



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

*Jeannie Bruins, Federal D. Glover, Gina Papan,
Hillary Ronen, Libby Schaaf, Amy R. Worth*

Non-Voting Member: Tony Tavares

Wednesday, September 9, 2020

9:45 AM

Board Room - 1st Floor

The Programming and Allocations Committee is scheduled to meet on Wednesday, September 9, 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/98997197889>
Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 989 9719 7889

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. [20-1168](#) Minutes of the August 12, 2020 meeting
- Action:** Committee Approval
- Attachments:** [2a - 20-1168 Aug 12 2020 Prog&Allocations Draft Minutes.pdf](#)
- 2b. [20-0747](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-43.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [2b - 20-0747 Reso-4375 TIP Amendment 2019-43.pdf](#)
- 2c. [20-1176](#) MTC Resolution No. 4419. Revisions to the FY 2020-21 State Transit Assistance (STA) Regional Coordination Program to reduce funding for Clipper and add funding for Clipper START and transit recovery efforts as a result of federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2c - 20-1176 Reso-4419 Clipper START and Transit Recovery.pdf](#)
- 2d. [20-1178](#) MTC Resolution No. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant Program (OBAG 1 and 2), including program adjustments within the Regional Freeway Performance Initiative and project changes within the Napa, Solano, and Santa Clara County Programs.
- Action:** Commission Approval
- Presenter:** Mallory Atkinson
- Attachments:** [2d - 20-1178 Resos-4035-4202 OBAG1&2 Revisions.pdf](#)

3. Regional

- 3a. [20-1240](#) MTC Resolution No. 4402, Revised.
- Updates the Fund Estimate to incorporate actual FY 2019-20 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) Programs and revises FY 2020-21 revenue estimates.
- Action:** Commission Approval
- Presenter:** William Bacon
- Attachments:** [3a - 20-1240 Reso-4402 Fund Estimate.pdf](#)
- 3b. [20-1177](#) MTC Resolution Nos. 4429, Revised, 4430, Revised, 4431, Revised, and 4432, Revised.
- Allocation of \$139 million in FY2020-21 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to five transit operators and the Solano Transportation Authority to support transit operations and capital projects in the region, in addition to a rescission action of \$5.6 million in STA funds from MTC's Clipper program to allow for the redirection of these funds to the Clipper START means-based fare pilot.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [3b - 20-1177 Resos-4429-4430-4431-4432 Transit Ops and Clipper START Allc](#)

4. Information

- 4a. [20-1179](#) California Transportation Commission (CTC) Update
- Update on the August 12-13, 2020 California Transportation Commission meeting.
- Action:** Information
- Presenter:** Karl Anderson
- Attachments:** [4a - 20-1179 PAC CTC Update Summary Sheet.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on October 14, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA (remotely and by webcast as appropriate depending on the status of any shelter in place orders).

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1168 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 7/27/2020 **In control:** Programming and Allocations Committee

On agenda: 9/9/2020 **Final action:**

Title: Minutes of the August 12, 2020 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a - 20-1168 Aug 12 2020 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the August 12, 2020 meeting

Recommended Action:
Committee Approval



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, August 12, 2020

9:40 AM

Board Room - 1st Floor

*** PLEASE NOTE MEETING START TIME ***

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 Schaaf, and Commissioner Worth
Absent: 1 - Commissioner Ronen

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 Ahn, Commissioner Cortese, Commissioner Giacomini, Commissioner Mackenzie, and Commissioner Spring

2. Consent Calendar

Upon the motion by Commissioner Bruins and the second by Commissioner Glover, 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 Schaaf and Commissioner Worth

Absent: 1 - Commissioner Ronen

2a. [20-1099](#) Minutes of the July 8, 2020 meeting

Action: Committee Approval

2b. [20-0880](#) California Transportation Commission (CTC) Update. Update on the June 24, 2020 California Transportation Commission meeting.

Action: Information

Presenter: Kenneth Kao

3. Regional

3a. [20-1128](#) MTC Resolution No. 4320, Revised.

Revision to the Regional Means-Based Fare Program Framework.

Action: Commission Approval

Presenter: Judis Santos and Lysa Hale

Aleta Dupree was called to speak.

Upon the motion by Commissioner Papan and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 4320, Revised to the Commission for approval. The motion carried by the following vote:

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

Absent: 1 - Commissioner Ronen

4. Federal

4a. [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

Beilul Naizghi was called to speak.

Upon the motion by Commissioner Papan and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of the Transportation Funding and Housing Linkages Consensus to the Commission for approval with an amendment to consider increasing the amount and flexibility to the counties for item 4 and to include issues related to the current pandemic in item 5. The motion carried by the following vote:

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

Absent: 1 - Commissioner Ronen

5. Public Comment / Other Business

6. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on September 9, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, remotely.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0747 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 4/29/2020 **In control:** Programming and Allocations Committee

On agenda: 9/9/2020 **Final action:**

Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-43.

Sponsors:

Indexes:

Code sections:

Attachments: [2b - 20-0747 Reso-4375 TIP Amendment 2019-43.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-43.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

Programming and Allocations Committee

September 9, 2020

Agenda Item 2b - 20-0747

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-43.

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 2019-43 modifies 25 projects with a net funding increase of approximately \$53 million. Among other changes, this revision:

- Amends nine new exempt projects into the TIP and archives one existing project to reflect changes in the Transit Capital Priorities program;
- Amends three new exempt projects into the TIP and updates three existing projects to reflect the latest Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions;
- Updates the Bay Area Rapid Transit's (BART's) Transit Oriented Development (TOD) Implementation project to reflect a recent award of Federal Transit Administration TOD Planning Grant funds; and
- Archives four projects as they have been completed or all federal funds have been obligated and deletes one project as it will not move forward.

The modifications 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 modifications 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 for review upon request during the COVID pandemic, 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 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 2019-43; and
MTC Resolution No. 4375, Revised


Therese W. McMillan

**TIP Revision Summary
2019-43**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA170063	Oakland	Lakeside Family Streets	Update the project description to remove the implementation of a road diet as it was already completed under another project	\$0	0.0%
MRN190015	Marin County	Marin City Pedestrian Crossing Improvements	Amend a new exempt project into the TIP with \$300K in Sub-HIP STP and \$40K in Local funds	\$340,000	~%
SCL130001	Santa Clara Valley Transportation Authority (VTA)	SR 237/US 101/Mathilda Interchange Modifications	Update the project scope to include landscaping improvements and update the funding plan to add \$5M in Sales Tax funds	\$5,000,000	11.9%
SCL130026	Saratoga	Prospect Rd Complete Streets	Archive project as all funds have been obligated	\$0	0.0%
SCL170039	Milpitas	Street Resurfacing 2020 & 2021	Update the funding plan to reprogram \$578K in CON STP and \$665K in CON Local from FY20 to FY21 and to add \$635K in FY21 CON Local and \$1.1M in FY21 CON Sales Tax	\$1,684,522	44.3%
SF-170012	Port of San Francisco	Cargo Way and Amador Street Improvements	Update the funding plan to change the source and program year for \$8.2M in CON funds from FY23 RTP-LRP to FY19 General Funds and remove \$14.7M in RTP-LRP funds	-\$14,700,000	-49.0%
SM-170027	Menlo Park	Menlo Park-Santa Cruz Avenue & Middle Avenue Rehab	Update the funding plan to reprogram PE from FY18 to FY19, reprogram \$16K from PE to CON and add \$1.2M in Local CON funds	\$1,187,100	121.5%
SON190011	Santa Rosa	SantaRosa Downtown Comm Infrastructure Enhancement	Amend a new exempt project into the TIP with \$400K in Sub-HIP STP and \$52K in Local funds	\$452,000	~%
System: Transit					
NAP190006	Napa Valley Transportation Authority	Imola Park & Ride and Express Bus Stop Improvement	Amend a new exempt project into the TIP with \$300K in Sub-HIP STP, \$441K in TFCA, \$1M in LCTOP and \$961K in RTP-LRP funds	\$2,754,136	~%
REG150001	Caltrans	Oakland to San Jose Double Track (Segment 2A)	Update the funding plan to remove funding for construction and delete this project as it will not move forward	-\$7,000,000	-90.9%
SCL050049	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Substation Rehab/Replacement	Update the funding plan to remove \$11.4M in 5337 funds \$2.8M in Local funds and archive this project as it has been completed.	-\$14,240,000	-33.0%
SCL110005	Santa Clara Valley Transportation Authority (VTA)	BART - Warm Springs to Berryessa Extension	Archive this project as it has been completed.	\$0	0.0%
SCL130040	Santa Clara Valley Transportation Authority (VTA)	Montague Expy Ped Bridge at Milpitas BART	Archive this project as it has been completed	\$0	0.0%
SCL150018	Santa Clara Valley Transportation Authority (VTA)	Peery Park Rides	Archive project as all funds have been obligated	\$0	0.0%
SCL190046	Santa Clara Valley Transportation Authority (VTA)	VTA: Rehab of LR System Elevators and Escalators	Amend a new exempt project into the TIP with \$7.44M in 5337 and \$1.9M in Local funds	\$9,300,000	~%



TIP Revision Summary 2019-43

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL190047	Santa Clara Valley Transportation Authority (VTA)	VTA: Downtown San Jose Speed Improvements	Amend a new exempt project into the TIP with \$4.92M in 5337 and \$1.23M in Local funds	\$6,150,000	~%
SCL190048	Santa Clara Valley Transportation Authority (VTA)	VTA: Light Rail Station Rehabilitation	Amend a new exempt project into the TIP with \$776K in 5337 and \$194K in Local funds	\$970,000	~%
SCL190049	Santa Clara Valley Transportation Authority (VTA)	VTA: Public Address System Upgrade	Amend a new exempt project into the TIP with \$2.2M in 5337 and \$554K in Local funds	\$2,770,440	~%
SCL190050	Santa Clara Valley Transportation Authority (VTA)	VTA: LR Platform CCTV System Replacement	Amend a new exempt project into the TIP with \$446K in 5337 and \$111K in Local funds	\$557,000	~%
SCL190051	Santa Clara Valley Transportation Authority (VTA)	VTA: Pedestrian Backgates - Non-Vasona	Amend a new exempt project into the TIP with \$6.56M in 5337 and \$1.64M in Local funds	\$8,200,000	~%
SCL190052	Santa Clara Valley Transportation Authority (VTA)	VTA: Guadalupe Roll Up Doors	Amend a new exempt project into the TIP with \$2M in 5337 and \$500K in Local funds	\$2,500,000	~%
SCL190053	Santa Clara Valley Transportation Authority (VTA)	VTA: Guadalupe Steam Rack Improv & Liner Replace	Amend a new exempt project into the TIP with \$2.4M in 5337 and \$600K in Local funds	\$3,000,000	~%
SCL190054	Santa Clara Valley Transportation Authority (VTA)	VTA: Guadalupe Entrance Security Improvement	Amend a new exempt project into the TIP with \$1M in 5337 and \$250K in Local funds	\$1,250,000	~%
SF-170001	Port of San Francisco	Mission Bay Ferry Terminal	Update the funding plan to add \$12.7M in local funds and \$26.3M in RTP-LRP funds and reprogram PE and \$11M in CON funds to FY20 to reflect the phasing of the project	\$39,000,000	229.4%
VAR190002	Bay Area Rapid Transit District (BART)	BART: TOD Implementation	Update the funding plan to add \$2M in FTA TOD Planning grant funds and \$1.6M in local general funds	\$3,610,000	228.2%
Total Funding Change:				\$52,785,198	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$948,199,670	\$372,839,000	\$0	\$1,375,372,074	\$2,696,410,744	\$67,274,514
Proposed:	\$967,565,622	\$373,891,102	\$441,129	\$1,407,298,089	\$2,749,195,942	\$127,173,807
Delta:	\$19,365,952	\$1,052,102	\$441,129	\$31,926,015	\$52,785,198	\$59,899,293

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
 09/23/20-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, July 8, 2020, and September 9, 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

ABSTRACT

MTC Resolution No. 4375, Revised

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Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-10	Amendment	4	-\$18,724,000	3/27/2019	4/24/2019
2019-11	Admin. Mod.	46	-\$10,610,187	6/6/2019	6/6/2019
2019-12	Amendment	4	\$13,699,781	4/24/2019	6/6/2019
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.	13	\$56,772,387	6/12/2020	6/12/2020
2019-33	Amendment	12	\$4,108,000	3/25/2020	6/3/2020
2019-34	Admin. Mod.	2	\$279,859,000	7/15/2020	7/15/2020
2019-35	Amendment	1	\$86,000,000	5/27/2020	7/21/2020
2019-36	Amendment	29	\$349,621,214	5/27/2020	6/23/2020
2019-37	Admin. Mod.	Pending	Pending	Pending	Pending
2019-38	Amendment	32	\$786,705,332	6/24/2020	7/21/2020
2019-39	Admin. Mod.	Pending	Pending	Pending	Pending
2019-40	Amendment	16	\$11,647,747	7/22/2020	Pending

ABSTRACT

MTC Resolution No. 4375, Revised

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2019-41	Admin. Mod.	Pending	Pending	Pending	Pending
2019-42	Admin. Mod	Pending	Pending	Pending	Pending
2019-43	Amendment	25	\$52,785,198	9/23/2020	Pending
Net Funding Change		616	\$3,264,638,190		
Absolute Funding Change			\$3,623,707,844		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

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

Attachment A
Resolution No. 4375
Page 1 of 1

2019 Transportation Improvement Program

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

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

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

Attachment B
Resolution No. 4375, Revised
Page 1 of 16

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 an administrative modification that revises 13 projects with a net funding increase of \$57 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 12, 2020. Among other changes, this revision:

- Updates the funding plans of three projects to reflect the reprogramming of repurposed earmark funds between the Alameda County Transportation Commission's GoPort projects;
- Updates the funding plans of three projects to reflect changes in the Transit Capital Priorities (TCP) and the Low Carbon Transit Operations Program (LCTOP);
- Updates the Bay Area Rapid Transit (BART) District's Railcar Procurement Program to reflect the award of \$107 million in Transit and Intercity Rail Capital Program (TIRCP) funds with no change to the total cost of the program; 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 \$53 million in State Highway Operation and Protection Program (SHOPP) funding.

