



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, October 14, 2020

9:45 AM

Board Room - 1st Floor (REMOTE)

The Programming and Allocations Committee is scheduled to meet on Wednesday, October 14, 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/87690434201>

Join by Telephone: (for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 312 626 6799
or +1 646 876 9923 or +1 301 715 8592 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 876 9043 4201

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.** [20-1337](#) Minutes of the September 9, 2020 meeting
- Action: Committee Approval
- Attachments: [2a - 20-1337 Sept 9 Prog&Allocations Draft Minutes.pdf](#)
- 2b.** [20-1342](#) Quarterly Report of Executive Director Delegated Authority Actions
- Action: Information
- Presenter: Cheryl Chi
- Attachments: [2b - 20-1342 Delegated Authority Quarterly Report.pdf](#)
- 2c.** [20-1390](#) MTC Resolution No. 3649, Revised. Rescission of \$1.1 million from previous allocations to the Central Marin Ferry Connection Multi-Use Pathway and the Southern Segment of the North-South Greenway Gap Closure Project, and allocation of like amount to construction on the Northern Segment of the North-South Greenway project.
- Action: Commission Approval
- Presenter: Karl Anderson
- Attachments: [2c - 20-1390 Reso-3649 NorthSouth Greenway.pdf](#)
- 2d.** [20-1339](#) MTC Resolution Nos. 3880, Revised, and 3881, Revised
- Revisions to the Lifeline Transportation Cycle 2 Program of Projects and the Proposition 1B - Regional Transit Program.
- Action: Commission Approval
- Presenter: Judis Santos
- Attachments: [2d - 20-1339 Resos 3880 and 3881 Lifeline Cycle 2 Revisions.pdf](#)
- 2e.** [20-0748](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-45.
- Action: Commission Approval
- Presenter: Adam Crenshaw
- Attachments: [2e - 20-0748 Reso-4375 TIP Amendment 2019-45.pdf](#)

- 2f. [20-1345](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Sonoma-Marín Area Rail Transit District (SMART) for \$5 million on the SMART Windsor Extension project.
- Action:** Commission Approval
- Presenter:** Anne Spevack
- Attachments:** [2f - 20-1345 Reso-4412-RM3 LONP.pdf](#)
- 2g. [20-1343](#) MTC Resolution No. 4419. Revision to the FY 2020-21 State Transit Assistance (STA) Regional Coordination Program to program \$1.5 million to replace real-time signs as part of the Hub Signage Program.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2g - 20-1343 Reso-4419 Hub Signage Program.pdf](#)
- 2h. [20-1379](#) MTC Resolution No. 4428, Revised. Amendment to the FY 2020-21 Regional Measure 2 Marketing Program to redirect \$251,000 to the Healthy Transit Plan from the Hub Regional Resource Center.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2h - 20-1379 Resp-4428 Return to Transit Plan.pdf](#)
- 2i. [20-1344](#) MTC Resolution Nos. 4430, Revised and 4431, Revised. Allocation of \$26.5 million in FY2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to several transit operators to support transit operations and capital projects in the region.
- Action:** Commission Approval
- Presenter:** Cheryl Chi
- Attachments:** [2i - 20-1344 Resos 4430 and 4431 Transit Ops Allocation.pdf](#)
- 2j. [20-1340](#) MTC Resolution No. 4446. Cycle 6 Lifeline Transportation Program. Approval of FY 2018-19 and FY2019-20 Lifeline Cycle 6 Program of Projects.
- Action:** Commission Approval
- Presenter:** Judis Santos
- Attachments:** [2j - 20-1340 Reso-4446 Lifeline Cycle 6.pdf](#)

3. Regional

- 3a. [20-1341](#) MTC Resolution No. 4439. Clipper START Pilot Expansion - Program of Projects.

Programming of \$5 million provided by Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to Clipper START Pilot Cohort 2 Agencies for FY2020-21 and FY2021-22.

Action: Commission Approval

Presenter: Judis Santos

Attachments: [3a - 20-1341 Reso-4439 Clipper START.pdf](#)

4. Public Comment / Other Business

5. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on *** Wednesday, November 4, 2020 at 1:35 p.m. *** at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (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 Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to 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 #: 20-1337 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 9/2/2020 **In control:** Programming and Allocations Committee
On agenda: 10/14/2020 **Final action:**
Title: Minutes of the September 9, 2020 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a - 20-1337 Sept 9 Prog&Allocations Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the September 9, 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, September 9, 2020

9:45 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover,
Commissioner Papan, Commissioner Ronen, and Commissioner Worth

Absent: 2 - Chair Josefowitz, and Commissioner Schaaf

Non-Voting Member Absent: Commissioner Tavares

Ex Officio Voting Members Present: Commission Chair Haggerty and Commission Vice Chair Pedroza

Ad Hoc Non-Voting Members Present: Commissioner Cortese, Commissioner Giacopini,
Commissioner Mackenzie, and Commissioner Spering

2. Consent Calendar

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

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

Absent: 2 - Chair Josefowitz and Commissioner Schaaf

2a. [20-1168](#) Minutes of the August 12, 2020 meeting

Action: Committee Approval

2b. [20-0747](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement
Program (TIP) Amendment 2019-43.

Action: Commission Approval

Presenter: Adam Crenshaw

- 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

- 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

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

Upon the motion by Commissioner Worth and the second by Commissioner Bruins, the Committee unanimously approved the referral of MTC Resolution No. 4402, Revised to the Commission for approval. The motion carried by the following vote:

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

Absent: 2 - Chair Josefowitz and Commissioner Schaaf

- 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

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

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

Absent: 2 - Chair Josefowitz and Commissioner Schaaf

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

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).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1342 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/2/2020 **In control:** Programming and Allocations Committee
On agenda: 10/14/2020 **Final action:**
Title: Quarterly Report of Executive Director Delegated Authority Actions
Sponsors:
Indexes:
Code sections:
Attachments: [2b - 20-1342 Delegated Authority Quarterly Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Quarterly Report of Executive Director Delegated Authority Actions

Presenter:
Cheryl Chi

Recommended Action:
Information

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2020

Agenda Item 2b - 20-1342

Subject: Quarterly report of the Executive Director's Delegated Authority actions

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

The first quarter report for FY 2020-21 covers the period June 2020 through September 2020. Allocations may be approved one month ahead of the start of the fiscal year but are not effective until the fiscal year begins, therefore, June allocations made for FY 2020-21 are included in the first quarter report. The Executive Director approved the following allocation and rescission actions for FY 2020-21 summarized below and detailed in Attachment A:

Delegated Authority FY 2020-21	1st Quarter
Allocations	
Transportation Development Act	18,877,800
State Transit Assistance	14,680,197
Regional Measure 2	4,744,065
Bridge Tolls (Other)	32,538
Total Allocations	38,334,630
Rescissions	
Transportation Development Act	(134,313)
Regional Measure 2	(239,637)
Total Rescissions	(373,950)

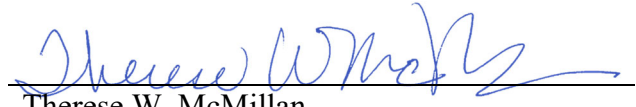
Although FY 2019-20 has ended, rescissions to FY 2019-20 allocations were made in August 2020 so that the allocated amounts equal available revenue as required by statute. The COVID-19 pandemic and resultant shelter in place orders have reduced fuel consumption and bridge crossings, thus reducing State Transit Assistance revenue which is derived from a sales tax on diesel fuel as well as Regional Measure 2 revenue which is based on bridge tolls. The Executive Director approved the following rescission actions as summarized below and detailed in Attachment B:

Delegated Authority FY 2019-20	End of Year True-up
Rescissions	
State Transit Assistance	(7,512,251)
Regional Measure 2	(4,098,044)
Total Allocations	(11,610,295)

Issues: None

Recommendation: Information

Attachments: FY2020-21 Delegated Authority Attachment A
FY2019-20 Delegated Authority Attachment B


Therese W. McMillan

FY 2020-21 Delegated Authority

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

First Quarter

Transportation Development Act - Allocation (001)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
Concord	Salvio Street Bikeway Improvements	49,313	001	06/24/20	Contra Costa County
Rohnert Park	Trail to Crane Creek Regional Park	480,000	002	06/24/20	Sonoma County
Santa Rosa	Santa Rosa Ave Bike and Ped Enhancements	450,000	003	06/24/20	Sonoma County
Petaluma	Bicycle Path Maintenance	62,995	004	06/24/20	Sonoma County
Sonoma County Reg Parks	Copeland Creek Trail- Petaluma Hill Rd to Crane Creek Regiona	200,000	005	06/24/20	Sonoma County
CC Health Services	Bicycle and Pedestrian Safety Education	26,400	012	07/22/20	Contra Costa County
Hercules	Willow/ Palm Sidewalk Project	52,800	013	07/22/20	Contra Costa County
Orinda	Moraga Way Pathway	85,800	014	07/22/20	Contra Costa County
Lafayette	Lafayette-Moraga Trail Access Improvement Project	23,100	015	07/22/20	Contra Costa County
Danville	Diablo Road (West) Bicycle Improvement Project	82,500	016	07/22/20	Contra Costa County
Pittsburg	Marina Boulevard Buffered Bike Lanes	56,100	017	07/22/20	Contra Costa County
Contra Costa County	Delta de Anza Trail Crossing at Alves Lane	49,500	018	07/22/20	Contra Costa County
Contra Costa County	Mayhew Way and Cherry Lane Trail Crossing Improvements	49,500	019	07/22/20	Contra Costa County
Contra Costa County	Westminster and Kenyon Avenue Accessibility Project	42,900	020	07/22/20	Contra Costa County
Pleasant Hill	Taylor Boulevard / Civic Drive Intersection Improvements	52,800	021	07/22/20	Contra Costa County
San Rafael	Francisco Blvd West	239,436	022	07/22/20	Marin County
Alameda County	Pedestrian Improvements at Various Locations	305,150	043	08/26/20	Alameda County
San Leandro	Pedestrian Curb Ramp Upgrades	122,203	044	08/26/20	Alameda County
Fremont	Pedestrian Crossing Enhancements Phase 3	264,575	045	08/26/20	Alameda County
Hayward	Patrick Ave and Gadin Rd. Complete Streets	508,236	046	08/26/20	Alameda County
Oakland	Burr, Wilson, and Palmner Stairpath Rehabilitation	100,000	047	08/26/20	Alameda County
Oakland	E. 20th Stairpath Rehabilitation	100,000	048	08/26/20	Alameda County
Oakland	Outlook to Hillmont Stair Path	120,204	049	08/26/20	Alameda County
Pleasanton	Bike/Ped Improvements at Various Locations	173,734	050	08/26/20	Alameda County
NVTA	Vine Trail Calistoga to St. Helena	89,928	051	08/26/20	Napa County
Calistoga	Bike/Ped Bridge over Napa River at Pioneer Park	117,341	052	08/26/20	Napa County
San Ramon	Pedestrian Safety Improvements (RRFB's)	36,300	053	08/26/20	Contra Costa County
San Mateo	TOD Pedestrian Access Plan	3,108	056	08/26/20	20001111
San Pablo	Rumrill Boulevard Complete Streets Project	85,000	057	09/23/20	Contra Costa County
Sunnyvale	Safety Improvements at Intersection of Fremont and Manet Dr/B	184,876	058	09/23/20	Santa Clara County
Saratoga	Saratoga Ave Pathway Project	31,860	059	09/23/20	Santa Clara County
Santa Clara County	County Active Transportation Plan	350,000	060	09/23/20	Santa Clara County
Santa Clara	Upgrade of Bicycle and Pedestrian Facilities at Multiple Location	94,054	061	09/23/20	Santa Clara County
Campbell	Bicycle and Pedestrian Improvements at various locations	43,874	062	09/23/20	Santa Clara County
San Jose	Citywide Bikeway Implementation	758,096	063	09/23/20	Santa Clara County
San Jose	Citywide Pedestrian Safety Improvements	200,000	064	09/23/20	Santa Clara County
San Jose	Citywide Bicycle Education and Safety	100,000	065	09/23/20	Santa Clara County
Subtotal		5,791,683			
5801 - 99233.7, 99275 Community Transit Service - Operations					
AC Transit	Transit Operations	452,708	006	06/24/20	Contra Costa County
CCCTA	Transit Operations	590,837	007	06/24/20	Contra Costa County
LAVTA	Transit Operations	111,720	023	07/22/20	Alameda County
WCCTA	Transit Operations	24,047	024	07/22/20	Contra Costa County
Pleasanton	Community Transit	61,860	025	07/22/20	Alameda County
NVTA	Transit Operations	382,540	026	07/22/20	Napa County
Subtotal		1,623,712			
99275 Community Transit Service - Planning and Admin					
Solano TA	Transit Operations	22,659	027	07/22/20	Dixon

