the OBAG 3 program policies are anticipated to begin in Spring 2021.

The proposed full consensus is shown in Attachment A to this summary.

Issues: None

Recommendation: Refer the Transportation Funding Housing Linkages Consensus to the Commission for approval

Attachments: Attachment A – Transportation Funding Housing Linkages Consensus

Therese W. McMillan

Transportation Funding and Housing Linkages Consensus

Purpose: This document outlines the consensus of the Commission, as compiled by staff, on five items related to connecting transportation funding to housing. The consensus was reached informally at the January 2020 Commission Workshop and formalized at the July 2020 Commission meeting (pending approval of this agenda item).

Additional information/discussion is provided in *italics.*

1) **Housing Laws:** To be eligible for funding under the next cycle of the One Bay Area Grant (OBAG 3) grant program, jurisdictions must be compliant with state housing laws.

   Consistent with OBAG 2, jurisdictions will be required to have their housing element certified by HCD, submit annual housing progress reports to HCD throughout the funding cycle, adopt a resolution affirming compliance with the Surplus Land Act, and submit to HCD a local inventory of surplus land.

   Additionally, as part of OBAG 3, jurisdictions will be required to demonstrate compliance with state laws governing density bonuses, accessory dwelling units, and the Housing Accountability Act.

   Housing Element law has changed significantly in recent years, and as such, the OBAG requirements for a city or county to have a certified housing element and submit annual progress reports will be much more meaningful leading up to the OBAG 3 cycle. Compliance with Housing Element law includes the adoption of an HCD-certified Housing Element in compliance with new site inventory and Affirmatively Furthering Fair Housing (AFFH) requirements. Annual progress reports (APRs) must also meet enhanced reporting requirements for rezoning, no net loss, and projects at various stages of the entitlement process.

2) **Compliance:** Staff will develop a process to determine compliance with the housing laws listed above in the most streamlined and coordinated manner possible.

   Staff will continue to verify the status of housing elements and annual housing element progress reports through HCD's existing reporting procedures.

   For all other housing laws required through OBAG 3, MTC staff proposes self-certification of compliance, by way of a Council/Board resolution and Opinion of Counsel, unless or until the State develops and maintains applicable compliance data.

Additionally, evidence of a Housing Accountability Act violation may trigger a case specific evaluation of required compliance and funding eligibility by MTC staff, in cooperation with HCD.

3) **Future OBAG Cycles:** Staff will update the required state housing laws that jurisdictions must comply with to be eligible for OBAG funding prior to each new cycle of program funding.

   Should additional housing laws be enacted prior to adoption of the OBAG 3 guidelines, staff will recommend modifications, if any are warranted, to the OBAG 3 compliance requirements to the Commission for approval.

4) **County/Regional Shares:** Staff will bring to the Commission for consideration potential revisions to the County vs. Regional shares of the OBAG 3 program.

   As part of the OBAG 3 guidelines development, staff will provide information on the types of expenditures and programs funded through the OBAG 2 county and regional programs for informational and discussion purposes.

5) **Incentive Funding:** If the region receives a significant increase in federal transportation revenues above those forecast for the OBAG 3 program horizon, and/or the county share is increased from that of OBAG 2, the Commission will consider using that increment to reward or incentivize jurisdictions based on housing performance.

   Staff will provide information and options to inform the Commission's consideration of incentive funds.

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0880	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	5/26/2020			**In control:**	Programming and Allocations Committee
On agenda:	7/8/2020			**Final action:**	
Title:	California Transportation Commission (CTC) Update Update on the June 24, 2020 California Transportation Commission meeting.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	5a 20-0880 CTC Update.pdf				

Date	Ver.	Action By	Action	Result

Subject:
California Transportation Commission (CTC) Update

Update on the June 24, 2020 California Transportation Commission meeting.