The administrative modification is financially constrained by year and MTC relies on existing regional capacity in the amount of \$2.6 million and on the State's programming capacity in the amount of \$1 million in LCTOP, \$107 million in TIRCP, and \$53 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. Funding in years outside the active years of the TIP has been decreased by \$107 million. MTC's 2019 TIP, as revised with Revision No. 2019-32, 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 2019-33 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 an administrative modification that revises two projects with a net funding increase of \$280 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 15, 2020. Among other changes, this revision:

- Updates one project to reflect changes in the Transit Capital Priorities program; and
- Updates the funding plan and back-up listing for one grouped listing to reflect the latest information from Caltrans including the addition of \$280 million in State Highway Operation and Protection Program (SHOPP) funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$40 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. Funding in years outside the active years of the TIP has been increased by \$240 million. MTC's 2019 TIP, as revised with Revision No. 2019-34, 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 2019-35 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 was received on July 21, 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 was received on June 23, 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 was received on July 13, 2020, and final federal approval was received on July 21, 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 was received on August 3, 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.

Revision 2019-41 is a pending administrative modification.

Revision 2019-42 is a pending administrative modification.

Revision 2019-43 is an amendment that revises 25 projects with a net funding increase of approximately \$53 million. The revision was referred by the Programming and Allocations Committee on September 9, 2020 and approved by the MTC Commission on September 23, 2020. Caltrans approval is expected in late October 2020, and final federal approval is expected in mid-November 2020. Among other changes, this revision will:

- Amend nine new exempt projects into the TIP and archive one existing project to reflect changes in the Transit Capital Priorities program;
- Amend three new exempt projects into the TIP and update three existing projects to reflect the latest Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions;
- Update Bay Area Rapid Transit's (BART) Transit Oriented Development (TOD) Implementation project to reflect the recent award of Federal Transit Administration TOD Planning Grant funds; and
- Archive four projects as they have been completed or all federal funds have been obligated and delete one project as it will not move forward.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1176	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	7/30/2020	In control:		Programming and Allocations Committee	
On agenda:	9/9/2020	Final action:			
Title:	MTC Resolution No. 4419. Revisions to the FY 2020-21 State Transit Assistance (STA) Regional Coordination Program to reduce funding for Clipper and add funding for Clipper START and transit recovery efforts as a result of federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2c - 20-1176 Reso-4419 Clipper START and Transit Recovery.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4419. Revisions to the FY 2020-21 State Transit Assistance (STA) Regional Coordination Program to reduce funding for Clipper and add funding for Clipper START and transit recovery efforts as a result of federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval


Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2020

Agenda Item 2c - 20-1176

MTC Resolution Nos. 4419, Revised

- Subject:** Revisions to the FY2020-21 State Transit Assistance (STA) Regional Coordination Program to reduce funding for Clipper and add funding for Clipper START and transit recovery efforts as a result of and to streamline the expenditure of federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds.
- Background:** As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the programming and allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC has discretion over the programming of population-based funds and [MTC Resolution No. 4321](#) establishes the framework (70% by County Block Grant formula, 30% to a Regional Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund) for the apportionment of these funds. This item proposes revisions to the 30 percent of these funds apportioned to support the Regional Coordination Program.
- MTC received one percent of CARES Act funding. As a result of this funding, changes are proposed to the STA Program. Approximately \$5.1 million is proposed to support Clipper START, the means-based transit fare discount pilot, and add operators to the pilot. Around \$500,000 is proposed to support transit recovery efforts. Funding for Clipper is proposed to be reduced by a like amount and will be replaced by CARES Act funds. This proposed action streamlines the expenditure of funds while maintaining overall funding to each program.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4419, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4419, Revised
- Attachment A, STA Regional Coordination Program Summary
 - Attachment B, STA Regional Coordination Program: Project Descriptions


Therese W. McMillan

Date: June 24, 2020
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 09/23/20-C

ABSTRACT

Resolution No. 4419, Revised

This resolution establishes the FY 2020-2021 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

- Attachment A, STA Regional Coordination Program Summary
- Attachment B, STA Regional Coordination Program: Project Descriptions

This resolution was revised on September 23, 2020 to reduce programming for Clipper and add funds for the Means-based Fare Pilot and transit recovery efforts as a result of CARES funding.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2020 and September 9, 2020.

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

RE: FY 2020-21 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4419

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 4321; and

WHEREAS, MTC has provided information about the programming of STA funds for projects in FY 2020-21 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Date: June 24, 2020
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 09/23/20-C

Attachment A
MTC Resolution No. 4419
Page 1 of 1

STA Regional Coordination Program Summary FY 2020-21

Estimate New Revenue for FY 2020-21 ¹		\$ 12,151,861
Carryover Balance ²		\$ 14,148,244
Remaining Commitments from previous programs		\$ (3,800,000)
Additional Programming in FY 2019-20 after Fund Estimate		\$ (675,000)
Project Name	Claimant	Amount
Clipper [®]	MTC	\$ 215,805
Clipper [®]	GGBHTD	\$ 10,000
Means-based Fare Pilot Program ³	MTC	\$ 13,075,779
Transit Hub Signage	AC Transit	\$ 281,000
Transit Hub Signage	MTC	\$ 25,000
511 Transit	MTC	\$ 120,000
Regional Paratransit Program	CCCTA	\$ 75,000
Intelligent Transportation System Architecture	MTC	\$ 100,000
Transit Project Support	MTC	\$ 350,000
Transit Recovery Efforts	MTC	\$ 508,416
Coordinated Plan	MTC	\$ 200,000
Financial Reports	MTC	\$ 25,000
Transit Projects Contingency	MTC	\$ 200,000
	Total	\$ 15,186,000
Estimated Funds Remaining		\$ 6,639,105
Notes:		
1. This amount is based on the August State Controller Revision and is \$8 M less than estimated in the February FY 2020-21 Fund Estimate, Resolution No. 4402.		
2. The carryover amount is based on information from the February FY 2020-21 Fund Estimate and includes a -\$515,000 adjustment to the the FY2019-20 estimated revenue based on the Governor's May 2020 Revised budget.		

Date: June 24, 2020
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 09/23/20-C

Attachment B
MTC Resolution No. 4419
Page 1 of 3

STA Regional Coordination Program: Project Descriptions FY 2020-21

The State Transit Assistance (STA) Regional Coordination Program funds have historically supported MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. The proposed FY 2020-21 STA Regional Coordination Program is approximately \$15.2 million and generally focuses on operating Clipper® (\$6 million), with \$1.4 million programmed to implement other MTC regional transit projects such as 511 Transit, and Regional Wayfinding consistent with the Commission's Plan Bay Area and other regional planning documents. Of the total program, \$8 million is for the Means-based Transit Fare Pilot Project. Use of the STA funds by MTC is further subject to MTC's budget and project approval processes. More detail about the specific projects and the amount of STA funds programmed to each follows.

Clipper®

Programmed to MTC: \$215,805 ~~\$5,800,000~~

Programmed to GGBHTD: \$ 10,000

Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® may be used on most transit systems in the San Francisco Bay Area. MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. In FY 2020-21, most of the planned STA funding will now be replaced by Coronavirus Aid Relief and Economic Security Act (CARES) funds support that was to come from STA will not be \$5.8 million of STA will support the estimated \$36 million total operating budget. GGBHTD is programmed \$10,000 for their assistance in the administration of Federal Transit Administration funds. ~~Any unspent STA funds will be returned to the STA Program to reallocate in future years.~~

Regional Means-based Fare Discount Pilot Program

Programmed to MTC: \$13,075,779 ~~\$8,000,000~~

In accordance with MTC Resolution 4321, Revised, approximately \$8 million per year is programmed for the administrative costs as well as to help offset transit fare revenue loss of the Means-based Fare Program. Unspent funds are transferred to a separate account and held in reserve to be used toward future costs of the program.

Transit Hub Signage

Programmed to AC Transit: \$281,000

Programmed to MTC: \$ 25,000

MTC is committed to maintaining the information in transit information displays (TIDs) at 24 regional transit hubs. MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region. The agreement with AC Transit documents the scope of work in exchange for the direct allocation of STA funds. The agreement extends through FY 2021-22 and identifies the anticipated amounts of STA funds that will be made available to AC Transit, subject to Commission programming and allocation actions.

MTC will use STA funds for ongoing operations, maintenance of other hub signage, and transit connectivity projects.

511 Transit

Programmed to MTC: \$120,000

STA funds will be used to supplement the funds for the 511 Transit program. 511 Transit collects, maintains, updates, and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners.

Regional Paratransit Program

Programmed to CCCTA: \$75,000

STA funds will support the 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

Intelligent Transportation System (ITS) Architecture

Programmed to MTC: \$100,000

The Bay Area ITS Architecture is a blueprint for integrating and coordinating various technologies, known as ITS. The purpose of the architecture is to accurately represent the region's existing and future use of information, technology, and automated systems to improve the safety and efficiency for travelers and agencies providing transportation services across all modes. MTC plans to update the ITS Architecture and STA funds will help support that effort.

Transit Project Support

Programmed to MTC: \$350,000

Funds will be used to support transit projects including the Transit Recovery Blue Ribbon Task Force, the Fare Integration Study or other transit-related efforts.

Transit Recovery Efforts

Programmed to MTC: ***\$508,416***

Funds will be used to support transit recovery efforts related to the COVID-19 pandemic and Blue Ribbon Transit Recovery Task Force.

Coordinated Plan

Programmed to MTC: ***\$200,000***

The (Coordinated Public Transit-Human Services Transportation Plan) Coordinated Plan is a federal requirement. The plan aims to improve coordination among transit agencies and other transportation providers to better meet the needs of seniors, people with disabilities, and low-income residents. The Coordinated Plan identifies transportation gaps faced by transportation-disadvantaged populations, establishes priorities for funding decisions, and focuses on a broad range of mobility services to improve coordination among public transit agencies and human services transportation providers. The most recent plan was adopted in 2018 and the plan should be updated every four years.

Financial Reports

Programmed to MTC: ***\$25,000***

The migration of financial information to an updated version of the software and new user interface provides the opportunity to create and send reports that transit partners have been requesting. This funding will help support development of these reports.

Transit Project Contingency

Programmed to MTC: ***\$200,000***

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional transit projects such as Clipper®, 511 Transit, Regional Transit Mapping, and transit planning. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.

Regional Transit Mapping

Programmed to MTC: ***\$0***

The Regional Transit Mapping and Wayfinding project is an effort to develop signage standards and prototypes to make it easier for travelers to navigate and explore the Bay Area using public transit. Staff continues to work on options to advance the project and expects to present those ideas to the Commission in early 2021. The project has carryover programming built-up of \$840,000 from the last three years since it has also received RM2 marketing funds. Should these funds not be needed, they will be returned to the regional program.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1178 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 7/30/2020 **In control:** Programming and Allocations Committee
On agenda: 9/9/2020 **Final action:**
Title: MTC Resolution No. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant Program (OBAG 1 and 2), including program adjustments within the Regional Freeway Performance Initiative and project changes within the Napa, Solano, and Santa Clara County Programs.

Sponsors:

Indexes:

Code sections:

Attachments: [2d - 20-1178 Resos-4035-4202 OBAG1&2 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant Program (OBAG 1 and 2), including program adjustments within the Regional Freeway Performance Initiative and project changes within the Napa, Solano, and Santa Clara County Programs.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2020

Agenda Item 2d

MTC Resolution Nos. 4035, Revised and 4202, Revised

Subject: Revisions to the One Bay Area Grant program (OBAG 1 and 2), including revisions to the Freeway Performance Initiative, and the Napa, Santa Clara, and Solano County Programs.

Background: The OBAG 1 and 2 programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs from FY2012-13 through FY2021-22.

This month, staff recommends the following revisions to the regional and county programs:

Freeway Performance Initiative

- Redirect approximately \$960,000 within OBAG 1 between Caltrans' projects within the Ramp Metering and Traffic Operating System (TOS) Elements program to reflect actual obligations.

County Programs

- **Napa County:** Redirect \$2 million within OBAG 2 from Napa's Silverado Trail Five-way Intersection Improvement project to the Napa Valley Transportation Authority's (NVTA's) Vine Transit Bus Maintenance Facility. This revision is part of a fund exchange at NVTA to help address a funding gap on NVTA's Napa Valley Vine Trail project.
- **Santa Clara County:** Redirect roughly \$310,000 in OBAG 1 project savings from San Jose's Citywide Safe Routes to School Infrastructure Program to Campbell's Harriet Ave Sidewalk Project.
- **Solano County:** Redirect approximately \$1.4 million within OBAG 2 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. Repaving project.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 4035, Revised and 4202, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4035, Revised, Attachments B-1 and B-2
MTC Resolution No. 4202, Revised, Attachment B-2


Therese W. McMillan

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C 05/22/13-C
09/25/13-C 11/20/13-C 12/18/13-C
01/22/14-C 02/26/14-C 03/26/14-C
04/23/14-C 05/28/14-C 06/25/14-C
07/23/14-C 09/24/14-C 12/17/14-C
03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 09/23/15-C 10/28/15-C
11/18/15-C 12/16/15-C 01/27/16-C
02/24/16-C 03/23/16-C 05/25/16-C
07/27/16-C 12/21/16-C 01/25/17-C
04/26/17-C 05/24/17-C 06/28/17-C
07/26/17-C 09/27/17-C 10/25/17-C
11/15/17-C 02/28/18-C 03/28/18-C
05/23/18-C 06/27/18-C 07/25/18-C
09/26/18-C 12/19/18-C 01/23/19-C
04/24/19-C 09/25/19-C 03/25/20-C
09/23/20-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Project Selection Policies

Attachment B-1 – Regional Program Project List

Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation

Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31,

2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-

680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VRTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and

cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable

Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programming for these projects is derived from \$14,962,000 in unprogrammed balances and \$3,991,000 redirected from Round 2 TPI projects, for a total of \$18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program \$345,000 in Regional Safe Routes to School Program funding and redirect \$150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram \$859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and \$1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect \$3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram \$223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram \$550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and re-name San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect \$265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect \$412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the

name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County Program.