Solano TA	Transit Operations	132,288	027	07/22/20	Fairfield
Solano TA	Transit Operations	10,464	027	07/22/20	Rio Vista
Solano TA	Transit Operations	33,246	027	07/22/20	Suisun City
Solano TA	Transit Operations	112,723	027	07/22/20	Vacaville
Solano TA	Transit Operations	167,132	027	07/22/20	Vallejo/Benicia
Solano TA	Transit Operations	22,362	027	07/22/20	Solano County
Subtotal		500,874			

5802 - 99260A Transit - Operations

NVTA	Transit Operations	1,000,000	008	06/24/20	NVTA
LAVTA	Transit Operations	1,000,000	009	06/24/20	LAVTA
SolTrans	Transit Operations	1,000,000	010	06/24/20	Vallejo/Benicia
AC Transit	Transit Operations	116,699	011	06/24/20	Union City
LAVTA	Transit Operations	74,282	028	07/22/20	BART Alameda
SolTrans	Transit Operations	85,350	029	07/22/20	Solano County
SolTrans	Transit Operations	9,732	029	07/22/20	Dixon
SolTrans	Transit Operations	104,786	029	07/22/20	Fairfield
SolTrans	Transit Operations	24,381	029	07/22/20	Suisun City
SolTrans	Transit Operations	53,416	029	07/22/20	Vacaville
WCCTA	Transit Operations	463,518	030	07/22/20	WCCTA
Fairfield	Transit Operations	90,164	054	08/26/20	Solano County
Fairfield	Transit Operations	78,594	054	08/26/20	Dixon
Fairfield	Transit Operations	112,925	054	08/26/20	Vallejo/Benicia
Fairfield	Transit Operations	549,013	054	08/26/20	Vacaville
ECCTA	Transit Operations	1,000,000	066	09/23/20	ECCTA
Subtotal		5,762,860			

5803 - 99260A Transit - Capital

Sonoma County	Transit Capital	289,078	031	07/22/20	Sonoma County
SolTrans	Transit Capital	404,500	032	07/22/20	Vallejo/Benicia
WCCTA	Transit Capital	595,000	033	07/22/20	WCCTA
Subtotal		1,288,578			

5807 - 99400C Transit - Operations

Vacaville	Transit Operations	6,142	034	07/22/20	Fairfield
NVTA	Transit Operations	508,000	035	07/22/20	NVTA
Solano TA	Transit Operations	12,850	036	07/22/20	Dixon
Solano TA	Transit Operations	25,397	036	07/22/20	Fairfield
Solano TA	Transit Operations	650	036	07/22/20	Rio Vista
Solano TA	Transit Operations	51,300	036	07/22/20	Vacaville
Solano TA	Transit Operations	65,375	036	07/22/20	Vallejo/Benicia
Solano TA	Transit Operations	625,428	036	07/22/20	Solano County
Fairfield	Transit Operations	451,070	055	08/26/20	Fairfield
Fairfield	Transit Operations	125,000	055	08/26/20	Suisun City
Subtotal		1,871,212			

5812 - 99400D Planning and Administration - Operations

Vacaville	Planning and Administration	225,000	037	07/22/20	Vacaville
NVTA	Planning and Administration	746,100	038	07/22/20	NVTA
Solano TA	Planning and Administration	184,199	039	07/22/20	Solano County
Subtotal		1,155,299			

5802 - 99260.6 Rail Passenger Service

Solano TA	Rail Passenger Service	50,000	040	07/22/20	Suisun City
Subtotal		50,000			

5813 - 99400E Transit - Capital

Vacaville	Transit Capital	770,000	041	07/22/20	Vacaville
Sonoma County	Transit Capital	63,582	042	07/22/20	Sonoma County
Subtotal		833,582			
Total		18,877,800			

State Transit Assistance - Allocation (002)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes

5820 - 6730A Operations - County Block Grant

NVTA	Transit Operations	985,275	012	07/22/20	Napa County
SFMTA	Health Mobility Navigation Project	132,100	023	09/23/20	San Francisco County
SFMTA	Continue Late Night Service	785,220	024	09/23/20	San Francisco County
Fairfield	Transit Operations	202,419	025	09/23/20	Solano County
AC Transit	Transit Operations	907,100	026	09/23/20	Contra Costa County
GGBHTD	Transit Operations	914,832	027	09/23/20	Marin County
Marin Transit	Transit Operations	645,916	028	09/23/20	Marin County
Subtotal		4,572,862			

5822 - 6731C Paratransit - Operations - Population-Based County Block Grant

Sonoma County	Transit Operations	642,447	029	09/23/20	Sonoma County
Subtotal		642,447			

5820 - 6730A Operations - Revenue-based

VTA	Transit Operations	128,668	001	06/24/20	VTA-ACE
CCCTA	Transit Operations	469,029	002	06/24/20	CCCTA
CCCTA	Transit Operations	938,028	003	06/24/20	BART
WCCTA	Transit Operations	118,103	013	07/22/20	WCCTA
WCCTA	Transit Operations	595,293	014	07/22/20	BART
Sonoma County	Transit Operations	134,069	015	07/22/20	Sonoma County Transit
LAVTA	Transit Operations	207,720	016	07/22/20	LAVTA
LAVTA	Transit Operations	717,177	017	07/22/20	BART
NVTA	Transit Operations	68,897	018	07/22/20	NVTA
SolTrans	Transit Operations	209,047	019	07/22/20	SolTrans
Marin Transit	Transit Operations	853,985	030	09/23/20	Marin Transit
Fairfield	Transit Operations	81,165	031	09/23/20	Fairfield
Subtotal		4,521,181			

5826 - 6730D Paratransit - Operations - Population-based Regional Paratransit

Solano TA	Paratransit Operations	132,362	032	09/23/20	Solano County
Subtotal		132,362			

5821 - 6730B Capital Costs - County Block Grant

SolTrans	Transit Capital	60,000	020	07/22/20	Solano County
Solano TA	Parking Lot in Suisun City	500,000	033	09/23/20	Solano County
Subtotal		560,000			

5820 - 6730A Operations - Population-based Lifeline

CCCTA	Cycle 5: Preserve Operations in COCs	222,666	004	06/24/20	Contra Costa County
VTA	Cycle 4: Route 22	1,000,000	005	06/24/20	Santa Clara County
Fairfield	Cycle 5: Solano Express	77,468	034	09/23/20	Solano County
SFMTA	Cycle 5: Wheelchair Accessible Taxis	45,000	035	09/23/20	San Francisco County
SFMTA	Cycle 5: Bayview Transit Assistance	200,000	036	09/23/20	Participatory Budget
Subtotal		1,545,134			

6730B Capital - Population-based Lifeline

VTA	Cycle 2: ADA	340,668	006	06/24/20	JARC Restoration
NVTA	Imola Park and Ride	324,324	021	07/22/20	Napa County
Subtotal		664,992			

5820 - 6730A Operations - Population-based MTC Coordination

MTC	Intelligent Transportation System Architecture	100,000	007	06/24/20	MTC
MTC	Transit Project Support	350,000	008	06/24/20	MTC
MTC	Coordinated Plan	200,000	009	06/24/20	MTC
CCCTA	Transit Operations	75,000	010	06/24/20	MTC
AC Transit	Transit Operations	281,000	011	06/24/20	MTC
MTC	Bikeshare Integration	45,038	022	07/22/20	MTC
GGBHTD	Transit Operations	10,000	037	09/23/20	MTC
MTC	Back to Transit	257,416	038	09/23/20	MTC
Subtotal		1,318,454			