Presenter:
Kenneth Kao

Recommended Action:
Information

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 8, 2020 **Agenda Item 5a - 20-0880**

California Transportation Commission (CTC) Update

Subject: Update on the June 24, 2020 California Transportation Commission meeting.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has two (2) CTC members residing in its geographic area: Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council) and Carl Guardino (President and CEO, Silicon Valley Leadership Group).

June CTC Meeting (June 24, Held Online)
The CTC discussed the following issues of significance to the region.

Transportation Equity Overview. The CTC received a presentation on transportation equity from Professor Charles T. Brown of Rutgers University. The presentation highlighted the need for state agencies like the CTC to establish anti-racist policies, action plans, and working groups. The Commissioners and public speakers supported these calls to action, and committed the CTC and Caltrans to implement these policy goals.

Statewide Programs. The CTC approved the following items:

- 2020 State Highway Operation and Protection Program (SHOPP). The CTC amended the 2020 SHOPP to fully reserve $100 million for complete streets project elements. The SHOPP is dedicated to the maintenance and rehabilitation of state highway assets. MTC staff continues to support inclusion of complete streets, resiliency, and green-infrastructure type projects in the SHOPP.
- Short-Line Railroad Improvement Program (SLRIP) Guidelines. The CTC approved the SLRIP Guidelines and released the call for projects. The SLRIP is a new limited-term program created in 2019, and is funded with $7.2 million for a two-year program. The SLRIP provides up to 50% state funding for improvements to track owned and/or operated by short-line railroads. MTC staff will work with Caltrans staff to conduct outreach and potentially support project applications from the short-line railroads. Applications are due by December 1, 2020.

COVID-19 Related Items. The CTC received information on the following:

- Transportation Revenue Impact from COVID-19. The CTC received presentations from various transportation sectors on the potential impacts to transportation revenues due to COVID-19. Representatives from the Federal Highway Administration, Self-Help Counties Coalition, Counties Engineers Association of California, and League of California Cities provided an overview of the revenue declines from COVID-19, and the need for additional funding to make up for this lost revenue. Staff continues to advocate for a federal funding backstop as we move towards recovery.

Allocations, Extensions, and Amendments. The CTC approved the following:
Allocations. For the following allocations, CTC provided a 12-month deadline to award a contract (from the standard 6 months) due to project delivery uncertainty caused by the COVID-19 pandemic.

- Funding allocations for two Active Transportation Program (ATP) projects in Contra Costa County and Daly City (San Mateo County);
- Funding allocation for one State Transportation Improvement Program (STIP) projects in Yountville (Napa County); and
- Funding allocation for two Local Partnership Program (LPP) projects for AC Transit and Martinez (Contra Costa County).

Extensions.
- Project allocation extensions for a STIP project in Alameda County, and a Trade Corridor Enhancement Program (TCEP) project in Emeryville (Alameda County);
- Contract award extension for an ATP project in South San Francisco (San Mateo County);
- Project completion extension for an ATP project in Contra Costa County; and
- Project expenditure extension for an LPP project sponsored by VTA (Santa Clara County).

Amendments.
- STIP Amendment for Notice for projects in Solano County;
- LPP Formula program amendments to update programming for projects located in Alameda and Napa Counties;
- LPP Bonus Incentive programming of $5 million to San Francisco; and
- LPP Competitive program amendment for AC Transit bus purchases.

MTC staff will continue to work with project sponsors of ATP and other CTC-managed programs to meet CTC delivery deadlines and requirements.

Commissioner Updates. On June 19, the Governor appointed two new Commissioners to the CTC: Jon Rocco Davis, of Rocklin (Placer County), Vice President of the Laborers' International Union of North America (LiUNA); and Lee Ann Eager, of Fresno (Fresno County), CEO of the Fresno County Economic Development Corporation. Chair Paul Van Konynenberg (Modesto, Stanislaus County) was not reappointed; Vice-Chair Hilary Norton (Los Angeles) will act as Chair until a new Chair is appointed.

The next CTC meeting is scheduled for August 12-13 in Oakland; however, it may be held online as a one-day meeting on August 12.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.

Therese W. McMillan