On July 26, 2017, Attachment B-1 was revised to program \$2,322,000 in unprogrammed balances within the Transit Performance Initiative (TPI) Capital Investment Program, for four new North Bay projects.

On September 27, 2017, Attachment B-2 was revised to redirect \$94,000 in cost savings from Dixon's West A Street Preservation to Solano County's Redwood-Fairgrounds Drive Interchange Bike/Transit Improvements within the Solano County Program.

On October 25, 2017, Attachment B-1 was revised to redirect \$44,000 from Caltrain's Map-Based Real-Time Train Display to its Control Point Installation project and redirect \$96,000 from Napa Valley Transportation Authority's Comprehensive Operational Analysis to its Imola Avenue and SR 29 Express Bus Improvements project within the Transit Performance Initiative – Incentive Program; and program \$73 in remaining program balances to the NVTa Imola Avenue and SR-29 Express Bus Improvements Project within the Transit Performance Initiative – Investment Program.

On November 15, 2017, Attachment B-1 was revised to program \$105,000 in Regional Safe Routes to School (SRTS) to Napa Valley Transportation Authority for Napa County's SRTS Program, \$225,000 to San Mateo County Office of Education for San Mateo County's SRTS Program, and \$1,000,000 to Los Altos for the Miramonte Ave Bicycle and Pedestrian Access Improvements within Santa Clara County; and to redirect \$783,000 in the Climate Initiatives Program from Walnut Creek's Parking Guidance System Pilot to the N Main St Rehabilitation project as part of a funding exchange arrangement.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$607,000 to Moraga's Moraga Way and Canyon Rd/Camino Pablo Improvements project and \$215,000 to Concord's Willow Pass Repaving and Safe Routes to School (SRTS) project within the Regional SRTS program; program \$364,000 to Santa Rosa's US 101 Bike/Pedestrian Overcrossing project within the Sonoma County Program; and reprogram the SFPark to Cycle 1 and clarify exchange projects within the program.

On March 28, 2018, Attachments B-1 and B-2 were revised to reduce the amount programmed within the Regional Climate Initiatives Program to the Contra Costa Transportation Authority (CCTA) Car Share4All project to \$573,453 to reflect a change in scope; redirect \$630,000 in project savings from the NextGen

Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to the AC Transit South Alameda County Corridors Travel Time Improvements project; and to identify Santa Clara Valley Transportation Authority (VTA) as the sponsor of the Montague Expressway Pedestrian Overcrossing at Milpitas BART.

On May 23, 2018, Attachments B-1 and B-2 were revised to redirect \$20,587 from Union City's Single Point Login Terminals on Revenue Vehicles to its South Alameda County Major Corridor Travel Time Improvements project within the Transit Performance Initiative program; and reflect the redirection of \$4,350,000 in Regional Transportation Improvement Program (RTIP) funds from Palo Alto's US 101/Adobe Creek Bicycle and Pedestrian Bridge to San Jose's West San Carlos Urban Village Streetscape Improvements project within Santa Clara County's OBAG 1 County Program.

On June 27, 2018, Attachment B-1 was revised to redirect \$820,000 from MTC's Bay Bridge Forward Commuter Parking Initiatives Related Activities project to CCTA's I-80 Central Ave Interchange Improvements; \$636,763 from ECCTA's Replacement of Eleven 40' Buses project to the Clipper® Next Generation Fare Collection System project within the Transit Capital Rehabilitation Program; and to program \$400,411 in unprogrammed balances within the Climate Initiatives Program to MTC's Carsharing Implementation project.

On July 25, 2018, Attachment B-1 was revised to redirect \$150,000 from Oakland's Transportation Impact Review Streamlining Technical Assistance grant within the Regional PDA Planning Grant program, with \$65,000 directed to Rohnert Park's Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant, and \$85,000 directed to Windsor's PDA Planning and Implementation Staffing Assistance grant.

On September 26, 2018, Attachments B-1 and B-2 were revised to redirect \$1,000,000 from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project and \$346,000 in Santa Clara County's Safe Routes to School program (SRTS) unprogrammed balances to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Regional SRTS program; redirect \$794,000 from Santa Clara County's Capitol Expressway Traffic Intelligent Transportation Systems (ITS) and Bike/Pedestrian Improvements project to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Santa Clara County Program; direct \$2,332,747 from Caltrain's Control Point Installation project to its Positive Train Control project within the Transportation Performance Initiative (TPI) Incentive program; and direct \$500,000 within the TPI Investment program

from Novato's Downtown SMART Station project to Novato Pavement Rehabilitation as part of a local funding exchange to support the Downtown SMART Station project.

On December 19, 2018, Attachment B-2 was revised to redirect \$794,000 from Sunnyvale's East Sunnyvale Area Sense of Place Improvements project to Sunnyvale's Peery Park Sense of Place Improvements within the Santa Clara County Program.

On January 23, 2019, Attachment B-1 was revised to redirect \$500,000 from Santa Clara Valley Transportation Authority's (VTA's) Santa Clara Pocket Track Light Rail Interlocking to VTA's Light Rail Crossovers and Switches project within the Transit Performance Initiative Capital Investments Program.

On April 24, 2019, Attachment B-1 was revised to redirect \$1,600,000 from AC Transit's Bay Bridge Forward (BBF) Higher Capacity Bus Fleets and Increased Service Frequencies project to its Double Decker Bus Wash project within the Transit Performance Initiative (TPI) Investment Program.

On September 25, 2019, Attachment B-1 was revised to change the sponsor of the I-80 Central Ave Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to the City of Richmond.

On March 25, 2020, Attachment B-1 was revised to reflect the redirection of \$25,000 from the Bay Bridge Forward Commuter Parking Initiatives to the Fruitvale Quick Build project within the exchange program.

On September 23, 2020, Attachments B-1 and B-2 were revised to reflect actual obligations on various Caltrans' Ramp Metering and Traffic Operating System (TOS) Elements projects within the Freeway Performance Initiative and to redirect \$310,804 in project savings from San Jose's Citywide Safe Routes to School Infrastructure Program to Campbell's Harriet Ave Sidewalk Project within the Santa Clara County Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8,

2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, February 14, 2018, March 7, 2018, May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, December 12, 2018, January 9, 2019, April 10, 2019, September 4, 2019, March 11, 2020, and September 9, 2020.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

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

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

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

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

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

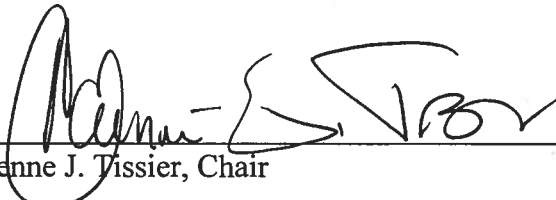
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

September 2020

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
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05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
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01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C 09/23/20-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	TOTAL:	\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO)	TOTAL:	\$104,739,000	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Program for Arterial System Synchronization (PASS)	MTC	\$8,370,000	\$0	\$8,370,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$1,130,000	\$0	\$1,130,000
I-80 Central Ave Interchange Improvements	Richmond	\$820,000	\$0	\$820,000
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)	MTC	\$0	\$3,875,000	\$3,875,000
Bay Bridge Forward - Fruitvale Quick Build (Funding Exchange)	MTC	\$0	\$25,000	\$25,000
CC-I-80 San Pablo Dam Rd I/C (Funding Exchange)	CCTA	\$1,100,000	\$0	\$1,100,000
SUBTOTAL	\$587,506	\$27,150,000	\$3,080,000	\$31,050,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$1,243,506	\$0	\$1,243,506
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$7,169,144	\$0	\$7,169,144
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Preliminary Engineering (PE) and Right of Way (ROW)	Caltrans	\$1,105,350	\$0	\$1,105,350
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	\$62,508,000	\$37,080,000	\$100,408,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	TOTAL:	\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
Affordable Housing Jumpstart Program (Funding Exchange)	MTC		\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000

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01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS				
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$150,000	\$0	\$150,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
Windsor Parking Management and Pricing	MTC	\$85,000	\$0	\$85,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path	MTC	\$65,000	\$0	\$65,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL: \$30,000,000	\$10,000,000	\$40,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$573,453	\$0	\$573,453
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehab (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000

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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS				
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
Carsharing Implementation	MTC	\$400,411	\$0	\$400,411
6. CLIMATE INITIATIVES PROGRAM (CIP)	TOTAL:	\$8,812,000	\$6,000,000	\$14,812,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMA's</i>				
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Concord: Willow Pass Repaving & SRTS	Concord	\$215,000	\$0	\$215,000
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	\$607,000	\$0	\$607,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	TOTAL:	\$25,000,000	\$0	\$25,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Clipper Next Generation Fare Collection System	MTC	\$636,763	\$0	\$636,763
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$160,587	\$0	\$160,587
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451

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01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C 09/23/20-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$1,802,415	\$0	\$1,802,415
TPI - Caltrain - Postitive Train Control	Caltrain	\$2,332,747	\$0	\$2,332,747
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	TOTAL:	\$98,000,000	\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)

TPI - Capital Investment Program				
<i>TPI - Round 1</i>				
AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$3,000,000	\$0	\$3,000,000
SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
<i>TPI - Round 2</i>				
AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$1,000,000	\$0	\$1,000,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$3,990,560	\$0	\$3,990,560
VTA Prev. Maint. (for Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
<i>TPI - Round 3</i>				
AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$5,618,681	\$0	\$5,618,681
VTA Light Rail Crossovers & Switches	VTA	\$500,000	\$0	\$500,000
BBF - AC Transit Double Decker Bus Wash	AC Transit	\$1,600,000	\$0	\$1,600,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$7,400,000	\$0	\$7,400,000
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
<i>TPI - Round 4</i>				
Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
Novato Pavement Rehabilitation (for Novato Downtown SMART Station)	Novato	\$500,000	\$0	\$500,000
NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

September 2020

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C
01/23/19-C 04/24/19-C 09/25/19-C 03/25/20-C 09/23/20-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,146,000	\$53,080,000	\$492,046,000
Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)	TOTAL:	\$82,000,000	\$0	\$82,000,000

10. PRIORITY CONSERVATION AREA (PCA)

North Bay PCA Program

Specific projects TBD by North Bay CMAs

Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000

Peninsula, Southern and Eastern Counties PCA Program

Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000

10. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$9,500,000	\$0	\$9,500,000
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OBAG 1 REGIONAL PROGRAMS TOTAL	TOTAL:	\$438,146,000	\$53,080,000	\$492,046,000
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Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2020

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C 12/21/16-C 04/26/17-C
05/24/17-C 06/28/17-C 09/27/17-C 01/24/18-C 02/28/18-C 03/28/18-C
05/23/18-C 09/26/18-C 12/19/18-C 09/23/20-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>				
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Fremont Various Streets and Roads Preservation	Fremont	\$1,693,000	\$0	\$1,693,000
Fremont City Center Multi-Modal Imps	Fremont	\$6,267,000	\$0	\$6,267,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
ALAMEDA COUNTY	TOTAL:	\$60,373,000	\$3,726,000	\$64,099,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
CONTRA COSTA COUNTY	TOTAL:	\$43,638,000	\$2,384,000	\$46,022,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>				
Metropolitan Transportation Commission	TBD			

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2020

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C 12/21/16-C 04/26/17-C
05/24/17-C 06/28/17-C 09/27/17-C 01/24/18-C 02/28/18-C 03/28/18-C
05/23/18-C 09/26/18-C 12/19/18-C 09/23/20-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
MARIN COUNTY TOTAL:		\$10,041,000	\$707,000	\$10,748,000
NAPA COUNTY				
<i>Specific projects TBD by Napa - NCTPA</i>	TBD			
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
NAPA COUNTY TOTAL:		\$6,950,000	\$431,000	\$7,381,000
SAN FRANCISCO COUNTY				
<i>Specific projects TBD by San Francisco CMA</i>		\$3,393,000		\$0.46
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY TOTAL:		\$37,427,000	\$1,910,000	\$39,337,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>				
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Carolan Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000
Millbrae Various Streets and Roads Preservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2020

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C 12/21/16-C 04/26/17-C
05/24/17-C 06/28/17-C 09/27/17-C 01/24/18-C 02/28/18-C 03/28/18-C
05/23/18-C 09/26/18-C 12/19/18-C 09/23/20-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
SAN MATEO COUNTY TOTAL:		\$25,253,000	\$1,991,000	\$27,244,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>				
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
West San Carlos Urban Village Streetscape Imps	San Jose		\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$839,196	\$0	\$839,196
Campbell: Harriet Ave Sidewalk Imps.	Campbell	\$310,804	\$0	\$310,804
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Almaden Ave & Vine St Safety Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$7,799,072	\$0	\$7,799,072
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$7,491,928	\$0	\$7,491,928
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,352,935	\$0	\$1,352,935
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$918,065	\$0	\$918,065
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$794,000	\$0	\$794,000
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$4,184,000	\$0	\$4,184,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY TOTAL:		\$84,921,000	\$4,350,000	\$89,271,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 September 2020

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C 12/21/16-C 04/26/17-C
05/24/17-C 06/28/17-C 09/27/17-C 01/24/18-C 02/28/18-C 03/28/18-C
05/23/18-C 09/26/18-C 12/19/18-C 09/23/20-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$490,000	\$0	\$490,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Redwood-Fairgrounds Dr Interchange - Bike/Transit Imps	Solano County	\$94,000	\$0	\$94,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SNCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
SOLANO COUNTY TOTAL:		\$18,348,000	\$1,141,000	\$19,489,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
Sonoma County Safe Routes to School - FY18-22 Supplemental	SCTA	\$50,000	\$0	\$50,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$100,000	\$0	\$100,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,196,000	\$0	\$2,196,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000
Santa Rosa US 101 Bike/Pedestrian Bridge Overcrossing	Santa Rosa	\$364,000	\$0	\$364,000
SONOMA COUNTY TOTAL:		\$22,363,000	\$1,396,000	\$23,759,000
Cycle 2 Total		\$309,314,000	\$18,036,000	\$327,350,000

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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
09/23/20-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

ABSTRACT

MTC Resolution No. 4202, Revised

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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

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MTC Resolution No. 4202, Revised

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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.