6730B Capital - State of Good Repair

MTC	Clipper/Clipper 2.0	306,446.54		09/23/20	20440901
AC Transit	East Bay Bus Rapid Transit (BRT)	53,066.14		09/23/20	20440902
BART	Maintenance and Renovation of Elevators, Escalators, and Security Cameras	91,020.85		09/23/20	20440906
SFMTA	Facilities SGR Project FY19-20	60,708.00		09/23/20	20440907
SFMTA	Fixed Guideway SGR Project FY19-20	82,165.01		09/23/20	20440908
CCCTA	ITS Security Maintenance	1,766.09		09/23/20	20440909
ECCTA	Maintenance Facility HVAC Unit Replacement	932.02		09/23/20	20440910
Fairfield	Corporation Yard Transit Fleet Electrification	372.28		09/23/20	20440911
GGBHTD	New Vessel Acquisition	19,097.65		09/23/20	20440912
LAVTA	Bus Shelter and Stop Maintenance	789.68		09/23/20	20440913
Marin Transit	Purchase Eleven 40-foot Hybrid Replacement Buses	3,721.04		09/23/20	20440914
NVTA	Vine Transit Bus Maintenance Facility	266.49		09/23/20	20440915
PCJPB (Caltrain)	F40 SOGR FY20	18,962.57		09/23/20	204404916
PCJPB (Caltrain)	Preventative Maintenance	52,038.37		09/23/20	20440924, VTA
PCJPB (Caltrain)	Preventative Maintenance	415.89		09/23/20	20440924, VTA-ACE
Petaluma	Preventative Maintenance	111.43		09/23/20	20440925
WETA	Replacement Vehicle for the M/V Bay Breeze	5,179.70		09/23/20	204404926
SamTrans	South Base Bus Washer Walls Rehab	18,168.15		09/23/20	20440930
Santa Rosa	Preventive Maintenance of Fixed-Route fleet	362.53		09/23/20	20440931
SolTrans	Mid-Life Battery Refresh for Two Diesel Hybrid Buses	787.97		09/23/20	20440932, SolTrans
SolTrans	Mid-Life Battery Refresh for Two Diesel Hybrid Buses	16.64		09/23/20	20440932, Dixon
SolTrans	Mid-Life Battery Refresh for Two Diesel Hybrid Buses	17.44		09/23/20	20440932, Rio Vista
County of Sonoma	Maintenance Facility Roof Rehabilitation	506.78		09/23/20	20440933
SMART	SMART Capital Spare Parts	3,792.75		09/23/20	20440934
Union City	Bus Stop Improvements	268.14		09/23/20	20440935
WCCTA	Local Match to Purchase Replacement Revenue Vehicles	1,134.46		09/23/20	20440936
ACE	Railcar Midlife Overhaul	650.39		09/23/20	20440937
Subtotal		722,765			
Total		14,680,197			

Regional Measure 2 Funds - Allocation (006)			Approval		
Claimant	Description	Amount	Code	Date	Notes
Operating Allocations					
<i>Performance standards identified in MTC Res. 3636, Revised are currently suspended due to the COVID-19 pandemic.</i>					
CCCTA	Project № 4: Route 96X	102,464	001	06/24/20	
NVTA	Project № 2: Route 29	300,612	005	07/22/20	
WCCTA	Project № 3: Route JPX	37,394	006	07/22/20	
WCCTA	Project № 4: Route LYNX/JX	137,933	007	07/22/20	
LAVTA	Project № 4: Tri-Valley Rapid	409,489	008	07/22/20	
SolTrans	Project № 3: Yellow Line	537,610	009	07/22/20	
SolTrans	Project № 3: Red Line	570,867	010	07/22/20	
Fairfield	Project № 3: Blue Line	327,097	011	09/23/20	
Fairfield	Project № 3: Green Express	298,803	012	09/23/20	
SFMTA	Project № 7: Route 14	132,188	013	09/23/20	
GGBHTD	Project № 3: Route 72x	71,391	014	09/23/20	
GGBHTD	Project № 3: Route 101	137,714	015	09/23/20	
Subtotal		3,063,562			

Marketing

MTC	Regional Map and Wayfinding	500,000	002	06/24/20
MTC	511 Program	340,000	003	06/24/20
MTC	Fare Integration Project	300,000	004	06/24/20
Subtotal		1,140,000		

Capital Allocations

AC Transit	Enhanced Bus (International Blvd./Telegraph Ave.)-CON	74,579	07/22/20	21365516
Vallejo	Vallejo Station Intermodal Facility (PS&E)	465,954	08/26/20	21381913
Subtotal		540,533		
Total		4,744,095		

2% Bridge Toll Revenues - Allocation (009)					
Claimant	Description	Amount	Code	Approval Date	Apportionment
Operating Allocations					
MTC	Sonoma Countywide Transit Study	32,537.63	001	08/26/20	Studies
Total		32,537.63			
Allocations Grand Total		38,334,630			

Rescission - Transportation Development Act			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
Concord	Salvio Street Bikeway Improvements	(49,313)	06/24/20	19001026
San Pablo	Rumrill Boulevard Complete Streets Project	(85,000)	09/23/20	19001022
Total		(134,313)		

Rescission - Regional Measure 2 Funds			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
AC Transit	Enhanced Bus (International Blvd./Telegraph Ave.)	(74,579.33)	07/22/20	06365504
Vallejo	Vallejo Station Intermodal Facility	(856.42)	08/26/20	08381901
Vallejo	Vallejo Station Intermodal Facility	(34.01)	08/26/20	8381902
Vallejo	Vallejo Station Intermodal Facility	(818.66)	08/26/20	11381906
Vallejo	Vallejo Station Intermodal Facility	(23,180.67)	08/26/20	12381908
Vallejo	Vallejo Station Intermodal Facility	(140,168.12)	08/26/20	19381912
	Total	(239,637.21)		
Recissions Grand Total		(373,950.21)		

FY 2019-20 Delegated Authority

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

End of Year True-Up

Rescission - State Transit Assistance			Approval	Allocation	Notes
Claimant	Description	Amount	Date	Instruction	
VTA	Transit Operations	(21,553)	08/26/20	20002002	
Soltrans	Transit Operations	(23,565)	08/26/20	20002026	
WestCat	Transit Operations	(31,317)	08/26/20	20002036	
Petaluma	Transit Operations	(26,780)	08/26/20	20002037	
Sonoma County	Transit Operations	(27,614)	08/26/20	20002038	
Santa Rosa	Transit Operations	(13,836)	08/26/20	20002040	
Fairfield	Transit Operations	(25,724)	08/26/20	20002042	
Union City	Transit Operations	(26,163)	08/26/20	20002050	
BART	Transit Operations	(19,688)	08/26/20	20002051	
BART	Transit Operations	(2,393)	08/26/20	20002052	
Union City	Transit Operations	(3,570)	08/26/20	20002054	
SMART	Transit Operations	(17,793)	08/26/20	20002069	
SMART	Transit Operations	(4,169)	08/26/20	20002070	
VTA	Transit Operations	(749,978)	08/26/20	20438101	
CCCTA	Transit Operations	(193,727)	08/26/20	20438103	
VTA	Transit Operations	(378,214)	08/26/20	20438104	
AC Transit	Transit Operations	(923,125)	08/26/20	20438106	
SFMTA	Transit Operations	(2,399,959)	08/26/20	20438108	
AC Transit	Transit Operations	(204,604)	08/26/20	20438110	
AC Transit	Transit Operations	(59,139)	08/26/20	20438111	
LAVTA	Transit Operations	(70,421)	08/26/20	20438112	
Sonoma County	Transit Operations	(82,942)	08/26/20	20438113	
ECCTA	Transit Operations	(123,484)	08/26/20	20438114	
GGBHTD	Transit Operations	(24,880)	08/26/20	20438117	
NVTA	Transit Operations	(70,437)	08/26/20	20438118	
Marin Transit	Transit Operations	(40,676)	08/26/20	20438120	
GGBHTD	Transit Operations	(60,696)	08/26/20	20438121	
Santa Rosa	Transit Operations	(81,367)	08/26/20	20438122	
SamTrans	Transit Operations	(202,773)	08/26/20	20438124	
BART	Transit Operations	(1,585,907)	08/26/20	20438125	
SMART	Transit Operations	(12,223)	08/26/20	20438130	
Soltrans	Transit Operations	(3,534.19)	08/26/20	20440932	
		Total	(7,512,251.19)		

Rescission - Regional Measure 2 Funds			Approval	Allocation	Notes
Claimant	Description	Amount	Date	Instruction	
CCCTA	Project № 4: Route 96X	(12,742)	08/26/20	20006001	
LAVTA	Project № 4: Tri-Valley Rapid	(50,920)	08/26/20	20006005	
SFMTA	Project № 7: Route 14	(16,438)	08/26/20	20006006	
WCCTA	Project № 3: Route JPX	(21,855)	08/26/20	20006007	
WCCTA	Project № 4: Route LYNX/JX	(80,615)	08/26/20	20006008	
ECCTA	Project № 3: Comprehensive Operational Analysis	(228,978.92)	08/26/20	20006009	
NVTA	Project № 2: Route 29	(37,381)	08/26/20	20006012	
SolTrans	Project № 3: Yellow Line	(66,852)	08/26/20	20006013	
SolTrans	Project № 3: Red Line	(70,988)	08/26/20	20006014	
GGBHTD	Project № 3: Route 72x	(8,878)	08/26/20	20006015	
GGBHTD	Project № 3: Route 101	(17,125)	08/26/20	20006016	
Fairfield	Project № 3: Blue Line	(40,675)	08/26/20	20006017	
Fairfield	Project № 3: Green Express	(55,809)	08/26/20	20006018	

SamTrans	Project № 7: Route 397	(26,816)	08/26/20	20006019	
WETA	Planning and Administration	(263,002)	08/26/20	20437901	
WETA	Ferry Operations	(1,446,513)	08/26/20	20437902	
TJPA	Transbay Transit Center	(80,646)	08/26/20	20437903	1
AC Transit	Express Bus Service	(475,850)	08/26/20	20437905	
AC Transit	Dumbarton Bus	(264,491)	08/26/20	20437906	
AC Transit	Owl Bus Service	(132,433)	08/26/20	20437907	
AC Transit	Enhanced/Rapid Bus Service	(263,002)	08/26/20	20437908	
SFMTA	Metro 3rd Street Extension	(219,169)	08/26/20	20437909	
GGBHTD	Route 40	(216,865)	08/26/20	20437910	
Total		(4,098,043.92)			

Recissions Grand Total (11,610,295.11)

Notes

1. Unused funding capacity that had been set aside for an operational analysis was used to reduce the rescission for TJPA to account for approximately \$450,000 in Regional Measure 2 anticipated losses not accounted for in the recent distribution of Coronavirus Aid, Relief, and Economic Security Act federal emergency aid.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1390	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	9/10/2020	In control:		Programming and Allocations Committee	
On agenda:	10/14/2020	Final action:			
Title:	MTC Resolution No. 3649, Revised. Rescission of \$1.1 million from previous allocations to the Central Marin Ferry Connection Multi-Use Pathway and the Southern Segment of the North-South Greenway Gap Closure Project, and allocation of like amount to construction on the Northern Segment of the North-South Greenway project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2c - 20-1390 Reso-3649 NorthSouth Greenway.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3649, Revised. Rescission of \$1.1 million from previous allocations to the Central Marin Ferry Connection Multi-Use Pathway and the Southern Segment of the North-South Greenway Gap Closure Project, and allocation of like amount to construction on the Northern Segment of the North-South Greenway project.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2020

Agenda Item 2c - 20-1390

MTC Resolution No. 3649, Revised

Subject: Rescission of \$1.1 million from previous allocations to the Central Marin Ferry Connection Multi-Use Pathway and the Southern Segment of the North-South Greenway Gap Closure Project, and allocation of like amount to construction on the Northern Segment of the North-South Greenway project.

Background: Regional Measure 2 (RM2), as amended by MTC Resolution No. 3801, Revised, includes about \$19 million for bicycle and pedestrian connectivity improvements to the Larkspur Ferry Terminal in Marin County. The Transportation Authority of Marin (TAM) has identified the North-South Greenway (NSG) to use this \$19 million. The Greenway project includes three sections – the Northern Segment, from Sir Francis Drake Blvd. to Redwood Highway; the Southern Segment, from Redwood Highway to Wornum Drive; and the San Rafael segment, from 2nd St. to Andersen Drive.

In 2018, MTC allocated \$10.6 million in RM2 funds for construction of the Northern Segment, fully allocating the last portion of the \$19 million available for the project. Subsequent to this allocation, Caltrans opened bids for the project and the current lowest responsive bids exceed the available funding due to the project's complexity. To help resolve the funding gap caused by the higher than expected cost, TAM requests MTC rescind and redirect \$1.1 million from two previous RM2 allocations. TAM requests the rescission of \$0.9 million from the environmental phase on the Southern Segment of the NSG project, and \$0.2 million from the construction phase of the Central Marin Ferry Connection Multi-Use Pathway project due to cost savings. The rescinded funds would be allocated to the Northern Segment of the NSG project to offset the increased costs.


The Northern Segment is a phased project. Phase 1 includes widening of the US101 northbound off-ramp structure over Corte Madera Creek to create a widened shoulder and new multi-use path and Phase 2 extends the path south along Old Redwood Highway to the existing pedestrian overcrossing. The proposed allocation of \$1.06 million in RM2 funds is for Phase 1 of the Northern Segment and builds on the Commission's action in December 2018, prioritizing the ready-for-construction Northern Segment for delivery over the Southern Segment, which remains underfunded and in early project development.

TAM is pursuing other funding to account for any additional unforeseen cost increases. A summary of RM2 allocations and the current NSG funding plan is included in Attachment A.

Issues: None.

Recommendation: Refer MTC Resolution No. 3649, Revised, to the Commission for approval.

Attachments: A – Project Funding Summary
MTC Resolution No. 3649, Revised


Therese W. McMillan

Programming and Allocations Committee – October 14, 2020
Agenda Item 2c – Attachment A - Project Funding Summaries

Table 1: Summary of Allocations to Date (\$millions)

RM2 Project #	Project/Phase	Previously Allocated	Proposed Oct. 2020 Actions	Resulting Allocation
11.4	Central Marin Ferry Connection Multi-Use Pathway (Env.)	\$2.0	--	\$2.0
	Central Marin Ferry Connection Multi-Use Pathway (Design)	\$0.9	--	\$0.9
	Central Marin Ferry Connection Multi-Use Pathway (Const.)	\$6.7	(\$0.2)	\$6.5
Total		\$9.6	-\$0.2	\$9.4

RM2 Project #	Project/Phase	Previously Allocated	Proposed Oct. 2020 Actions	Resulting Allocation
11.5	NSG – Northern Segment (Env.)	\$1.1	--	\$1.1
	NSG – Northern Segment (Design)	\$2.0	--	\$2.0
	NSG – Northern Segment (Const.)	\$10.6	\$1.1	\$11.7
	NSG – Southern Segment (Env.)	\$1.5	(\$0.9)	\$0.6
	NSG – Southern Segment (ROW)	\$0.9	--	\$0.9
	San Rafael SMART Multi-Use Path	\$3.0	--	\$3.0
Total		\$19.1	+\$0.2	\$19.3

Programming and Allocations Committee – October 14, 2020
Agenda Item 2c – Attachment A - Project Funding Summaries

Table 2: North-South Greenway – Northern Segment Phase 1 Construction Funding Plan (\$millions)

Project/Phase	Previously Allocated or Committed	Proposed Oct. 2020 Actions	Total
RM2	\$10.6	\$1.1	\$11.7
SB1 – LPP Formula	\$1.5	--	\$1.5
BAAQMD Grant	\$0.2	--	\$0.2
Local Funds	\$0.1	--	\$0.1
Total	\$12.4	\$1.1	\$13.5

Date: September 22, 2004
W.I.: 1255
Referred by: PAC
Revised: 04/27/05-C 07/27/05-C
11/02/05-DA 01/25/06-DA
05/24/06-DA 09/26/07-C
03/26/08-C 12/17/08-C
04/28/10-C 11/16/11-DA
06/27/12-DA 07/24/13-C
07/23/14-C 11/19/14-DA
07/22/15-DA 12/16/15-C
08/31/16-DA 09/28/16-C
12/21/16-C 03/28/18-C
06/27/18-C 12/19/18-C
10/28/20-C

ABSTRACT

MTC Resolution No. 3649, Revised

This resolution approves the allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements project sponsored and implemented by the Transportation Authority of Marin.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Transportation Authority of Marin's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was amended on April 27, 2005 to allocate funds for the Sir Francis Drake Boulevard Widening project.

This resolution was amended on July 27, 2005 to allocate funds for the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was amended on November 2, 2005 to allocate \$270,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to unexpected sharp

ABSTRACT

MTC Resolution No. 3649, Revised

Page 2

risers in the price of asphalt. Some funds are being redirected from the planned project #11.4 (Ferry Access project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was amended on January 25, 2006 to allocate \$225,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to a contracting issue. A new subcontractor has been hired and resulting in a cost increase. The funds are being redirected from the planned project #11.1 (Greenbrae Interchange project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was revised on May 24, 2006 through Delegated Authority to allocate \$1 million to the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was revised on September 26, 2007 through Commission Action to allocate \$2 million in RM2 funds for the environmental phase of the Central Marin Ferry Connection project.

This resolution was revised on March 26, 2008 through Commission Action to allocation \$1 million in RM2 funds for the construction phase of the Cal Park Hill Tunnel Rehabilitation, Phase A project.

This resolution was revised on December 17, 2008 through Commission Action to allocate \$4.4 million in RM2 funds for the environmental and preliminary engineering phases of Project 11.1, US-101 Greenbrae Improvements.

This resolution was revised on April 28, 2010 through Commission Action to allocate \$2.892 million in RM2 funds for the construction phase of Project 11.3, Cal Park Hill Tunnel Rehabilitation project.

This resolution was revised on November 16, 2011 through Delegated Authority to allocate \$1 million in RM2 funds for the final design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

ABSTRACT

MTC Resolution No. 3649, Revised

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This resolution was revised on June 27, 2012 through Delegated Authority to allocate \$1 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.1, US-101 Greenbrae Improvements.

This resolution was revised on July 24, 2013 through Commission Action to allocate \$5.86 million in RM2 funds for the construction phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

This resolution was revised on July 23, 2014 through Commission Action to allocate \$2.6 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on November 19, 2014 through Delegated Authority to rescind \$127,966.40 from the design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project, and allocate \$127,966.40 to the construction phase of Project 11.4.

This resolution was revised on July 22, 2015 through Delegated Authority to rescind \$1,066 from Project 11.1, US-101 Greenbrae Interchange Improvements due to cost savings.

This resolution was revised on December 16, 2015 through Commission Action to allocate \$750,000 to Project 11.4, Central Marin Ferry Connection Multi-Use Pathway.

This resolution was revised on August 31, 2016 through Delegated Authority to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on September 28, 2016 through Commission Action to allocate \$1 million to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on December 21, 2016 through Commission Action to reserve \$850,000 for right-of-way activities pending completion of environmental clearance, add conditions to future allocations for the right-of-way phase of the southern segment of Project 11.5, North-South Greenway Gap Closure project, and to revise the project funding plan.

ABSTRACT

MTC Resolution No. 3649, Revised

Page 4

This resolution was revised on March 28, 2018 through Commission Action to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project; allocate \$850,000 to the right-of-way phase of the southern segment of the same project, consistent with the reservation made on December 21, 2016; and reserve \$2.95 million for the construction of the Sonoma-Marín Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael.

This resolution was revised on June 27, 2018 through Commission Action to allocate \$2.95 million in RM2 funds to TAM for the construction of the San Rafael multi-use pathway from 2nd Street to Andersen Drive, a new segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on December 19, 2018 through Commission Action to allocate \$10,641,066 million in RM2 funds to TAM for the construction of the Northern Segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on October 28, 2020 through Commission Action to rescind \$860,557.51 from the environmental and preliminary engineering phase of the Southern Segment of Project 11.5, North-South Greenway Gap Closure project; and to rescind \$199,546.42 from Project 11.4, Central Marin Ferry Connection Multi-Use Pathway due to cost savings and allocate \$1,060,103.93 in RM2 funds to TAM for the construction of the Northern Segment of Project 11.5, North-South Greenway Gap Closure project;

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, July 10, 2013, July 9, 2014, December 9, 2015, September 14, 2016, December 14, 2016, March 7, 2018, June 13, 2018, December 12, 2018, and October 14, 2020.