ABSTRACT

MTC Resolution No. 4202, Revised

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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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 5

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 \$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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 6

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 7

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

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MTC Resolution No. 4202, Revised

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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

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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

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Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

On September 23, 2020, Attachment B-2 was revised to redirect \$2,000,000 from Napa's Silverado Trail Five-way Intersection Improvement project to Napa Valley Transportation Authority's Vine Transit Bus Maintenance Facility within the Napa County Program, and \$1,394,000 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. Repaving project within the Solano County Program.

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, July 8, 2020, and September 9 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 attachments 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-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
September 2020

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$387,512,000
ALAMEDA COUNTY		
CMA Planning Activities		
Planning Activities Base	ACTC	\$5,489,000
Planning Activities - Supplemental	ACTC	\$2,800,000
Federal Aid Secondary (FAS)		
Alameda County: Various Streets & Roads Preservation	Alameda County	\$1,779,000
Safe Routes To School (SRTS)		
ACTC: Alameda County SRTS Non-Infrastructure Program	ACTC	\$5,340,000
County Program		
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	ACTC	\$1,959,000
Alameda: Central Ave Complete Street	Alameda	\$3,487,000
Alameda: Citywide Various Streets and Roads Preservation	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Albany	\$340,000
Berkeley: Southside Complete Streets & Transit Improvements	Berkeley	\$8,335,000
Dublin: Dublin Blvd Rehabilitation	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Fremont	\$2,760,000
Hayward: Main St Complete Street	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street	Hayward	\$1,750,000
Livermore: Annual Pavement Preservation	Livermore	\$1,382,000
MTC: I-580 Corridor Study	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Newark	\$592,000
Oakland: Lakeside Family Streets	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Union City	\$872,000
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
CMA Planning Activities		
Planning Activities Base	CCTA	\$4,342,000
Federal Aid Secondary (FAS)		
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)		
Antioch: L Street Pathway to Transit	Antioch	\$1,469,000
Concord: Willow Pass Road Rehab and SRTS	Concord	\$1,012,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa County	\$561,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$91,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$67,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Richmond	\$497,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	San Ramon	\$391,000
County Program		
Antioch: Pavement Rehabilitation	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Brentwood	\$628,000
Clayton: Neighborhood Streets Rehabilitation	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Concord	\$4,368,000
Concord: Willow Pass Road Rehab and SRTS	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa County	\$4,327,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
September 2020

MTC Res. No. 4202 Attachment B-2
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 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$387,512,000
Danville: Camino Ramon Improvements	Danville	\$1,357,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	El Cerrito	\$544,000
El Cerrito: El Cerrito del Norte TOD Complete Streets Imps	El Cerrito	\$4,840,000
Hercules: Sycamore/Willow Pavement Rehabilitation	Hercules	\$492,000
Lafayette: Pleasant Hill Rd Pavement Rehabilitation	Lafayette	\$579,000
Martinez: Downtown Streets Rehabilitation	Martinez	\$846,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$596,000
Oakley: Street Repair and Resurfacing	Oakley	\$969,000
Orinda: Orinda Way Pavement Rehabilitation	Orinda	\$620,000
Pinole: San Pablo Ave Rehabilitation	Pinole	\$586,000
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	Pittsburg	\$3,870,000
Pittsburg: Pavement Improvements	Pittsburg	\$2,410,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$920,000
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	Richmond	\$2,205,000
San Pablo: Giant Rd Pavement Rehabilitation	San Pablo	\$618,000
San Ramon: Alcosta Blvd Pavement Rehabilitation	San Ramon	\$1,175,000
San Ramon: Iron Horse Bike and Pedestrian Overcrossings	San Ramon	\$4,840,000
Walnut Creek: Ygnacio Valley Rd Rehabilitation	Walnut Creek	\$2,608,000
CONTRA COSTA COUNTY	TOTAL:	\$56,136,000
MARIN COUNTY		
CMA Planning Activities		
Planning Activities Base	TAM	\$3,822,000
Federal Aid Secondary (FAS)		
County of Marin receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)	Corte Madera	\$595,000
San Anselmo: San Anselmo Bike Spine	San Anselmo	\$269,000
County Program		
GGBHTD: San Rafael Bettini Transit Center	GGBHTD	\$1,250,000
Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown St)	Novato	\$1,450,000
San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps	San Anselmo	\$1,134,000
San Rafael: Francisco Blvd East Sidewalk Improvements	San Rafael	\$2,100,000
Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	Sausalito	\$250,000
MARIN COUNTY	TOTAL:	\$10,870,000
NAPA COUNTY		
CMA Planning Activities		
Planning Activities Base	NVTA	\$3,822,000
Federal Aid Secondary (FAS)		
County of Napa receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
NVTA: Napa County SRTS Non-Infrastructure Program	NVTA	\$122,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$393,000
County Program		
American Canyon: Green Island Rd Improvements	American Canyon	\$1,000,000
Napa: Silverado Trail Five-way Intersection Improvement	Napa (city)	\$2,000,000
NVTA: Vine Transit Bus Maintenance Facility	NVTA	\$2,000,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$813,000
NAPA COUNTY	TOTAL:	\$10,150,000
SAN FRANCISCO COUNTY		
CMA Planning Activities		
Planning Activities Base	SFCTA	\$3,997,000
Planning Activities - Supplemental	SFCTA	\$1,900,000
Federal Aid Secondary (FAS)		

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
September 2020

MTC Res. No. 4202 Attachment B-2
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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$387,512,000
County of San Francisco is entirely urban and therefore does not receive FAS funding		
Safe Routes To School (SRTS)		
SFMTA: San Francisco SRTS Non-Infrastructure Program	SFMTA	\$1,797,000
County Program		
BART: Embarcadero Station New Northside Platform Elevator and Faregates	BART	\$2,000,000
Caltrain: Peninsula Corridor Electrification	Caltrain	\$11,188,000
SFMTA: Geary Bus Rapid Transit Phase 1	SFMTA	\$6,939,000
SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental	SFMTA	\$1,016,000
SFMTA: Central Subway	SFMTA	\$15,980,000
SFDPW: Better Market Street	SFDPW	\$3,366,000
SAN FRANCISCO COUNTY	TOTAL:	\$48,183,000
SAN MATEO COUNTY		
CMA Planning Activities		
Planning Activities Base	C/CAG	\$3,822,000
Planning Activities - Supplemental	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)		
County of San Mateo receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
C/CAG: San Mateo SRTS Non-Infrastructure Program	CCAG/COE	\$2,394,000
County Program		
Atherton: James Ave Rehabilitation	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	Burlingame	\$700,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	CCAG/COE	\$223,000
Colma: Mission Rd Bike/Ped Improvements	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	Daly City	\$1,310,000
East Palo Alto: Various Streets Resurfacing	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	Half Moon Bay	\$1,202,000
Hillborough: Various Streets Resurfacing	Hillsborough	\$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	Menlo Park	\$647,000
Millbrae: Various Streets Pavement Rehabilitation	Millbrae	\$387,000
Pacifica: Citywide Curb Ramp Replacements	Pacifica	\$400,000
Pacifica: Various Streets Pavement Rehabilitation	Pacifica	\$671,000
Pacifica: Palmetto Sidewalk Improvements	Pacifica	\$330,000
Portola Valley: Various Streets Resurfacing	Portola Valley	\$201,000
Redwood City: Twin Dolphin Parkway Overlay	Redwood City	\$1,266,000
Redwood City: US 101/Woodside Rd Class I Bikeway	Redwood City	\$948,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Bruno	\$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Bruno	\$673,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Carlos	\$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Carlos	\$500,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Carlos	\$1,000,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	\$987,000
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo County	\$892,000
San Mateo County: Countywide Pavement Maintenance	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
September 2020

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 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$387,512,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
SAN MATEO COUNTY		TOTAL: \$32,545,000
SANTA CLARA COUNTY		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Cupertino: McClellan Rd Separated Bike Lane	Cupertino	\$1,000,000
Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bike	Palo Alto	\$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	\$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$339,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Sunnyvale	\$919,000
County Program		
Campbell: Winchester Boulevard Overlay	Campbell	\$554,000
Campbell: Harriet Ave Sidewalk Project	Campbell	\$405,900
Cupertino: Pavement Management Program	Cupertino	\$769,000
Gilroy: Downtown Monterey St Rehabilitation	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Los Gatos	\$343,000
Los Gatos: Shannon Rd Complete Streets	Los Gatos	\$940,100
Milpitas: Various Streets Resurfacing	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Morgan Hill	\$857,000
Mountain View: West Middlefield Road Improvements	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Palo Alto	\$4,350,000
Palo Alto: El Camino Real Pedestrian Safety & Streetscape Improvements	Palo Alto	\$4,655,000
Palo Alto: North Ventura Coordinated Area Plan	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	San Jose	\$400,000
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	San Jose	\$3,582,000
Santa Clara: Hetch-Hetchy Trail Phase 1	Santa Clara	\$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass	Santa Clara	\$2,449,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$3,396,000
Santa Clara: Streets & Roads Preservation	Santa Clara	\$2,356,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
September 2020

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C 09/23/20-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$387,512,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTA/Milpitas	\$3,560,000
SANTA CLARA COUNTY	TOTAL:	\$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Cadenasso Dr Repaving Heart of Fairfield Improvements	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 3 Bike Path	STA	\$1,407,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$1,907,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
SOLANO COUNTY	TOTAL:	\$21,177,000
SONOMA COUNTY		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma County	\$2,600,000
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	Sonoma County	\$1,809,000
Windsor: Windsor River Road at Windsor Road Intersection Imps	Windsor	\$3,000,000
SONOMA COUNTY	TOTAL:	\$27,723,000
OBAG 2 COUNTY PROGRAMS	TOTAL:	\$387,512,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1240	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	8/5/2020	In control:		Programming and Allocations Committee	
On agenda:	9/9/2020	Final action:			
Title:	MTC Resolution No. 4402, Revised.				

Updates the Fund Estimate to incorporate actual FY 2019-20 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) Programs and revises FY 2020-21 revenue estimates.

Sponsors:

Indexes:

Code sections:

Attachments: [3a - 20-1240 Reso-4402 Fund Estimate.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4402, Revised.

Updates the Fund Estimate to incorporate actual FY 2019-20 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) Programs and revises FY 2020-21 revenue estimates.

Presenter:

William Bacon

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2020

Agenda Item 3a - 20-1240

MTC Resolution No. 4402, Revised

Subject: Updates the Fund Estimate to incorporate actual FY 2019-20 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) Programs and revises FY 2020-21 revenue estimates.

Background: **1) Reconcile Actual FY 2019-20 STA and SGR Program Revenue:** In the Bay Area, final FY 2019-20 STA revenue totaled approximately \$244 million which is \$9.7 million lower than estimated in the FY 2020-21 Fund Estimate adopted in February 2020 through MTC Resolution 4402, Revised. SGR Program revenue totaled approximately \$39.7 million, in line with what was expected in February 2020.

In order to determine the distribution of CARES Act funds to Bay Area transit operators in July 2020 (MTC Resolution 4420, Revised) revenue loss assumptions were used to calculate need by agency. For STA, over the entirety of FY 2019-20, a 12% decrease in STA was assumed, this compares to the actual decrease of 4% in FY 2019-20 as compared to estimated revenue before the COVID-19 pandemic.

The lower FY 2019-20 STA revenues necessitate rescissions of STA Revenue-Based funds for 12 transit operators and of STA Population-Based funds for six counties through the County Block Grant Program.

Details for STA Population-Based and STA Revenue-Based funding for FY 2019-20 and for FY 2020-21 are shown in Attachment 1.

2) Update FY 2020-21 STA and SGR Program Revenue: On August 1, 2020 the State Controller's Office (SCO) issued revised revenue forecasts for FY 2020-21 for the STA and SGR Programs. This August forecast from the SCO revised the FY 2020-21 forecast released in February 2020 to reflect a \$279 million reduction in forecast statewide STA revenue as reflected in the adopted FY 2020-21 State Budget. This approximately 40% decrease in anticipated STA funds is a direct result of the COVID-19 pandemic which has resulted in lower prices for and reduced consumption of diesel fuel. The 40% decrease is consistent with CARES Act revenue loss assumptions for the period through December 2020. STA is funded by a statewide sales tax on diesel fuel.

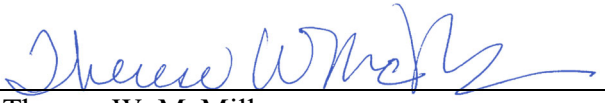
The August forecast for the SGR Program, which is funded by the Senate Bill 1 (2017) Transportation Improvement Fee (vehicle registration fee) was revised upwards by 6.5% from the SCO's February 2020 estimate, to match the adopted FY 2020-21 State Budget.

Issue: The approximately 40% decrease in anticipated STA funds adds further financial pressure to the operations budgets of Bay Area transit operators as well as MTC. In total, the revised STA revenue forecast indicates that

the Bay Area will lose over \$101 million in STA funds in FY 2020-21 as compared to pre-pandemic revenue estimates made in February 2020.

Recommendation: Refer MTC Resolution No. 4402, Revised to the Commission for approval.