Date: September 22, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3649

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM2 funding (MTC Resolution No. 3636); and

WHEREAS, the Transportation Authority of Marin serves as the Marin County Congestion Management Agency and is an eligible project sponsor; and

WHEREAS, the Transportation Authority of Marin has submitted a request for the allocation of RM 2 funds for the U.S. 101 Greenbrae Interchange Improvements project; and

WHEREAS, U.S. 101 Greenbrae Interchange Improvements is identified as capital project number 11 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Transportation Authority of Marin has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Transportation Authority of Marin is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Transportation Authority of Marin’s Initial Project Report (IPR) for this project; and

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

RESOLVED, that MTC approves MTC staff’s review of the Transportation Authority of Marin’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

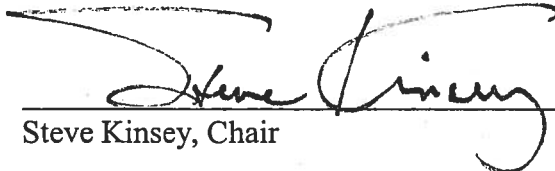
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 22, 2004.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Central Marin Ferry Connection Multi-Use Pathway
Sponsor: Transportation Authority of Marin
Project Number: 11.4

Allocation No. 11.4-1						
Activities to be funded with Allocation #1:						
Allocation will fund the environmental and preliminary engineering phases for the Central Marin Ferry Connection project, Phase A. This includes linking existing multi-use pathways south of the Corte Madera Creek to the Cal Park Hill Multi-Use Pathway, providing improved access to the Larkspur Ferry Terminal. This phase will also study a crossing of the Corte Madera Creek by either a new bridge structure or widening the US-101 northbound off-ramp, and other access improvements. An environmental document will be prepared for Phase A.						
Funding Information for Allocation #1:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
08364908	26-Sep-07	\$ 2,000,000	ENV	FY 2007-08	\$	2,000,000

Allocation No. 11.4-2						
Activities to be funded with Allocation #2:						
Allocation will fund the final design for the Central Marin Ferry Connection Multi-Use Pathway project. Note: Due to cost savings, \$127,966.40 was rescinded from Allocation No. 12364912 and transferred to construction.						
Funding Information for Allocation #2:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
12364912	16-Nov-11	\$ 1,000,000	PS&E	FY 2011-12	\$	3,000,000
12364912	19-Nov-14	\$ (127,966.40)	PS&E	FY 2011-12	\$	2,872,034

Allocation No. 11.4-3						
Activities to be funded with Allocation #3:						
Allocation will fund the construction of the Central Marin Ferry Connection Multi-Use Pathway project. Note: Due to cost savings in design, \$127,966.40 was rescinded from design and transferred to construction under Allocation No. 15364916.						
Funding Information for Allocation #3:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
14364914	24-Jul-13	\$ 5,860,000	CON	FY 2013-14	\$	8,732,034
15364916	19-Nov-14	\$ 127,966	CON	FY 2014-15	\$	8,860,000

Allocation No. 11.4-4						
Activities to be funded with Allocation #4:						
Allocation will fund the construction increase of the Central Marin Ferry Connection Multi-Use Pathway project.						
Funding Information for Allocation #4:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
16364917	16-Dec-15	\$ 750,000	CON	FY 2015-16	\$	9,610,000
16364917	28-Oct-20	\$ (199,546.42)	CON	FY 2015-16	\$	9,410,453.18

RM2 Project Number: 11.4
Central Marin Ferry Connection Multi-Use Pathway

Lead Sponsor Transportation Authority of Marin	Other Sponsors(s) N/A	Implementing Agency (if applicable) Marin County
Legislated Project Description Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal		
RM2 Legislated Funding (in \$1,000) Total Overall Funding: \$43,500 11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,932) 11.2 Sir Francis Drake Blvd. Widening (\$825) 11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092) 11.4 Central Marin Ferry Access Improvement (\$9,410) 11.5 North-South Greenway Gap Closure Project (\$19,240)		Total Estimated Project Cost (in \$1,000) \$17,538
Project Purpose and Description This project provides an important multi-modal commute and recreational connection to the Larkspur Ferry. The project will construct a bicycle and pedestrian path across Sir Francis Drake Boulevard in Larkspur, connecting the Larkspur Ferry Terminal with the planned Larkspur Passenger Rail Station and the newly constructed Cal Park Hill Multi-Use Path. The project has been planned to be compatible with a future unfunded project that will cross the Corte Madera Creek ultimately connecting the CMFC Project with existing pathways located at the intersection of Old Redwood Highway and Wornum Drive, further closing the existing "gap" in the non-motorized transportation network.		
Funding Description Committed Funds: \$17.7 million is committed from RM2, Regional Bike/Ped Funding, TFCA (Air District), and Federal Funds. Uncommitted Funds: None. Operating Capacity: Ongoing maintenance will be done by the County of Marin and the City of Larkspur.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	12/2007	09/2010	\$2,000
2	Plans, Specifications and Estimates	12/2011	06/2013	\$2,435
3	Right-of-Way	N/A	N/A	\$0
4	Construction	01/2014	12/2015	\$13,103
Total:				\$17,538

September 26, 2007

Attachment C-4

MTC Resolution No. 3649

Rev: 11/16/11-DA; 07/24/13-C; 11/19/14-DA; 12/16/15-C; 10/28/20-C

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Central Marin Ferry Connection Multi-Use Pathway	Project No. 11.4
Lead Sponsor	Transportation Authority of Marin	

Fund Source	Phase	Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14+	Total
Committed										
RM2	ENV			2,000						2,000
CMAQ (RBP)	PSE					1,410				1,410
RM2	PSE						872			872
TFCA	PSE							153		153
TFCA	CON								165	165
RM2	CON								6,538	6,538
Non Motorized Pilot Prog	CON							3,200	1,500	4,700
CMAQ (RBP)	CON							1,500		1,500
Other Local	CON								200	200
Total:		0	0	2,000	0	1,410	872	4,853	8,403	17,538
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14+	Total
Total:		0	0	2,000	0	1,410	872	4,853	8,403	17,538

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Central Marin Ferry Connection Multi-Use Pathway
Sponsor: Transportation Authority of Marin
RM2 Project Number: 11.4

RM2 Project #11.4	PRIOR	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13+	TOTAL
RM2 Funds Total	-	2,000,000	-	-	-	872,034	6,538,420	9,410,454
Environmental (ENV)	0	2,000,000	0	0	0	0	0	2,000,000
RM2		2,000,000						2,000,000
								0
								0
								0
Final Design (PS&E)	0	0	0	0	1,410,000	872,034	153,000	2,435,034
CMAQ (RBP)					1,410,000			1,410,000
RM2						872,034		872,034
TFCA							153,000	153,000
								0
Right of Way	0	0	0	0	0	0	0	0
								0
								0
								0
								0
Construction	0	0	0	0	0	0	13,103,420	13,103,420
RM2							6,538,420	6,538,420
TFCA and Other Local							365,000	365,000
Non-Motorized Pilot Program							4,700,000	4,700,000
CMAQ (RBP)							1,500,000	1,500,000
TOTAL FUNDING								
Environmental	0	2,000,000	0	0	0	0	0	2,000,000
Final Design (PS&E)	0	0	0	0	1,410,000	872,034	153,000	2,435,034
Right of Way	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	13,103,420	13,103,420
PROJECT TOTAL	0	2,000,000	0	0	1,410,000	872,034	13,256,420	17,538,454

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

Allocation No. 11.5					
Activities to be funded with Allocation #1:					
Allocation will fund the environmental and preliminary engineering phases for the North-South Greenway Gap Closure Project, and a Property Title Search and Boundary Survey on behalf of the Sonoma-Marín Area Rail Transit District (SMART).					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15364915	23-Jul-14	\$ 2,600,000	ENV / PE	FY 2014-15	\$ 2,600,000
15364915	28-Oct-20	\$ (860,557.51)	ENV / PE	FY 2014-15	\$ 1,739,442.49

Allocation No. 11.5					
Activities to be funded with Allocation #2:					
Allocation will fund the final design phase for the northern segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17364918	31-Aug-16	\$ 500,000	PS&E	FY 2016-17	\$ 2,239,442
17364919	28-Sep-16	\$ 1,000,000	PS&E	FY 2016-17	\$ 3,239,442
18364920	28-Mar-18	\$ 500,000	PS&E	FY 2017-18	\$ 3,739,442

Allocation No. 11.5					
Activities to be funded with Allocation #3:					
Allocation will fund the right-of-way phase for the southern segment of the North-South Greenway Gap Closure Project, consistent with condition 2 made on December 21, 2016, and subject to the new condition listed in Attachment B-5.					
Funding Information for Allocation #3:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
18364921	28-Mar-18	\$ 850,000	ROW	FY 2017-18	\$ 4,589,442

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
Project Number: 11.5

Allocation No. 11.5					
Activities to be funded with Allocation #4:					
Allocation will fund the construction phase of the San Rafael segment of the North-South Greenway Gap Closure Project (also known as the Sonoma Marin Area Rail Transit District (SMART) Multi-Use Path), consistent with conditions 1 and 2 made on March 28, 2018 listed in Attachment B-5.					
Funding Information for Allocation #4:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
18364922	27-Jun-18	\$ 2,950,000	CON	FY 2017-18	\$ 7,539,442

Allocation No. 11.5					
Activities to be funded with Allocation #5:					
Allocation will fund the construction phase of Northern Segment of the North-South Greenway Gap Closure Project.					
Funding Information for Allocation #5:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
19364923	19-Dec-18	\$ 10,641,066	CON	FY 2018-19	\$ 18,180,508
21364924	28-Oct-20	\$ 1,060,103.93	CON	FY 2020-21	\$ 19,240,612.42



Regional Measure 2 Regional Traffic Relief Plan

October 28, 2020

Attachment C-5

MTC Resolution No. 3649

Revised: 08/31/16-DA; 09/28/16-C; 12/21/16-C; 03/28/18-C; 06/27/18-C; 12/19/18-C; 10/28/20-C

RM2 Project Number: 11.5 North-South Greenway Gap Closure Project

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Transportation Authority of Marin	N/A	TAM / Marin County / Caltrans / San Rafael / Larkspur
Legislated Project Description		
Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by extending a multi-use parthway from the vicinity of Wornum Drive to East Sir Francis Drake Blvd and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Blvd., and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal.		
RM2 Legislated Funding (in \$1,000)	Total Estimated Project Cost (in \$1,000)	
Total Overall Funding: \$43,500	\$22,674	
11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,932)		
11.2 Sir Francis Drake Blvd. Widening (\$825)		
11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092)		
11.4 Central Marin Ferry Access Improvement (\$9,410)		
11.5 North-South Greenway Gap Closure Project (\$19,240)		
Project Purpose and Description		
The North-South Greenway Gap Closure project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive, with the pedestrian bridge over Sir Francis Drake Blvd (part of RM2 Project 11.4). The original scope contained two segments - a north and south segment. The North Segment will widen the US-101 northbound off-ramp over the Corte Madera Creek to accommodate bicycles and pedestrians, and extends the path south along Old Redwood Highway to the existing pedestrian overcrossing of US-101. The South Segment will connect with the improvements proposed in the North Segment along Old Redwood Highway, then traverse east to the SMART railroad right-of-way. In June 2018, TAM added the segment of the Greenway in San Rafael (between 2nd and Andersen) to close the gap to the San Rafael Transit Center. The project will close gaps in the multi-use path system, and improve connections among the Ferry Terminal, local and regional transit services, and existing multi-use paths.		
Funding Description		
Committed Funds: \$19 million is committed from RM2 Funds.		
Uncommitted Funds: The Southern Segment is not fully funded.		
Operating Capacity: Ongoing maintenance will be done by the County and Larkspur, with major maintenance by Caltrans along 101, pending Inter-Agency Cooperative Agreement.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document (CEQA)	09/2014	01/2019	\$1,790
2	Plans, Specifications and Estimates	09/2016	12/2019	\$2,350
3	Right-of-Way	01/2017	12/2019	\$850
4	Construction	06/2018	06/2020	\$17,684
Total:				\$22,674