Attachments: Attachment 1 – STA Program Apportionments
Presentation slides
MTC Resolution No. 4402, Revised



Therese W. McMillan

Attachment 1 - STA Revenue-Based Program Apportionments

Apportionment Jurisdictions	FY2019-20 Apportionments			FY2020-21 Apportionments			FY2020-21 Aug-20 Apportionment Share
	FY2019-20 Nov-19 Estimate	FY2019-20 Aug-20 Actual	FY2019-20 Adjustment, \$	FY2020-21 Feb-20 Estimate	FY2020-21 Aug-20 Estimate	FY2020-21 Adjustment, \$	
ACCMA - Corresponding to ACE	\$290,259	\$279,206	(\$11,053)	\$288,482	\$161,783	(\$126,699)	0.1%
Caltrain	\$8,496,363	\$8,172,815	(\$323,548)	\$8,444,325	\$5,253,616	(\$3,190,709)	4.7%
CCCTA	\$789,680	\$759,608	(\$30,072)	\$784,843	\$460,593	(\$324,250)	0.4%
City of Dixon	\$7,403	\$7,121	(\$282)	\$7,357	\$4,497	(\$2,860)	0.0%
ECCTA	\$415,004	\$399,200	(\$15,804)	\$412,462	\$222,690	(\$189,772)	0.201%
City of Fairfield	\$163,554	\$157,326	(\$6,228)	\$162,553	\$81,729	(\$80,824)	0.1%
GGBHTD	\$8,540,790	\$8,215,550	(\$325,240)	\$8,488,481	\$5,041,067	(\$3,447,414)	4.5%
LAVTA	\$349,728	\$336,410	(\$13,318)	\$347,586	\$220,935	(\$126,651)	0.2%
Marin Transit	\$1,668,066	\$1,604,545	(\$63,521)	\$1,657,849	\$861,534	(\$796,315)	0.8%
NVTA	\$116,000	\$111,583	(\$4,417)	\$115,288	\$62,548	(\$52,740)	0.1%
City of Petaluma	\$49,382	\$47,501	(\$1,881)	\$49,080	\$26,837	(\$22,243)	0.0%
City of Rio Vista	\$7,458	\$7,174	(\$284)	\$7,412	\$1,430	(\$5,982)	0.001%
SamTrans	\$8,121,101	\$7,811,843	(\$309,258)	\$8,071,361	\$5,269,034	(\$2,802,327)	4.8%
SMART	\$1,695,538	\$1,630,971	(\$64,567)	\$1,685,153	\$1,089,118	(\$596,035)	1.0%
City of Santa Rosa	\$160,210	\$154,109	(\$6,101)	\$159,229	\$90,179	(\$69,050)	0.1%
Solano County Transit	\$351,963	\$338,560	(\$13,403)	\$349,807	\$192,092	(\$157,715)	0.2%
Sonoma County Transit	\$225,725	\$217,129	(\$8,596)	\$224,342	\$125,621	(\$98,721)	0.1%
City of Union City	\$116,445	\$112,011	(\$4,434)	\$115,731	\$68,246	(\$47,485)	0.1%
Vacaville City Coach	\$29,292	\$28,177	(\$1,115)	\$29,112	\$14,627	(\$14,485)	0.0%
VTA	\$23,249,042	\$22,363,701	(\$885,341)	\$23,106,649	\$15,969,889	(\$7,136,760)	14.4%
VTA - Corresponding to ACE	\$216,633	\$208,383	(\$8,250)	\$215,305	\$93,336	(\$121,969)	0.1%
WCCTA	\$504,435	\$485,226	(\$19,209)	\$501,346	\$292,125	(\$209,221)	0.3%
WETA	\$2,314,946	\$2,226,791	(\$88,155)	\$2,300,768	\$1,432,571	(\$868,197)	1.3%
Subtotal - STA Revenue-Based	\$57,879,017	\$55,674,940	(\$2,204,077)	\$57,524,521	\$37,036,097	(\$20,488,424)	33.4%
AC Transit	\$24,264,960	\$23,340,932	(\$924,028)	\$24,116,345	\$14,088,794	(\$10,027,551)	12.7%
BART	\$40,698,461	\$39,148,632	(\$1,549,829)	\$40,449,195	\$22,077,158	(\$18,372,037)	19.9%
SFMTA	\$63,386,127	\$60,972,335	(\$2,413,792)	\$62,997,906	\$37,636,318	(\$25,361,589)	34.0%
Subtotal - STA Revenue-Based	\$128,349,548	\$123,461,898	(\$4,887,650)	\$127,563,446	\$73,802,269	(\$53,761,177)	66.6%
Bay Area Revenue-Based Total	\$186,228,565	\$179,136,838	(\$7,091,727)	\$185,087,967	\$110,838,366	(\$74,249,601)	100.00%
Statewide Revenue-Base Total	\$348,259,500	\$334,875,926	(\$13,383,575)	\$346,126,500	\$206,847,500	(\$139,279,000)	N/A
Bay Area Population-Based Total	\$67,889,960	\$65,304,656	(\$2,585,304)	\$67,474,153	\$40,506,204	(\$26,967,949)	N/A
Statewide Population-Based Total	\$348,259,500	\$334,875,926	(\$13,383,575)	\$346,126,500	\$206,847,500	(\$139,279,000)	N/A

Attachment 1 - STA Population-Based Program Apportionments

Apportionment Jurisdictions	FY2019-20 Apportionments			FY2020-21 Apportionments		
	FY2019-20 Nov-19 Estimate	FY2019-20 Aug-20 Actual	FY2019-20 Adjustment, \$	FY2020-21 Feb-20 Estimate	FY2020-21 Aug-20 Estimate	FY2020-21 Adjustment, \$
County Block Grant¹						
Alameda	\$8,359,440	\$8,042,004	(\$317,436)	\$8,349,235	\$5,012,228	(\$3,337,007)
Contra Costa	\$10,490,037	\$10,091,692	(\$398,345)	\$10,477,231	\$6,289,710	(\$4,187,521)
Marin	\$2,698,558	\$2,596,085	(\$102,473)	\$2,695,264	\$1,618,026	(\$1,077,238)
Napa	\$1,650,713	\$1,588,030	(\$62,683)	\$1,648,698	\$989,749	(\$658,949)
San Francisco	\$3,998,569	\$3,846,730	(\$151,839)	\$3,993,687	\$2,397,497	(\$1,596,190)
San Mateo	\$2,394,047	\$2,303,137	(\$90,910)	\$2,391,124	\$1,435,444	(\$955,680)
Santa Clara	\$6,664,063	\$6,411,006	(\$253,057)	\$6,655,927	\$3,995,698	(\$2,660,229)
Solano	\$4,966,343	\$4,777,754	(\$188,589)	\$4,960,280	\$2,977,764	(\$1,982,516)
Sonoma	\$6,067,869	\$5,837,452	(\$230,417)	\$6,060,461	\$3,638,227	(\$2,422,234)
Subtotal	\$47,289,639	\$45,493,890	(\$1,795,749)	\$47,231,907	\$28,354,343	(\$18,877,564)
Transit Emergency Contingency Fund	\$333,333	\$313,380	(\$19,953)	\$0	\$0	\$0
Regional Program + Means-Based Fare	\$20,266,988	\$19,497,383	(\$769,605)	\$20,242,246	\$12,151,861	(\$8,090,385)
Bay Area Total	\$67,889,960	\$65,304,656	(\$2,585,304)	\$67,474,153	\$40,506,204	(\$26,967,949)
Statewide Total	\$348,259,500	\$334,875,926	(\$13,383,575)	\$346,126,500	\$206,847,500	(\$139,279,000)

¹County Block Grant adopted through MTC Resolution 4321 in February 2018.



Photo: SFMTA

FY 2020-21 Fund Estimate Update

Programming and Allocations Committee
September 9, 2020

Agenda Item 3a

Sept. Fund Estimate Revision

- Updates the Fund Estimate to incorporate actual FY 2019-20 revenue for the State Transit Assistance (STA) and State of Good Repair (SGR) Programs and revises FY 2020-21 revenue estimates
- STA is funded by a sales tax on diesel fuel sold in California, subject to changes in price and consumption because of the pandemic
- FY 2019-20 STA revenue only -4% below estimates
- FY 2020-21 STA estimated to be down by -40%



STA Formula Programs

FY 2019-20 and FY 2020-21

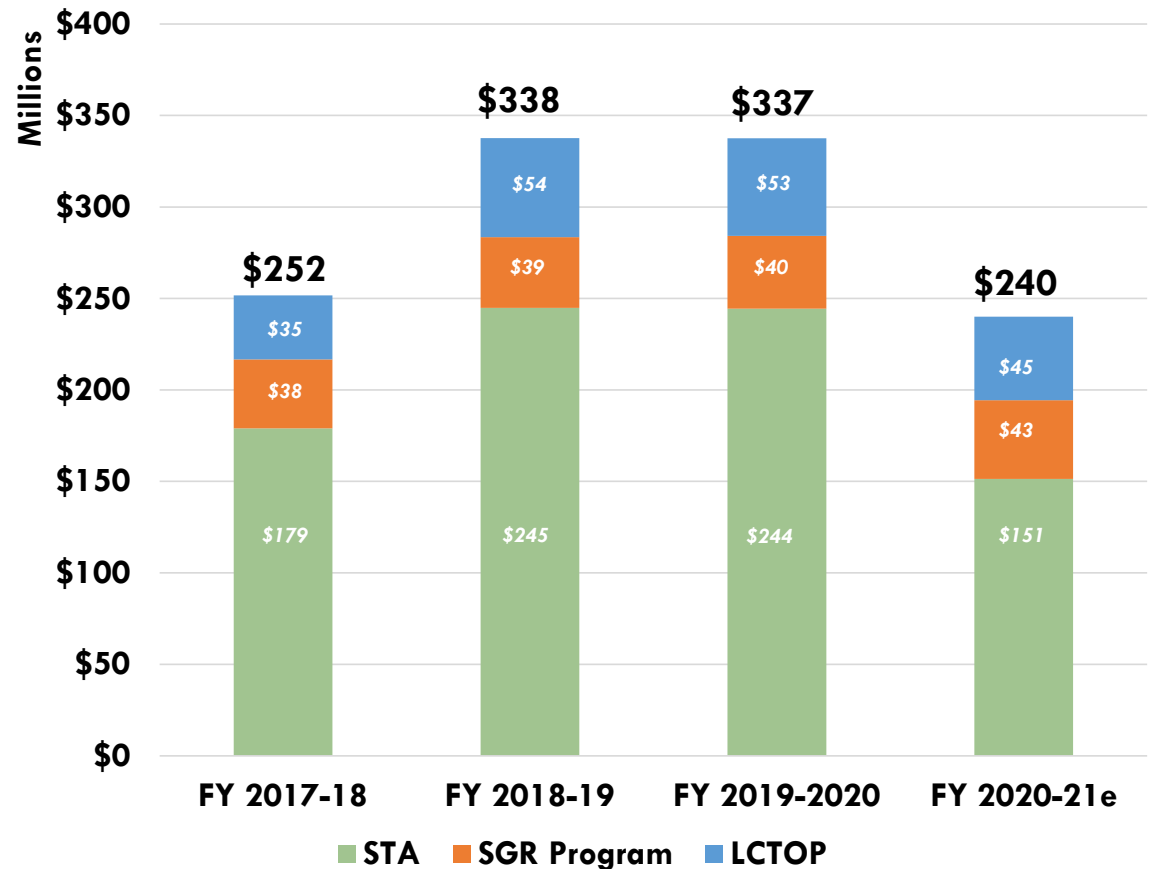
STA funds are forecast to decrease by over 40% in FY 2020-21

Potential loss of over \$101 million in FY 2020-21 to Bay Area transit agencies and MTC

Important source of operations funding for agencies as well as funding for MTC programs (Clipper system, 511, etc.)

SGR Program revenue not expected to be impacted by pandemic

Impact on LCTOP, which is funded by Cap and Trade revenues is unclear



Staff recommendation is to forward to the Commission for approval:

MTC Resolution 4402, Revised (FY 2020-21 Fund Estimate)



Date: February 26, 2020
W.I.: 1511
Referred by: PAC
Revised: 07/22/20-C
09/23/20-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.

This resolution was revised on September 23, 2020 to reflect actual receipts of STA and SGR Program funds in FY 2019-20, and the rescission actions that were necessary to match FY 2019-20 allocations to the actual revenue collected. New revenue forecasts for STA and SGR Program funds in FY 2020-21 were also included.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 12, 2020, July 8, 2020, and September 9, 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**

Attachment A
Res No. 4402
Page 1 of 20
9/23/2020

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	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

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2019		FY2018-20	FY2019-20	FY2020-21
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Actual Revenue	Revenue Estimate
State Transit Assistance					
Revenue-Based	17,319,547		(181,281,529)	179,136,838	110,838,366
Population-Based	65,955,514		(69,457,170)	65,304,656	40,506,204
SUBTOTAL	83,275,061		(250,738,699)	244,441,494	151,344,570
AB1107 - BART District Tax (25% Share)	0		(88,961,758)	88,961,758	93,500,000
Bridge Toll Total					
MTC 2% Toll Revenue	6,283,125		(4,810,199)	1,450,000	1,450,000
5% State General Fund Revenue	13,168,890		(8,520,416)	3,614,688	3,656,386
SUBTOTAL	19,452,015		(13,330,615)	5,064,688	5,106,386
Low Carbon Transit Operations Program	0		0	53,289,125	45,605,097
State of Good Repair Program					
Revenue-Based	60,329		(28,836,202)	29,126,924	31,528,098
Population-Based	6,112,080		(16,602,328)	10,612,476	11,522,035
SUBTOTAL	6,172,408		(45,438,530)	39,739,399	43,050,133
TOTAL	\$108,899,484		(\$398,469,602)	\$431,496,465	\$338,606,186

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 8/31/20 for STA and the SGR Program.

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

Attachment A
Res No. 4402
Page 2 of 20
9/23/2020

FY2019-20 TDA Revenue Estimate				FY2020-21 TDA Revenue Estimate			
FY2019-20 Generation Estimate Adjustment				FY2020-21 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 19)	93,648,000			13. County Auditor Estimate		93,151,568	
2. Actual Revenue (Jun, 20)	83,896,847			FY2020-21 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(9,751,153)		14. MTC Administration (0.5% of Line 13)	465,758		
FY2019-20 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	465,758		
4. MTC Administration (0.5% of Line 3)	(48,756)			16. MTC Planning (3.0% of Line 13)	2,794,547		
5. County Administration (Up to 0.5% of Line 3)	(48,756)			17. Total Charges (Lines 14+15+16)		3,726,063	
6. MTC Planning (3.0% of Line 3)	(292,535)			18. TDA Generations Less Charges (Lines 13-17)		89,425,505	
7. Total Charges (Lines 4+5+6)		(390,047)		FY2020-21 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(9,361,106)		19. Article 3.0 (2.0% of Line 18)	1,788,510		
FY2019-20 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		87,636,995	
9. Article 3 Adjustment (2.0% of line 8)	(187,222)			21. Article 4.5 (5.0% of Line 20)	4,381,850		
10. Funds Remaining (Lines 8-9)		(9,173,884)		22. TDA Article 4 (Lines 20-21)		83,255,145	
11. Article 4.5 Adjustment (5.0% of Line 10)	(458,694)						
12. Article 4 Adjustment (Lines 10-11)		(8,715,190)					

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**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	49,794,669		13. County Auditor Estimate	46,139,252	
2. Actual Revenue (Jun, 20)	44,147,181		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(5,647,488)	14. MTC Administration (0.5% of Line 13)	230,696	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	230,696	
4. MTC Administration (0.5% of Line 3)	(28,237)		16. MTC Planning (3.0% of Line 13)	1,384,178	
5. County Administration (Up to 0.5% of Line 3)	(28,237)		17. Total Charges (Lines 14+15+16)	1,845,570	
6. MTC Planning (3.0% of Line 3)	(169,425)		18. TDA Generations Less Charges (Lines 13-17)	44,293,682	
7. Total Charges (Lines 4+5+6)		(225,899)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	(5,421,589)		19. Article 3.0 (2.0% of Line 18)	885,874	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	43,407,808	
9. Article 3 Adjustment (2.0% of line 8)	(108,432)		21. Article 4.5 (5.0% of Line 20)	2,170,390	
10. Funds Remaining (Lines 8-9)		(5,313,157)	22. TDA Article 4 (Lines 20-21)	41,237,418	
11. Article 4.5 Adjustment (5.0% of Line 10)	(265,658)				
12. Article 4 Adjustment (Lines 10-11)		(5,047,499)			

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**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)		14,695,062	13. County Auditor Estimate		14,000,000
2. Actual Revenue (Jun, 20)		13,182,903	FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(1,512,159)	14. MTC Administration (0.5% of Line 13)		70,000
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		70,000
4. MTC Administration (0.5% of Line 3)		(7,561)	16. MTC Planning (3.0% of Line 13)		420,000
5. County Administration (Up to 0.5% of Line 3)		(7,561)	17. Total Charges (Lines 14+15+16)		560,000
6. MTC Planning (3.0% of Line 3)		(45,365)	18. TDA Generations Less Charges (Lines 13-17)		13,440,000
7. Total Charges (Lines 4+5+6)		(60,487)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,451,672)	19. Article 3.0 (2.0% of Line 18)		268,800
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		13,171,200
9. Article 3 Adjustment (2.0% of line 8)		(29,033)	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		(1,422,639)	22. TDA Article 4 (Lines 20-21)		13,171,200
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		(1,422,639)			

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**

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FY2019-20 TDA Revenue Estimate				FY2020-21 TDA Revenue Estimate			
FY2019-20 Generation Estimate Adjustment				FY2020-21 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 19)		8,941,741		13. County Auditor Estimate		9,885,444	
2. Actual Revenue (Jun, 20)		8,803,144		FY2020-21 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)			-138,597	14. MTC Administration (0.5% of Line 13)		49,427	
FY2019-20 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)		49,427	
4. MTC Administration (0.5% of Line 3)		(693)		16. MTC Planning (3.0% of Line 13)		296,563	
5. County Administration (Up to 0.5% of Line 3)		(693)		17. Total Charges (Lines 14+15+16)		395,417	
6. MTC Planning (3.0% of Line 3)		(4,158)		18. TDA Generations Less Charges (Lines 13-17)		9,490,027	
7. Total Charges (Lines 4+5+6)			(5,544)	FY2020-21 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)			(133,053)	19. Article 3.0 (2.0% of Line 18)		189,801	
FY2019-20 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		9,300,226	
9. Article 3 Adjustment (2.0% of line 8)		(2,661)		21. Article 4.5 (5.0% of Line 20)		465,011	
10. Funds Remaining (Lines 8-9)			(130,392)	22. TDA Article 4 (Lines 20-21)		8,835,215	
11. Article 4.5 Adjustment (5.0% of Line 10)		(6,520)					
12. Article 4 Adjustment (Lines 10-11)			(123,872)				

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 apportionment to Napa County.

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

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	49,262,500		13. County Auditor Estimate	53,477,500	
2. Actual Revenue (Jun, 20)	48,738,456		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	(524,044)		14. MTC Administration (0.5% of Line 13)	267,388	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	267,388	
4. MTC Administration (0.5% of Line 3)	(2,620)		16. MTC Planning (3.0% of Line 13)	1,604,325	
5. County Administration (Up to 0.5% of Line 3)	(2,620)		17. Total Charges (Lines 14+15+16)	2,139,101	
6. MTC Planning (3.0% of Line 3)	(15,721)		18. TDA Generations Less Charges (Lines 13-17)	51,338,399	
7. Total Charges (Lines 4+5+6)	(20,961)		FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	(503,083)		19. Article 3.0 (2.0% of Line 18)	1,026,768	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	50,311,631	
9. Article 3 Adjustment (2.0% of line 8)	(10,062)		21. Article 4.5 (5.0% of Line 20)	2,515,582	
10. Funds Remaining (Lines 8-9)	(493,021)		22. TDA Article 4 (Lines 20-21)	47,796,049	
11. Article 4.5 Adjustment (5.0% of Line 10)	(24,651)				
12. Article 4 Adjustment (Lines 10-11)	(468,370)				

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**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	47,777,676		13. County Auditor Estimate		48,558,690
2. Actual Revenue (Jun, 20)	43,876,021		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(3,901,655)	14. MTC Administration (0.5% of Line 13)	242,793	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	242,793	
4. MTC Administration (0.5% of Line 3)	(19,508)		16. MTC Planning (3.0% of Line 13)	1,456,761	
5. County Administration (Up to 0.5% of Line 3)	(19,508)		17. Total Charges (Lines 14+15+16)		1,942,347
6. MTC Planning (3.0% of Line 3)	(117,050)		18. TDA Generations Less Charges (Lines 13-17)		46,616,343
7. Total Charges (Lines 4+5+6)		(156,066)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(3,745,589)	19. Article 3.0 (2.0% of Line 18)	932,327	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		45,684,016
9. Article 3 Adjustment (2.0% of line 8)	(74,912)		21. Article 4.5 (5.0% of Line 20)	2,284,201	
10. Funds Remaining (Lines 8-9)		(3,670,677)	22. TDA Article 4 (Lines 20-21)		43,399,815
11. Article 4.5 Adjustment (5.0% of Line 10)	(183,534)				
12. Article 4 Adjustment (Lines 10-11)		(3,487,143)			

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**

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FY2019-20 TDA Revenue Estimate				FY2020-21 TDA Revenue Estimate			
FY2019-20 Generation Estimate Adjustment				FY2020-21 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 19)		117,635,000		13. County Auditor Estimate		121,909,000	
2. Actual Revenue (Jun, 20)		115,083,066		FY2020-21 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)			(2,551,934)	14. MTC Administration (0.5% of Line 13)		609,545	
FY2019-20 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)		609,545	
4. MTC Administration (0.5% of Line 3)		(12,760)		16. MTC Planning (3.0% of Line 13)		3,657,270	
5. County Administration (Up to 0.5% of Line 3)		(12,760)		17. Total Charges (Lines 14+15+16)		4,876,360	
6. MTC Planning (3.0% of Line 3)		(76,558)		18. TDA Generations Less Charges (Lines 13-17)		117,032,640	
7. Total Charges (Lines 4+5+6)			(102,078)	FY2020-21 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)			(2,449,856)	19. Article 3.0 (2.0% of Line 18)		2,340,653	
FY2019-20 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		114,691,987	
9. Article 3 Adjustment (2.0% of line 8)		(48,997)		21. Article 4.5 (5.0% of Line 20)		5,734,599	
10. Funds Remaining (Lines 8-9)			(2,400,859)	22. TDA Article 4 (Lines 20-21)		108,957,388	
11. Article 4.5 Adjustment (5.0% of Line 10)		(120,043)					
12. Article 4 Adjustment (Lines 10-11)			(2,280,816)				

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**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)		21,239,810	13. County Auditor Estimate		22,251,809
2. Actual Revenue (Jun, 20)		19,974,432	FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(1,265,378)	14. MTC Administration (0.5% of Line 13)		111,259
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		111,259
4. MTC Administration (0.5% of Line 3)		(6,327)	16. MTC Planning (3.0% of Line 13)		667,554
5. County Administration (Up to 0.5% of Line 3)		(6,327)	17. Total Charges (Lines 14+15+16)		890,072
6. MTC Planning (3.0% of Line 3)		(37,961)	18. TDA Generations Less Charges (Lines 13-17)		21,361,737
7. Total Charges (Lines 4+5+6)		(50,615)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,214,763)	19. Article 3.0 (2.0% of Line 18)		427,235
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		20,934,502
9. Article 3 Adjustment (2.0% of line 8)		(24,295)	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		(1,190,468)	22. TDA Article 4 (Lines 20-21)		20,934,502
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		(1,190,468)			

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**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	26,800,000		13. County Auditor Estimate		26,300,000
2. Actual Revenue (Jun, 20)	24,472,044		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(2,327,956)	14. MTC Administration (0.5% of Line 13)	131,500	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	131,500	
4. MTC Administration (0.5% of Line 3)	(11,640)		16. MTC Planning (3.0% of Line 13)	789,000	
5. County Administration (Up to 0.5% of Line 3)	(11,640)		17. Total Charges (Lines 14+15+16)		1,052,000
6. MTC Planning (3.0% of Line 3)	(69,839)		18. TDA Generations Less Charges (Lines 13-17)		25,248,000
7. Total Charges (Lines 4+5+6)		(93,119)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(2,234,837)	19. Article 3.0 (2.0% of Line 18)	504,960	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		24,743,040
9. Article 3 Adjustment (2.0% of line 8)	(44,697)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(2,190,140)	22. TDA Article 4 (Lines 20-21)		24,743,040
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(2,190,140)			

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)**

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FY2019-20 STA Revenue Estimate			FY2020-21 STA Revenue Estimate			
1. State Estimate (Nov, 19)	\$186,228,565		4. Projected Carryover (Aug, 20)	\$15,174,855		
2. Actual Revenue (Aug, 20)	\$179,136,838		5. State Estimate (Aug, 20)	\$110,838,366		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$126,013,221		
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	Outstanding	Actual	Projected	Revenue	Available For
	(w/interest) ¹	Commitments ²	Revenue	Carryover ³	Estimate ⁴	Allocation
ACCMA - Corresponding to ACE	215,031	(495,904)	279,206	(1,668)	161,783	160,115
Caltrain	693,854	(8,934,945)	8,172,815	(68,276)	5,253,616	5,185,340
CCCTA	215,568	(848,487)	759,608	126,689	460,593	587,282
City of Dixon	24,344	0	7,121	31,465	4,497	35,962
ECCTA	237,439	(595,594)	399,200	41,045	222,690	263,735
City of Fairfield	91,860	(249,750)	157,326	(564)	81,729	81,165
GGBHTD	47,254	(8,266,909)	8,215,550	(4,105)	5,041,067	5,036,962
LAVTA	344,595	(340,493)	336,410	340,512	220,935	561,447
Marin Transit	1,018,368	(789,089)	1,604,545	1,833,823	861,534	2,695,357
NVTA	97,905	(206,345)	111,583	3,143	62,548	65,691
City of Petaluma	60,347	(41,087)	47,501	66,761	26,837	93,598
City of Rio Vista	4,575	0	7,174	11,749	1,430	13,179
SamTrans	3,921,525	(10,751,081)	7,811,843	982,287	5,269,034	6,251,321
SMART	18,515	(1,659,096)	1,630,971	(9,610)	1,089,118	1,079,508
City of Santa Rosa	777	(154,824)	154,109	62	90,179	90,241
Solano County Transit	55,949	(394,974)	338,560	(465)	192,092	191,627
Sonoma County Transit	47,091	(251,311)	217,129	12,910	125,621	138,531
City of Union City	20,142	(132,501)	112,011	(348)	68,246	67,898
Vacaville City Coach	46,943	0	28,177	75,120	14,627	89,747
VTA	119,051	(22,484,064)	22,363,701	(1,313)	15,969,889	15,968,576
VTA - Corresponding to ACE	865	(209,197)	208,383	52	93,336	93,388
WCCTA	100,132	(476,030)	485,226	109,327	292,125	401,452
WETA	9,411,017	0	2,226,791	11,637,809	1,432,571	13,070,380
SUBTOTAL	16,793,148	(57,281,681)	55,674,940	15,186,405	37,036,097	52,222,502
AC Transit	84,900	(23,426,735)	23,340,932	(903)	14,088,794	14,087,891
BART	189,225	(39,345,548)	39,148,632	(7,691)	22,077,158	22,069,467
SFMTA	252,274	(61,227,565)	60,972,335	(2,956)	37,636,318	37,633,362
SUBTOTAL	526,400	(123,999,848)	123,461,898	(11,550)	73,802,269	73,790,719
GRAND TOTAL	\$17,319,547	(\$181,281,529)	\$179,136,838	\$15,174,855	\$110,838,366	\$126,013,221