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	North-South Greenway Gap Closure Project						Project No. 11.5			
Lead Sponsor	Transportation Authority of Marin									
Fund Source	Phase	Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Committed										
RM2	ENV			1,740						1,740
Other Local	ENV							50		50
RM2	PSE					1,500	500			2,000
Other Local	PSE							350		350
RM2	ROW						850			850
RM2	CON						2,950	10,641	1,060	14,651
Federal Funds	CON								1,120	1,120
Other Local	CON							283	130	413
SB1 - Local Partnership	CON								1,500	1,500
Total:		0	0	1,740	0	1,500	4,300	11,324	3,810	22,674
Uncommitted										
										0
										0
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20+	Total
Total:		0	0	1,740	0	1,500	4,300	11,324	3,810	22,674

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: North-South Greenway Gap Closure Project
Sponsor: Transportation Authority of Marin
RM2 Project Number: 11.5

RM2 Project #11.5	PRIOR	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19+	TOTAL
RM2 Funds Total	-	-	1,739,442	-	1,500,000	4,300,000	11,701,170	19,240,612
Environmental (ENV)	0	0	1,739,442	0	0	0	50,000	1,789,442
RM2			1,739,442					1,739,442
Other Local Funds							50,000	50,000
								0
								0
Final Design (PS&E)	0	0	0	0	1,500,000	500,000	350,000	2,350,000
RM2					1,500,000			1,500,000
RM2						500,000		500,000
Other Local Funds							350,000	350,000
								0
Right of Way	0	0	0	0	0	850,000	0	850,000
RM2						850,000		850,000
								0
								0
								0
Construction	0	0	0	0	0	2,950,000	14,734,170	17,684,170
RM2						2,950,000	11,701,170	14,651,170
Air District Grant							283,000	283,000
SB1 Local Partnership Funds							1,500,000	1,500,000
Local CMAQ Match							130,000	130,000
Federal CMAQ Funds							1,120,000	1,120,000
TOTAL FUNDING								
Environmental	0	0	1,739,442	0	0	0	50,000	1,789,442
Final Design (PS&E)	0	0	0	0	1,500,000	500,000	350,000	2,350,000
Right of Way	0	0	0	0	0	850,000	0	850,000
Construction	0	0	0	0	0	2,950,000	14,734,170	17,684,170
PROJECT TOTAL	0	0	1,739,442	0	1,500,000	4,300,000	15,134,170	22,673,612



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1339 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 9/2/2020 **In control:** Programming and Allocations Committee
On agenda: 10/14/2020 **Final action:**
Title: MTC Resolution Nos. 3880, Revised, and 3881, Revised
Revisions to the Lifeline Transportation Cycle 2 Program of Projects and the Proposition 1B -
Regional Transit Program.

Sponsors:

Indexes:

Code sections:

Attachments: [2d - 20-1339 Resos 3880 and 3881 Lifeline Cycle 2 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

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

Revisions to the Lifeline Transportation Cycle 2 Program of Projects and the Proposition 1B -
Regional Transit Program.

Presenter:

Judis Santos

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2020

Agenda Item 2d - 20-1339

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

Subject: Revisions to the Lifeline Transportation Cycle 2 Program of Projects and the Proposition 1B – Regional Transit Program.

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


Staff recommends the following changes to the San Francisco county program: Redirect \$85,108 in program savings from the completed SFMTA Balboa Park Eastside Connections project (LTP Cycle 2) in Proposition 1B - Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) funds to the SFMTA Central Subway Light Rail Line project.

The Central Subway Enhancements will service areas in San Francisco where there are low-income populations such as the T-Third Street line which operates along the 3rd street corridor in Hunters Point/ Bayview and the newly created Chinatown Station which are both identified as AB1550 Low Income Communities or SB 535 Disadvantaged Communities. The Central Subway light rail line will extend Phase 1 of the SFMTA T-line 1.7 miles from the Caltrain station transfer opportunity at 4th and King streets, through the emerging software development jobs center and Yerba Buena museum and arts district, the Union Square visitor, theater and retail core, link to Market Street transit and terminate in the heart of Chinatown, just a few blocks from the North Beach district. This first north-south rail transit linkage is projected to attract 35,100 daily boardings on four stations by 2030 and enhance local and regional access and mobility for local businesses, visitors and residents.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 3880, Revised, and 3881, Revised to the Commission for approval.

Attachments: MTC Resolution Nos. 3880, Revised, and 3881 Revised.


Therese W. McMillan

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

ABSTRACT

Resolution No. 3880, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment A of this resolution was amended through Commission action on October 28, 2020 to redirect \$85,108 Proposition 1B Transit (PTMISEA) population-based funds from the Balboa Park Station Eastside Connections project to the Construction of Central Subway Light Rail Line project.

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

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

RE: Proposition 1B Transit Population-based Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3880

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

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

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

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

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

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

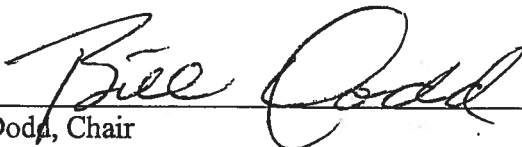
WHEREAS, staff has prepared a Proposition 1B – Transit population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolution 3814, said attachment attached hereto and incorporated herein as though set forth at length;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Bill Dodd, Chair

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

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

*The Commission adopted the above projects as part of Resolution 3834, which was last revised on July 22, 2009. Projects are listed here for informational purposes.

*Allocations to MTC Regional Programs increase Lifeline Program access to STA flexible funds - up to \$32 million will be exchanged per Resolution 3814. Reduced by \$200,000 on 7/26/17 due to project savings, redirected to Clipper Equipment Replacement. Additional \$80,000 redirected to Clipper on 3/28/18 to meet timely use of funds requirement.

**Funds for CCCTA requested to reprogram funds from cost savings on the Diablo Valley Transit Center project to a FY2009-10 Bus Purchase, however the \$278,948 is from FY2007-08.

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

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

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

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

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

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
FY2009-10 Allocations						
SMCTD	Daly City Bus Stop Improvements	187,181			187,181	04/28/10
SMCTD	Daly City Bus Stop Improvements*****	(18,010)			(18,010)	06/27/18
SMCTD	Bus Purchase*****	18,010			18,010	06/27/18
SMCTD	Bus Purchase - Pacifica	56,221			56,221	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase	3,475,650			3,475,650	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase*****	(470,425)			(470,425)	06/26/19
VTA	Non-Revenue Vehicle Project*****	470,425			470,425	06/26/19
ECCCTA	30 Bus Replacement			343,521	343,521	05/25/11
SFMTA	Central Subway**		216,000		216,000	05/25/11
SFMTA	Balboa Park Station Eastside Connections*****	592,891			592,891	05/25/11
SFMTA	Balboa Park Station Eastside Connections*****	(85,108)			(85,108)	10/28/20
SFMTA	Central Subway Light Rail Line*****	85,108			85,108	10/28/20
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	395,000			395,000	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements ***	(100,510)			(100,510)	06/22/16
SFMTA	Mission Bay Loop ***	100,510			100,510	06/22/16
SFMTA	Hunter's View Accessibility to Transit Improvements****	(13,164)			(13,164)	10/26/16
SFMTA	Mission Bay Loop ****	13,164			13,164	10/26/16
Sonoma County Transit	Replacement Bus Purchase			14,672	14,672	05/25/11
Vallejo	Intercity Bus Replacement			534,190	534,190	05/25/11
SFMTA	SFMTA Persia Triangle Improvements	675,734			675,734	01/25/12
FY2009-10 Subtotal		12,444,191	16,892,543	3,008,270	32,345,004	

*GGBHTD's Larkspur Ferry Channel and Berth Dredging project was replaced by the Refurbishment of the MS San Francisco project on 2/23/11 and is listed below in the FY2010-11 Allocation section.

** In Lifeline Cycle 2, FY2009-10 funds totaling \$216,000 were advanced to the Urban Core category from the Lifeline category. To meet the Lifeline commitment, in June 2015, \$216,000 in savings from

*** On 6/22/2016, \$100,510 in cost savings was transferred from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project.

****On 10/26/16 \$13,164 in cost savings was transferred from SFMTA's Hunter's View Accessibility to Transit Improvements project to the Mission Bay Loop project.

*****On 06/27/18, \$18,010 in cost savings from Proposition 1B funding was redirected from the Daly City Bayshore Bus Stop Improvements project to the Bus Purchase (replacement of articulated bus fleet

*****On 06/26/19, \$470,425 in Proposition 1B funding from the discontinued "Together We Ride" program's Paratransit Vehicle and Equipment Purchase was redirected to the VTA Non-Revenue Vehicle

*****On 10/28/20, \$85,108 in Proposition 1B funding from the completed Balboa Park Station Eastside Connections project was redirected to the Central Subway Light Rail Line project.

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

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

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

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

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

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

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

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

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

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

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

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

*** On 5/24/2017, \$1,000,000 in Proposition 1B funding was transferred from AC Transit's Vehicle Replacement project to AC Transit's East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction project as a result of project cost savings on the Vehicle Replacement project. This project is also known as the "Diesel Electric Hybrid Articulated Buses for Rapid Service and/or design and construction of the East Bay Bus Rapid Transit Project".

**** On 9/27/17 \$28,023 was transferred from the Purchase of 15 ADA paratransit Vehicles to Marin County Bus Stop Improvements.