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

4. FY2020-21 STA revenue generation is based on August 1, 2020 estimates from the SCO.

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

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STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance	Outstanding	Revenue	Projected	Revenue	Available For
	(w/interest) ¹	Commitments ²	Estimate ⁴	Carryover ³	Estimate ⁴	Allocation
Northern Counties/Small Operators						
Marin	0	0	0	0	0	0
Napa	0	0	0	0	0	0
Solano/Vallejo	3,913,020	(3,936,444)	0	(23,424)	0	(23,424)
Sonoma	0	0	0	0	0	0
CCCTA	181,405	(181,662)	0	(257)	0	(257)
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	(4,118,106)	0	(23,681)	0	(23,681)
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	(1,132,827)	0	101,670	0	101,670
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	(10,571,161)	0	13,957,637	0	13,957,637
MTC Regional Coordination Program⁶		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	(\$15,603,919)	\$0	\$14,104,326	\$0	\$14,104,326

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. 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**

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FY2019-20 STA Revenue Estimate			FY2020-21 STA Revenue Estimate			
1. State Estimate (Nov, 19)	\$67,889,961		4. Projected Carryover (Aug, 20)	\$47,698,671		
2. Actual Revenue (Aug, 20)	\$65,304,656		5. State Estimate ⁴ (Aug, 20)	\$40,506,204		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$88,204,875		
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2019	FY2019-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
County Block Grant ⁵						
Alameda	499,255	(8,546,864)	8,042,004	(5,605)	5,012,228	5,006,623
Contra Costa	98,261	(10,190,630)	10,091,692	(677)	6,289,710	6,289,033
Marin	10,134	(2,606,338)	2,596,085	(119)	1,618,026	1,617,907
Napa	267,635	(1,857,920)	1,588,030	(2,255)	989,749	987,494
San Francisco	2,329,879	(2,903,814)	3,846,730	3,272,795	2,397,497	5,670,292
San Mateo	2,308,361	(1,407,983)	2,303,137	3,203,515	1,435,444	4,638,959
Santa Clara	24,933	(6,436,202)	6,411,006	(263)	3,995,698	3,995,435
Solano	4,788,590	(2,361,293)	4,777,754	7,205,051	2,977,764	10,182,815
Sonoma	535,610	(6,374,251)	5,837,452	(1,189)	3,638,227	3,637,038
SUBTOTAL	10,862,659	(42,685,295)	45,493,893	13,671,253	28,354,343	42,025,596
Regional Program ⁶	10,945,583	(8,551,000)	11,497,383	13,891,966	4,151,861	18,043,827
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	313,380	1,093,729	0	1,093,729
GRAND TOTAL	\$36,247,270	(\$53,853,251)	\$65,304,656	\$47,698,671	\$40,506,204	\$88,204,875

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. 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 August 1, 2020 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 TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	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

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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**

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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			\$22,069,467	
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			\$14,471,245	
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			\$6,251,321	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$5,450,297	
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**

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-19	MTC Res-3833	MTC Res-3925	FY2020-21
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	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)

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FY2019-20 LCTOP Revenue Estimate ¹		FY2020-21 LCTOP Revenue Estimate ²	
1. Actual Statewide Appropriation (Feb, 20)	\$146,061,319	5. Estimated Statewide Appropriation (Jan, 20)	\$125,000,000
2. MTC Region Revenue-Based Funding	\$39,052,475	6. Estimated MTC Region Revenue-Based Funding	\$33,421,301
3. MTC Region Population-Based Funding	\$14,236,650	7. Estimated MTC Region Population-Based Funding	\$12,183,796
4. Total MTC Region Funds	\$53,289,125	8. Estimated Total MTC Region Funds	\$45,605,097

1. The FY 2019-20 LCTOP revenue generation is based on February 14, 2020 allocations from the State Controller's Office (SCO).

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**

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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)		\$351,050	
2. Actual Revenue (Aug, 20)	\$29,126,924		5. State Estimate (Aug, 20)		\$31,528,098	
3. Revenue Adjustment (Lines 2-1)	\$0		6. Total Funds Available (Lines 4+5)		\$31,879,148	
STATE OF GOOD REPAIR PROGRAM 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)	Outstanding Commitments	Actual Revenue	Projected Carryover	Revenue Estimate ¹	Available For Allocation
ACCMA - Corresponding to ACE	91	(44,940)	45,398	549	46,019	46,568
Caltrain	12	(1,312,856)	1,328,867	16,022	1,494,397	1,510,419
CCCTA	260	(122,280)	123,509	1,489	131,016	132,505
City of Dixon	3	(1,147)	1,158	14	1,279	1,293
ECCTA	122	(64,248)	64,908	782	63,344	64,126
City of Fairfield	79	(25,351)	25,581	309	23,248	23,557
GGBHTD	2,786	(1,322,495)	1,335,815	16,106	1,433,937	1,450,043
LAVTA	116	(54,155)	54,699	660	62,845	63,505
Marin Transit	0	(257,757)	260,892	3,136	245,064	248,200
NVTA	38	(17,962)	18,143	218	17,792	18,010
City of Petaluma	14	(7,644)	7,724	93	7,634	7,727
City of Rio Vista	1	(9,963)	1,166	(8,795)	407	(8,388)
SamTrans	2,751	(1,257,611)	1,270,174	15,314	1,498,783	1,514,097
SMART	573	(262,565)	265,189	3,197	309,801	312,998
City of Santa Rosa	58	(24,813)	25,058	303	25,652	25,955
Solano County Transit	125	(45,700)	55,048	9,473	54,641	64,114
Sonoma County Transit	77	(34,956)	35,304	426	35,733	36,159
City of Union City	38	(18,031)	18,212	219	19,413	19,632
Vacaville City Coach	9	(4,590)	4,581	1	4,161	4,162
VTA	10,027	(3,602,432)	3,636,247	43,842	4,542,653	4,586,495
VTA - Corresponding to ACE	71	(33,616)	33,882	337	26,550	26,887
WCCTA	162	(78,106)	78,896	952	83,095	84,047
WETA	676	(358,378)	362,067	4,365	407,496	411,861
SUBTOTAL	18,089	(8,961,596)	9,052,520	109,012	10,534,959	10,643,971
AC Transit	7,068	(3,756,451)	3,795,147	45,764	4,007,573	4,053,337
BART	13,713	(6,302,374)	6,365,413	76,752	6,279,872	6,356,624
SFMTA	21,458	(9,815,781)	9,913,845	119,522	10,705,693	10,825,215
SUBTOTAL	42,239	(19,874,606)	20,074,405	242,038	20,993,139	21,235,177
GRAND TOTAL	\$60,329	(\$28,836,202)	\$29,126,924	\$351,050	\$31,528,098	\$31,879,148

1. FY2020-21 State of Good Repair Program revenue generation is based on August 1, 2020 estimates from the State Controller's Office (SCO).

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

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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)	\$122,228			
2. Actual Revenue (Aug, 20)	\$10,612,476	5. State Estimate (Aug, 20)	\$11,522,035			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$11,644,263			
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	Actual Revenue	Projected Carryover	Revenue Estimate ¹	Available For Allocation
Clipper®/Clipper® 2.0 ²	6,112,080	(16,602,328)	10,612,476	122,228	11,522,035	11,644,263
GRAND TOTAL	\$6,112,080	(\$16,602,328)	\$10,612,476	\$122,228	\$11,522,035	\$11,644,263

1. FY2020-21 State of Good Repair Program revenue generation is based on August 1, 2020 estimates from the State Controller's Office (SCO).

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1177 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 7/30/2020 **In control:** Programming and Allocations Committee
On agenda: 9/9/2020 **Final action:**
Title: MTC Resolution Nos. 4429, Revised, 4430, Revised, 4431, Revised, and 4432, Revised.

Allocation of \$139 million in FY2020-21 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to five transit operators and the Solano Transportation Authority to support transit operations and capital projects in the region, in addition to a rescission action of \$5.6 million in STA funds from MTC's Clipper program to allow for the redirection of these funds to the Clipper START means-based fare pilot.

Sponsors:

Indexes:

Code sections:

Attachments: [3b - 20-1177 Resos-4429-4430-4431-4432 Transit Ops and Clipper START Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4429, Revised, 4430, Revised, 4431, Revised, and 4432, Revised.

Allocation of \$139 million in FY2020-21 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to five transit operators and the Solano Transportation Authority to support transit operations and capital projects in the region, in addition to a rescission action of \$5.6 million in STA funds from MTC's Clipper program to allow for the redirection of these funds to the Clipper START means-based fare pilot.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2020

Agenda Item 3b - 20-1177

MTC Resolution Nos. 4429, Revised, 4430, Revised, 4431, Revised and 4432 Revised

Subject: Allocation of \$139 million in FY2020-21 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and AB1107 funds to five transit operators and the Solano Transportation Authority to support transit operations and capital projects in the region, in addition to a rescission action of \$5.6 million in STA funds from MTC's Clipper program to allow for the redirection of these funds to the Clipper START means-based fare pilot.

Background: This month's proposed actions continue the annual allocation process for these funds for FY2020-21. These funds comprise a significant share of the revenue for agencies' operating budgets. Five operators, plus Solano Transportation Authority, have requested allocations of TDA, STA, RM2 operating, and/or AB1107 funds this month in excess of the \$1 million delegated authority limit as identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process.

Allocation Amounts by Operator and Fund Source					<i>\$ in million</i>
Transit Operator/ Claimant	TDA Resolution No. 4430	STA Resolution No. 4431	RM2 Operating Resolution No. 4429	AB 1107 Resolution No. 4432	Total
CCCTA	\$ 1.5	N/A	N/A	N/A	\$ 1.5
Fairfield	\$ 2.8	N/A	N/A	N/A	\$ 2.8
GGBHTD	\$ 9.8	\$ 5.1	\$ 1.7	N/A	\$ 16.6
Marin Transit	\$ 3.8	N/A	N/A	N/A	\$ 3.8
MTC	N/A	\$ (5.6)	N/A		\$ (5.6)
Solano TA	N/A	\$ 2.3	N/A	N/A	\$ 2.3
SFMTA	\$ 37.7	\$ 37.6	\$ 1.8	\$ 35.1	\$ 112.2
Total	\$ 55.6	\$ 39.4	\$ 3.5	\$ 35.1	\$ 133.6

The ongoing COVID-19 pandemic and the associated Shelter in Place (SIP) order are expected to have a continuing negative impact on revenue levels for transit operating funds in FY2020-21. Allocations have been adjusted as necessary to stay within the amount of revenue forecasted to be available.

Information regarding the status of transit service and budgets for the transit operators claiming funds is provided in Attachment A. In

general, operators have begun to adjust their revenue and budget assumptions for this fiscal year and expect to have sufficient revenue to cover their proposed operating budgets. Notably, Golden Gate Bridge, Highway, and Transportation District (GGBHTD) needs to increase revenue or reduce costs by over \$90 million to have a balanced operating budget or it will need to use operating reserves.


Information regarding County Connection (CCCTA) was presented in June. They are now requesting an allocation of capital funds. Solano Transportation Authority is requesting funds in support of transit projects and transit coordination in the county.

Funds are being rescinded from the Clipper program to redirect funding to Clipper START, the means-based fare pilot, and recovery efforts as described in Item 2c.

Issues: None

Recommendation: Refer MTC Resolution Nos. 4429, Revised, 4430, Revised 4431, Revised, and 4432, Revised to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4429, Revised, 4430, Revised, 4431, Revised and 4431, Revised



Therese W. McMillan

\$ Amounts are in millions

Agency	Total Proposed Allocation ¹ (TDA, STA, RM2 Op, AB 1107)	Status of Operations/Service	Average Fixed Route Ridership % Decrease	Operating Budget Information
Fairfield	\$5.2	<ul style="list-style-type: none"> When shelter-in-place first began, Fairfield quickly reduced service, including suspension of four routes and local Saturday service. In July, there was a partial restoration of service on all routes and to Saturday service levels. Service is now at 55% of pre-COVID levels. FAST will undertake a comprehensive analysis of its local services and programs and identify future options, services, and programs to maximize post-COVID-19 ridership within the FAST service area that considers community input and goals and financial constraints. 	-66% Local; -74% Commute	<ul style="list-style-type: none"> Overall, the operating budget is 11% higher than the FY 2019-20 budget, primarily due to increases in rates under the new purchased service contract. In addition, FAST is providing back-up buses in case demand exceeds capacity, which has a significant cost even if no service is provided.
Golden Gate Transit	\$16.6	<ul style="list-style-type: none"> Bus service is approximately 65% of pre-COVID service and has focused on their core service (Routes 30, 40, 70 and 101), which is where the majority of the ridership exists and continues to grow. These routes also carry primarily transit-dependent riders. Bus commuter service has been reduced by approximately 50%. Reduced service allows flexibility to assign drivers as needed and focus resources on the core routes. Since early April, ferry service has been around 20% of pre-COVID weekday levels and there is no weekend service. One ferry, rather than three, provides service between Larkspur and San 	-81% Bus; -97% Ferry (as of mid-July)	<ul style="list-style-type: none"> The adopted transit budget of \$139.5 million requires \$91.2 million in additional revenue or reduced expenses in order to be balanced. Labor and benefits comprise 73% of operating costs making it difficult to reduce expenses. All CARES funds will be applied to FY 2019-20 expenses. Bridge tolls typically support 50% of the bus budget and 25% of the ferry budget. Bridge toll revenues are expected to be down 28% compared to FY 2018-19 actual receipts. As a result, in FY 2020-21,

¹ The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly. In addition, allocations of STA County Block Grant funds will be late Fall 2020.

Agency	Total Proposed Allocation ¹ (TDA, STA, RM2 Op, AB 1107)	Status of Operations/Service	Average Fixed Route Ridership % Decrease	Operating Budget Information
		<p>Francisco at 90-120 minute intervals rather than the previous 30 minute peak service. Limited peak hour service is provided on a combined Tiburon/ Sausalito/ San Francisco route.</p> <ul style="list-style-type: none"> Additional service reductions may be necessary, especially if additional financial assistance is not forthcoming. 		bridge tolls are only budgeted to cover 10% of transit operating costs.
Marin Transit	\$5.3	<ul style="list-style-type: none"> Marin Transit suspended supplemental school service and the Muir Woods Shuttle as a result of Shelter-in-Place. In August, Marin Transit restored and increased some supplemental service to meet demand and address pass-ups of riders due to social distancing requirements. Should schools start in-person instruction, additional supplemental service will be restored while some supplemental service will remain suspended due to the inability to meet projected demand due to current social distancing requirements. This increased service adds \$600,000 to the budget and is being funded with CARES Act funding. Marin Transit continues to monitor service and plans to make further adjustments in the spring. The on-demand pilot has expanded the areas served to include all of downtown San Rafael and around all SMART stations. 	-57% (as of mid-July)	<ul style="list-style-type: none"> Marin Transit's adopted budget of \$35.1 M is a little less than the FY 2019-20 estimated expenditures due to careful cost control. Due to CARES Act funds and Measure A reserves, Marin Transit is able to fully fund its budget while maintaining its operating reserve. The second distribution of the CARES Act funds received by Marin Transit were not included in the adopted budget.
SFMTA	\$115.8	<ul style="list-style-type: none"> When shelter in place first began, SFMTA suspended about 75% of routes, including all light rail, street car, and cable car service. Service was prioritized to create a high frequency network with a focus on the most used lines, serve medical facilities, and prioritize equity. SFMTA has slowly restored more service. 	-68% (end of July, bus only)	<ul style="list-style-type: none"> SFMTA is projecting overall revenue loss of 22%. CARES Act funds plus other one-time funds will reduce the revenue loss to 7% for FY 2020-21. The revenue projections assume gradual recovery and has been updated since the SFMTA board adopted its budget on June 30, 2020.

Agency	Total Proposed Allocation ¹ (TDA, STA, RM2 Op, AB 1107)	Status of Operations/Service	Average Fixed Route Ridership % Decrease	Operating Budget Information
		<ul style="list-style-type: none"> • A six-phase recovery plan has been developed based on projected increases in travel demand from the lessening of shelter in place restrictions. • Restoration of 70% of service by early 2021 is planned. • To support travel by seniors and persons with disabilities who may have difficulty accessing the reduced network, SFMTA introduced an Essential Trip Card which subsidized taxi fare up to \$60. • SFMTA is implementing an emergency expansion of transit only lanes to provide more transit, increase reliability, and reduce travel time. 		<p>SFMTA will monitor and regularly report to their Board about revenue and expenditures for the fiscal year.</p> <ul style="list-style-type: none"> • Continued restriction of passenger capacity will negatively affect fare revenue. Current vehicle capacity is less than one-third, but fare revenue is expected to decrease ~50% compared to pre-COVID fare revenue. • Cost-savings are currently proposed to come primarily from a hiring freeze, attrition, limited overtime, and procurement management controls. Labor and benefits comprise ~65% of the SFMTA operating budget.

Date: June 24, 2020
W.I.: 1255
Referred by: PAC
Revised: 09/23/20-C

ABSTRACT

Resolution No. 4429, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2020-21.

This resolution allocates funds to AC Transit, MTC, Transbay Joint Powers Authority, and Water Emergency Transportation Authority (WETA).

On September 23, 2020, Attachment A was revised to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD) and San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020 and September 9, 2020.

Date: June 24, 2020
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4429

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

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

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

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

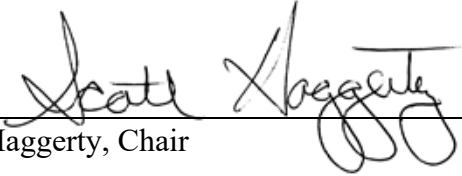
RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636, Revised; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

FY 2020-21 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY2020-21 RM2 Operating Program (MTC Resolution 4428).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. For FY 2020-21, operating advances are suspended, but will be considered on a case-by-case basis.
5. RM2 performance requirements will be suspended through FY 2020-21 due to shelter in place orders and travel changes resulting from COVID-19.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
WETA	Planning and Administration	\$ 2,115,000	01	06/24/20	11
WETA	Ferry Operations	\$ 11,632,500	02	06/24/20	6
TJPA	Transbay Transit Center	\$ 2,115,000	03	06/24/20	13
MTC	Clipper	\$ 1,410,000	04	06/24/20	12
AC Transit	Express Bus Service	\$ 3,826,672	05	06/24/20	4
AC Transit	Dumbarton Bus	\$ 2,126,968	06	06/24/20	5
AC Transit	Owl Bus Service	\$ 1,064,989	07	06/24/20	7
AC Transit	Enhanced/Rapid Bus Service	\$ 2,115,000	08	06/24/20	9
SFMTA	Metro 3rd Street Extension	\$ 1,762,500	9	09/23/20	8
GGBHTD	Route 40	\$ 1,743,976	10	09/23/20	1
Total		\$ 29,912,605			

Date: June 24, 2020
W.I.: 1514
Referred by: PAC
Revised: 07/22/20-C
09/23/20-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.

On September 23, 2020, Attachment A was revised to allocate funds to CCCTA, Fairfield, Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Marin Transit, and San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020 July 8, 2020, and September 9, 2020.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4430

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2020-21 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2020-21 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

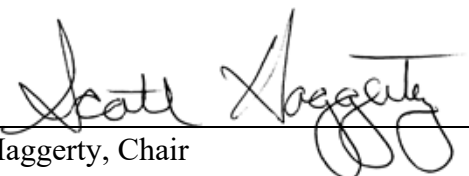
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2020-21 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Date: June 24, 2020
 Referred by: PAC
 Revised: 07/22/20-C
 09/23/20-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	Note
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	
SFMTA	Transit Operations	35,847,950	18	09/23/20	SFMTA	
SFMTA	Transit Operations	1,886,687	19	09/23/20	San Francisco County	1
GGBHTD	Transit Operations	5,405,195	20	09/23/20	GGBHTD (Marin)	
GGBHTD	Transit Operations	4,434,197	21	09/23/20	GGBHTD (Sonoma)	
Fairfield	Transit Operations	1,919,984	22	09/23/20	Fairfield	
Fairfield	Transit Operations	882,747	22	09/23/20	Suisun City	
Marin Transit	Transit Operations	3,817,097	23	09/23/20	Marin Transit	
	Subtotal	232,685,681				
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	
CCCTA	Transit Capital	1,494,000	24	09/23/20	CCCTA	
	Subtotal	6,556,221				
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	249,425,388				

Date: June 24, 2020
Referred by: PAC

Attachment B
Resolution No. 4430
Page 1 of 3

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

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

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

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

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

Transportation Development Act Article 8 Transit Funds

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

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

Date: June 24, 2020
W.I.: 1514
Referred by: PAC
Revised: 07/22/20-C
09/23/20-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.

Attachment A to this resolution was revised on September 23, 2020 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (GGBHTD), San Francisco Municipal Transportation Agency (SFMTA), and Solano Transportation Authority. Funds will be rescinded from MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2020, July 8, 2020, and September 9, 2020.

Date: June 24, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4431

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

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

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

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2020-21 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2020-21 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

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

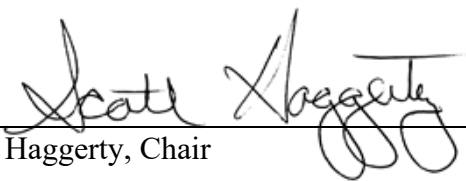
RESOLVED, that MTC approves the allocation of fiscal year 2020-21 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2020-21

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5821 - 6730B Capital - Population-based Lifeline					
VTA	Cycle 4: ADA Transition Plan	3,596,543	01	06/24/20	Santa Clara County
	Subtotal	3,596,543			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	13,808,720	02	06/24/20	VTA
AC Transit	Transit Operations	14,412,123	03	06/24/20	AC Transit
SFMTA	Transit Operations	37,648,058	09	09/23/20	SFMTA
GGBHTD	Transit Operations	5,072,785	10	09/23/20	GGBHTD
	Subtotal	70,941,686			
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
MTC	Clipper Operations	(5,584,195)	04	09/23/20	MTC
	Subtotal	6,215,805			
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			
5828 - 6731B Planning and Admin - County Block Grant					
Solano TA	Planning and Administration	2,272,950	11	09/23/20	Solano County
	Subtotal	2,272,950			
	TOTAL	88,393,613			

Date: June 21, 2020
Referred by: PAC

Attachment B
Resolution No. 4431
Page 1 of 2

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

FINDINGS

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

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

Date: June 24, 2020
WI: 1514
Referred by: PAC
Revised: 09/23/20-C

ABSTRACT

Resolution No. 4432, Revised

This resolution approves the allocation of fiscal year 2020-21 AB 1107 half-cent sales tax funds to AC Transit.

On September 23, 2020, Attachment A was revised to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2020 and September 9, 2020.

Date: June 24, 2020
Referred by: PAC

Re: Allocation of Fiscal Year 2020-21 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4432

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

WHEREAS, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as “AB 1107” funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency (“SFMTA”) and to the Alameda-Contra Costa Transit District (“AC Transit”), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2020-21 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 220-21 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

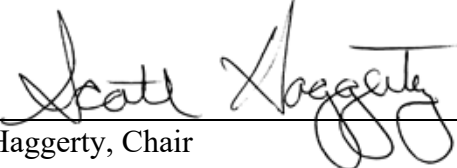
WHEREAS, SFMTA and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2020-21 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Date: June 24, 2020
Referred by: PAC
Revised: 09/23/20-C

Attachment A
MTC Resolution No. 4432
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2020-21

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 18-19	FY 20-21			
AC Transit	Transit Operations	58.9%	39.3%	50% of deposits to MTC's AB 1107 account.	1	06/24/20
SFMTA	Transit Operations	70.1%	63.0%	50% of deposits to MTC's AB 1107 account.	2	09/23/20

Date: June 24, 2020
Referred by: PAC
Revised: 09/23/20-C

Attachment B
Resolution No. 4432
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2020-21
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

	<i>AC Transit</i>	<i>SFMTA</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	<i>YES</i>	<i>YES</i>
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	<i>YES</i>	<i>YES</i>
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2018-19 and included in the proposed FY 2020-21 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	<i>YES</i>	<i>YES</i>



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1179 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 7/30/2020 **In control:** Programming and Allocations Committee
On agenda: 9/9/2020 **Final action:**
Title: California Transportation Commission (CTC) Update

Update on the August 12-13, 2020 California Transportation Commission meeting.

Sponsors:

Indexes:

Code sections:

Attachments: [4a - 20-1179 PAC CTC Update Summary Sheet.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) Update

Update on the August 12-13, 2020 California Transportation Commission meeting.

Presenter:

Karl Anderson

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2020

Agenda Item 4a - 20-1179

California Transportation Commission (CTC) Update

Subject: Update on the August 12-13, 2020 California Transportation Commission meeting

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has two (2) CTC members residing in its geographic area: Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council) and Carl Guardino (President and CEO, Silicon Valley Leadership Group).

August CTC Meeting (August 12-13, Held Online)

The CTC discussed the following issues of significance to the region.

Transportation Equity Effort Update. CTC staff provided an update on the Commission's transportation equity efforts. Of note, CTC will convene an Equity Roundtable representing a wide range of equity experts and practitioners from throughout the state. The Roundtable will provide input on Commission activities related to equity, which include community listening sessions, the development of a Public Engagement Guidebook, and the consideration of a standing Equity Advisory Committee. MTC staff will continue engagement on statewide equity efforts and provide input as appropriate.

Senate Bill 1 Application Update. CTC staff provided an update on Senate Bill 1 (SB1) competitive program applications which were due over the summer. The MTC region requested \$748 million, or 35% of the available funding statewide in SB1 funds from three competitive programs: Solutions for Congested Corridors, Trade Corridor Enhancement, and Local Partnership Competitive Programs. Statewide, the CTC received \$3.6 billion in funding requests for \$2.1 billion in available funding. CTC staff plans to release its funding recommendations for these three SB1 competitive programs on November 12, and will consider the programs' adoption at the December 2-3 CTC meeting.

Solano I-80/680/12 Interchange Actions. The CTC approved the Solano Transportation Authority's (STA's) State Transportation Improvement Program (STIP) amendment request to redirect \$16.7 million in STIP funds from the I-80 Managed Lanes project to an expected cost increase on the I-80/680/12 Interchange Phase 2A project. The CTC also allocated \$70 million in STIP funds and SB1 Trade Corridor Enhancement Program funds for the I-80/680/12 Interchange Phase 2A project, which will enable construction to start later this year. MTC/BATA has committed \$14.3 million in BATA Rehabilitation funds to the project, which could be reimbursed from Regional Measure 3 (RM3) when RM3 is cleared by the courts.

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 Berkeley and Oakland (Alameda County);
- Funding allocations for two State Transportation Improvement Program (STIP) capital projects in Berkeley (Alameda County) and American Canyon (Napa County), as well as allocating Planning, Programming, and Monitoring (PPM) funds throughout the region; and
- Funding allocation for one Transit and Intercity Rail Capital Program (TIRCP) project for Caltrain.

Extensions.

- The region did not have any extensions on the August CTC agenda.

Amendments.

- LPP Formula program amendments to update programming for projects located in Contra Costa and San Mateo Counties.

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 August 14, the Governor appointed Michele Martinez of Santa Ana (Orange County) to the CTC. Ms. Martinez formerly served on the Santa Ana City Council until 2018. Former CTC Lucy Dunn (Orange County) was not reappointed.


The CTC also elected Hilary Norton (Los Angeles County) to serve as CTC Chair, and Bob Alvarado (Contra Costa County) as Vice-Chair.

The next CTC meeting is scheduled for October 21-22 in Santa Barbara; however, it may be held online.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.


Therese W. McMillan