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

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

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

ABSTRACT

Resolution No. 3881, Revised

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

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

The following attachments are provided with this resolution:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This resolution was revised on October 28, 2020 to amend Attachment A to reprogram \$85,108 in project savings from Proposition 1B funds for the Balboa Park Station Eastside Connections project in Lifeline Transportation Program Cycle 2 to the Central Subway Light Rail Line project.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3881

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Bill Dodd, Chair

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

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

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

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

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

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

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	IB	JARC		STA	IB	JARC			
Marin													
26	Marin City Transit Hub and ADA improvements	Donohue Street Marin County	Build sheltered community bus stop and transit hub with user amenities including safety lighting, landscaping, informational kiosks, seating, passenger shelter and bike racks.			77,510	77,510		75,119	88,541	163,660	241,170	(d) revised 07/28/10
27	Marin City Community shuttle loop and service to Marin General Hospital	Marin Transit	Provide hourly, day-time service from Marin City to Marin General Hospital and nearby medical offices in Greenbrae.	279,890			279,890	112,270			112,270	392,160	(d) revised 12/16/09
28	Canal Neighborhood transit & Ped Access & safety improvements - phase 2	San Rafael	Provide safe path to transit, improve nonmotorized access and improve traffic operations at 7 intersections in Canal neighborhood of San Rafael.	-	435,638		435,638		209,162		209,162	644,800	(d) revised 12/16/09
29	Ride to school for parents	San Rafael City Schools	Provide regularly scheduled shuttle service (transportation to school meetings and events) for Canal residents who currently have no transportation access to San Pedro Elementary School.	233,000			233,000				-	233,000	(d)
County Bid Target				512,890	435,638	77,510	1,026,038	112,270	284,281	88,541	485,092	1,511,130	
Proposed Programming				512,890	435,638	77,510	1,026,038	112,270	284,281	88,541	485,092	1,511,130	
Unprogrammed Balance				-	-	-	-	-	-	-	-	-	

Napa													
30	Rolling stock acquisition	NCTPA	Bus purchase for replacement rolling stock		274,290		274,290				-	274,290	
31	Napa Shuttle, FlexRIDE Shuttle and VINE Express	NCTPA	Operating assistance for the Napa Shuttle, FlexRIDE Shuttle and VINE Express. These programs provide service to low-income residents, including senior and disabled populations, and provide transportation to training, jobs and services.	322,931		50,000	372,931				-	372,931	added 5/27/09
32	VINE Route 11	NCTPA	Extend operation of VINE rural connector service (route 11) between Calistoga and Santa Rosa				-	-			-	-	12/16/09, (n) revised 12/19/12
33	Bus passenger accommodations	NCTPA	Provide for the purchase and installation of 14 bus shelters and benches, 21 stand-alone benches, and 21 up-Valley iStops with seating				-		178,992		178,992	178,992	revised 2/24/10
34	Agricultural Worker Vanpool Program	NCTPA	Operating Assistance to implement the Napa County Agriculture Worker Vanpool Program. Vouchers will be used to offset the participant's cost of riding the vanpool.			35,000	35,000			135,000	135,000	170,000	(f) added 07/28/10, revised 11/16/11
35	VINE Express Route 29	NCTPA	Operating assistance for Route 29 between the northern border of the City of Napa and Calistoga				-	70,688			70,688	70,688	(n) added 12/19/12
County Bid Target				322,931	274,290	84,494	681,715	70,688	178,992	135,000	384,680	1,066,395	
Proposed Programming				322,931	274,290	85,000	682,221	70,688	178,992	135,000	384,680	1,066,901	
Unprogrammed Balance				-	-	(506)	(506)	-	-	-	-	(506)	

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

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
San Francisco County													
36	Shopper Shuttle	MTA	Provide a twice-monthly group van shopping service to low-income seniors and persons with disabilities who have difficulty using public transit for shopping needs	1,560,000			1,560,000				-	1,560,000	
37	Route 108 Treasure Island Enhanced Service	MTA	Continue providing more frequent peak period and all-night service on Route 108	262,228			262,228	408,312		495,172	903,484	1,165,712	revised 07/28/10
38	Route 29 Reliability Improvement Project	MTA	Continue providing extra buses on Route 29 to increase reliability, reduce pass-ups, relieve over-crowding and address schedule adherence problems	293,717		433,483	727,200				-	727,200	
39	Persia Triangle Transit Access Improvements Project	MTA	Build bus bulbs, consolidate bus stops and change traffic circulation to improve pedestrian access to transit, conditions at bus stops and transit connectivity		802,734		802,734				-	802,734	(p) revised 06/22/16
40	Randolph/Parallones/ Orizaba Transit Access Project	MTA	Install a transit bulb island and sidewalk curb cuts to improve pedestrian safety and M-Line light rail vehicle operations		379,490		379,490				-	379,490	(p) added 06/22/16 (q) added 10/26/16
47	Mission Bay Loop	SFMTA	Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as		113,674		113,674				-	113,674	added 10/26/16
41	Balboa Park Station Eastside Connections Project	BART	Construct a safe and accessible walkway across BART tracks to the Muni Metro boarding area on the east side of Balboa Park BART station	752,440	1,153,610		1,906,050				-	1,906,050	revised 4/28/10
		MTA					219,567	778,602		998,169	998,169	added 4/28/10 (z) revised 10/28/20	
42	Central Subway Light Rail Line	MTA	The Central Subway light rail line will extend Phase 1 of the SFMTA T-Line 1.7 miles from the Caltrain station transfer opportunity at 4th and King streets, through the emerging software development jobs center and Yerba Buena museum and arts district, the Union Square visitor, theater and retail core, link to Market Street transit and terminate in the heart of Chinatown, just a few blocks from the North Beach district. This first north-south rail transit axis is projected to attract 35,100 daily boardings on four stations by 2030 and enhance local and regional access and mobility for local businesses, visitors and residents.						85,108		85,108	85,108	(z) added 10/28/20
43	Hunter's View Revitalization Transit Stop Connection	SF Mayor's Office of Housing	Provide an accessible pedestrian connection for Bayview/Hunters Point residents (including 4 affordable housing developments) to existing and new transit stops that are to be built as part of the Hunters View public housing revitalization project.				-		496,996		496,996	496,996	(i) added 4/28/10 (q) revised 10/26/16
44	San Bruno Avenue Transit Preferential Streets (TPS) Improvements	MTA	Implement transit priority bus treatments along 1.5 mile segment of San Bruno Avenue between Silver Avenue and Bayshore Boulevard such as new transit priority signals, turn lanes, and corner bulbs.				-		0		-	-	added 12/16/09 revised 4/28/10 revised 4/22/15
45	Potrero Hill Pedestrian Safety and Transit Stop Improvements	MTA	Improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan efforts. This space will shorten crossing distances; force traffic to make slower turns; and create space for temporary bus bulbs, seatings, and plantings.				-		216,000		216,000	216,000	(i) added 4/22/15
County Bid Target				2,868,385	2,436,344	433,483	5,738,212	627,879	1,589,870	495,172	2,712,921	8,451,133	
Proposed Programming				2,868,385	2,449,508	433,483	5,751,376	627,879	1,576,706	495,172	2,699,757	8,451,133	
Unprogrammed Balance				-	(13,164)	-	(13,164)	-	13,164	-	13,164	-	

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

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifetime Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
San Mateo													
46	East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations	City of East Palo Alto	This project contains 4 elements - (1) Maintain East Palo Alto Youth Shuttle (2) Maintain funding for EPA Mobility Manager (3) Improve up to 4 EPA bus stop shelters, benches and amenities (4) Plan for shuttle operations for the Dumbarton Rail station area plan	116,250	72,000	139,393	327,643		-		-	327,643	revised 12/16/09 (i) revised 06/27/18 (u) revised 03/27/19
47	Bayshore Shuttle Service	Daly City	Implement a free circulator shuttle service connecting Daly City's Bayshore neighborhood with transit and essential destinations in western Daly City. The shuttle will operate 10 hours on weekdays, expanding in the second year to add 6 hours of service on weekends.	368,929			368,929	(32,012)		102,636	70,624	439,553	(g) revised 07/28/10 (v) revised 03/27/19
48	Route 280	Samtrans	Maintain Route 280, which serves CalWorks clusters and essential destinations for the residents of East Palo Alto.	415,935			415,935	31,211			31,211	447,146	revised 07/28/10
49	Route 17	Samtrans	Maintain Route 17, which serves the Half Moon Bay area, to add service during the peak commute period, new Sunday service and extended evening hours.	447,597			447,597	72,029			72,029	519,626	revised 12/16/09, 2/24/10, 6/27/18 (i)
50	Van purchase and operations for shelter resident transportation	Shelter Network	Purchase van and provide on-demand service for residents of four homeless shelters in San Mateo County.		28,000	64,430	92,430			-	-	92,430	(w) revised 03/27/19
49	Ways to Work Family Loan Program	Peninsula Family Service	The Ways to Work (WTW) program provides small, short-term, low-interest loans to low-income families for the purpose of purchasing or repairing a car to get to work, childcare, and to pursue educational or job training opportunities.							130,193	130,193	130,193	(u, v, w) revised 03/27/19
50	Fixed-Route 17 Bus Procurement	Samtrans	Bus purchase for Route 17		900,000		900,000				-	900,000	added 5/27/09
51	Senior Service bus/van purchase	Pacifica	Purchase of a replacement, 20 passenger wheel chair accessible bus to transport seniors (majority are low-income) and disabled adults to/ from the Senior Center, for local outing, shopping trips and medical appointments.				-	6,000	56,221		62,221	62,221	(h) added 12/16/09
52	Belle Air Parking Lot modification	San Bruno	Curve correction and street elevation adjustments to accommodate public transit bus service near Belle Air Elementary School. Additional improvements include parking lot reconfiguration, sign installations, striping, sidewalk installation, driveway improvements, curb ramps, and bus shelters to accommodate pedestrians.				-	6,000	151,251		157,251	157,251	(h) added 12/16/09
53	Senior shuttle bus	San Bruno	improve low-income elderly transportation to the Senior Center. This bus will also be used to provide low-income children transportation to the Recreation Center.				-	6,000	100,000		106,000	106,000	(h) added 12/16/09
54	Sidewalks, solar bus shelters, curb ramps	San Bruno	lighted bus shelters and accessible curb ramps adjacent to and leading to SamTrans bus stops in the City of San Bruno. The project intends to improve access for people with disabilities and improve safety and				-	6,000	142,751		148,751	148,751	(h) added 12/16/09
55	Countywide Low-Income Bus Tickets	San Mateo County HSA	Provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in self-sufficiency and family strengthening activities.				-	200,000			200,000	200,000	(h) revised 7/28/10
56	Bayshore Bus Stop Improvements	Daly City	Provide a new bus shelter and access improvements for the SamTrans southbound bus stop on Bayshore Boulevard, just south of Geneva Avenue.				-		169,171		169,171	169,171	(h) added 2/24/10 (s) revised 5/23/18
56	Fixed Route Bus Procurement	SamTrans	Replace the articulated bus fleet, which has reached the end of its useful life. Replacement vehicles will provide reliable bus service to the County's most at-risk populations. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is \$36K per year; only 26% of all SamTrans riders own or have access to a car.				-		18,010		18,010	18,010	(s) added 6/27/18
57	Electric Bus Project	SamTrans	10 2003 Diesel Buses that have reached the end of their useful life. The buses will be 40 ft in length and will have a wheelchair lift with two tie downs. The buses will carry up to 37 seated passengers. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is \$36K per year; only 26% of all SamTrans riders own or have access to a car.				-		124,668		124,668	125,000	(y) added 6/24/20
58	Bus Stop Improvements in Communities of Concern	SamTrans	Provide for the improvement of bus stops in select locations throughout communities of concern.				-		131,048		131,048	131,048	(h) added 2/24/10
Proposed Programming				1,348,711	1,145,565	295,228	2,789,504	295,228	747,555	232,829	1,275,612	4,065,116	
Unprogrammed Balance				1,348,711	1,000,000	295,228	2,643,939	295,228	893,120	232,829	1,421,177	4,065,116	
				-	145,565	-	145,565	-	(145,565)	-	(145,565)	-	

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

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

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

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

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

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

Notes

- (a) Alameda County received a \$5,098,588 advance of their Tier 1 Prop 1 B funds in FY08. The funds and projects shown here were applied for in April 2008. Allocation of \$270,954 of Proposition 1B funds from from Ashby BART station elevator to MacArthur BART Station Plaza Improvement is conditioned upon approval from the Alameda County Transportation Commission in December 2012.
- (b) Includes \$57,977 in Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and \$130,000 in Tier 2.
- (c) JARC funds part of the Small Urbanized Area program administered by Caltrans.
- (d) Golden Gate Transit will claim the funds for these projects. Totals include administration costs.
- (e) Moved from Tier 2 to Tier 1, May 2009.
- (f) AC Transit will claim the funds for these projects.
- (g) Tier 1 STA amount partially backfilled with Tier 2 JARC to meet sponsor's original funding request and make additional Tier 2 STA available to other projects.
- (h) SamTrans will claim the funds for these projects. Tier 2 STA amounts are for SamTrans' administration costs.
- (i) MTA will claim the funds for this project. Approval of this project is subject to project sponsor securing the necessary easements.
- (j) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and \$323,225 in Tier 2.
- (k) \$165,359 of the total Large Urbanized Area JARC funds awarded in Tier 2 were reprogrammed in Res. 3788 due to discontinuation of another First Cycle Lifeline project in Santa Clara County. The Tier 2 JARC amount available for MTC to encumber in this Resolution is \$343,450.
- (l) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans.
- (m) Allocation of \$35,000 in JARC funds from San Leandro LINKS Shuttle to Neighborhood Bike Centers is conditioned upon approval from the Alameda County Transportation Commission.
- (n) \$70,688 in STA funds transferred from VINE Route 11 and reprogrammed to VINE Route 29 in December 2012.
- (o) On 4/22/15, \$216,000 in Lifeline Cycle 2 Proposition 1B funds were removed from the San Bruno Transit Preferential Streets (TPS) project and programmed to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project. The San Bruno TPS project never received the \$216,000 in FY2009-10 Proposition 1B funds that were programmed to the project; the San Bruno TPS project is instead being funded as part of SFMTA's Muni Forward project and the \$216,000 in FY2009-10 funds were advanced to the Urban Core category from the Lifeline category in May 2011 in order to accommodate urgent funding needs of the Central Subway project. SFMTA has confirmed that in April 2015, the \$216,000 will be returned to the Lifeline category using SFMTA's FY2015 Revenue-Based PTMISEA funds (see MTC Resolution Nos. 3880, Revised and 4179, Revised).
- (p) On 6/22/16, Project Cost saving of \$100,510 in Lifeline Cycle 2 Proposition 1B funds were transferred from the Randolph/ Farallones/ Orizaba Transit Access Improvements project and programmed to the Mission Bay Loop project. The additional \$100,510 would fund unanticipated project costs associated with relocating a sewer line adjacent to the track on the Mission Bay Loop project. (see also MTC Resolution Nos. 3880, Revised).
- (q) On 10/26/16 Project Cost savings of \$13,164 in Lifeline Cycle 2 Proposition 1B funds was transferred from the Hunter's View Revitalization Project and programmed to the Mission Bay Loop project. The additional \$13,164 would fund unanticipated project costs associated with relocating a sewer line adjacent on the track of the Mission Bay Loop project (See Resolution 3880 Revised).
- (r) On 05/24/17 unused JARC Program funds from FTA Grant CA-37-X104 in the amount of \$304,532 in Lifeline Transportation Cycle 2 (LTP C2) funds were redirected/ programmed to the San Leandro LINKS Shuttle sponsored by San Leandro Transportation Management Organization (\$204,532) and the Neighborhood Bicycle Center project sponsored by Cycles of Change (\$100,000) for similar ongoing work on their LTP C2 projects.
- (s) On 06/27/18, project cost savings of Proposition 1B funds from Daly City Bayshore Bus Stop Improvements in the amount of \$18,010 in LTP Cycle 2 were redirected/ programmed to the SamTrans replacement of articulated bus fleet project.
- (t) On 06/27/18, remaining Cycle 2 STA funds from the East Palo Alto Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project in the amount of \$91,204 were redirected/programmed to Route 17 project (on the coastside of San Mateo County).
- (u) On 03/27/19, remaining Cycle 2 STA funds from the East Palo Alto Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project in the amount of \$80,912 were redirected/programmed to the Ways to Work Family Loan Program.
- (v) On 03/27/19, remaining Cycle 2 STA funds from the Bayshore Shuttle Service project in the amount of \$41,461 were redirected/programmed to the Ways to Work Family Loan Program.
- (w) On 03/27/19, remaining Cycle 2 STA funds from the Shelter Network - Van Purchase project in the amount of \$7,820 were redirected/programmed to the Ways to Work Family Loan Program.
- (x) On 06/26/19, \$470,425 in Lifeline Cycle 2 Proposition 1B funds were removed from the discontinued Together We Ride project. This project included the purchase of twenty-six Toyota Mirai sedans purchased by Outreach and Escort. Funds are reprogrammed to the Non-Revenue Fleet project. LTP requirements for the \$470,425 (Prop 1B funds) are waived.
- (y) On 06/24/20, \$124,668 in total cost savings from Lifeline Cycle 2 Proposition 1B funding was redirected from the Bus Stop Improvements project (\$65,819) and the San Bruno Bus Stop Improvements project (\$58,849) to the Electric Bus project (see also MTC Reso. 3880, Revised, Attachment A).
- (z) On 10/28/20, \$85,108 in total cost savings from Lifeline Cycle 2 Proposition 1B funding was redirected from the Balboa Park Eastside Connections to the Central Subway Light Rail Line project (see also MTC Reso. 3880, Revised, Attachment A).



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-0748 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

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

On agenda: 10/14/2020 **Final action:**

Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-45.

Sponsors:

Indexes:

Code sections:

Attachments: [2e - 20-0748 Reso-4375 TIP Amendment 2019-45.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-45.

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval

Metropolitan Transportation Commission

Programming and Allocations Committee

October 14, 2020

Agenda Item 2e - 20-0748

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-45.

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 2019-45 modifies 139 projects with a net funding increase of approximately \$1 billion, including the addition of \$486 million in funding from the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Among other changes, this revision will:

- Add one new Active Transportation Program (ATP) funded project and update one existing ATP funded project to reflect the latest programming decisions;
- Add one new project to the TIP and update the funding plans of 21 existing projects to reflect the programming of CARES Act funds to the region's transit operators;
- Add six new projects to the TIP to reflect the award of grants from the Advanced Transportation and Congestion Management Technologies Deployment Program, the Automated Driving System Demonstration Grant Program, the Trade Corridor Enhancement Program, the Transit and Intercity Rail Capital Program, and MTC's Regional Exchange Program;
- Update 22 projects to reflect changes in local funding programs;
- Add one new project funded through the Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) and update four existing STP/CMAQ funded projects;
- Add two new projects funded through the Transit Capital Priorities (TCP) Program and update three existing TCP Program funded projects;
- Archive 65 individual project listings and three group listings as the projects have been completed or all funding has been obligated; and
- Delete eight projects as they will not move forward at this time.

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 2019-45; and
MTC Resolution No. 4375, Revised



Therese W. McMillan

TIP Revision Summary 2019-45

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA130001	Fremont	Kato Rd Complete Sts - Warren Ave to Milmont Dr	Update the funding plan to change the source for \$2M in CON funds from Other Local to RTP-LRP and reprogram CON to FY25	\$0	0.0%
ALA130025	Fremont	Fremont City Center Multi-Modal Improvements	Archive this project as it has been completed	\$0	0.0%
ALA150002	Alameda County	Niles Canyon Rd (SR 84)/Pleas-Sunol Rd Inter. Imps	Delete project from the TIP as no federal funds have been identified	-\$2,500,000	-100.0%
ALA170069	Fremont	City of Fremont Pavement Rehabilitation	Archive this project as it has been completed	\$0	0.0%
ALA170074	Alameda (City)	Alameda City-Wide Pavement Rehabilitation	Update the project description to reference various locations	\$0	0.0%
ALA190004	Bay Area Rapid Transit District (BART)	Alameda Regional Access Phase II	Archive this project as it has been completed.	\$0	0.0%
ALA190019	Alameda County	Alameda County Complete Street Improvements	Update the funding plan to add \$1.6M in Local funds, \$400K in ATP funds and \$6.5M in RTP-LRP funds and reprogram CON to FY23	\$8,400,000	57.3%
CC-070078	Brentwood	John Muir Parkway Extension: Ph. II	Archive this project as it has been completed	\$0	0.0%
CC-090001	Danville	Diablo Road Imps. - Green Valley to Avenida Neuva	Delete project from the TIP as it has been abandoned	-\$4,160,000	-100.0%
CC-090019	San Ramon	Bollinger Canyon Road Widening (Alcosta to SRVB)	Archive this project as it has been completed	\$0	0.0%
CC-130023	Danville	Danville Various Streets and Roads Preservation	Archive this project as it has been completed	\$0	0.0%
CC-130024	El Cerrito	Ohlone Greenway Station Area Bike/Ped Improvements	Archive this project as it has been completed	\$0	0.0%
CC-130032	San Pablo	San Pablo Avenue Bicycle and Ped Improvements	Archive this project as it has been completed.	\$0	0.0%
CC-170027	Contra Costa County	Local Streets and Roads Preservation Project - CCC	Archive the project as it has been completed	\$0	0.0%
CC-170037	Concord	Concord Willow Pass Road Repaving SR2T	Update the description to extend the northeastern limit from Ashdale Dr to Landana Dr and update the funding plan to reprogram CON from FY21 to FY22	\$0	0.0%
CC-190017	Contra Costa Transportation Authority (CCTA)	CCTA Automated Driving System	Amend a new exempt project into the TIP with \$7.5M in Automated Driving System Demonstration Grant funds (Other Federal) and \$6.5M in SB1-LPP funds	\$14,046,000	~%
NAP190007	Metropolitan Transportation Commission (MTC)	Napa Valley Forward: Traffic Calming & Multimodal	Amend in new project into the TIP with \$1M in STP funds and \$2M in RTP-LRP	\$3,000,000	~%
SCL110108	Santa Clara County	Isabel Bridge Replacement (37C0089)	Archive this project as it has been completed	\$0	0.0%



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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL170003	Palo Alto	Palo Alto: Bay Area Fair Value CommutingModSandbox	Archive this project as it has been completed	\$0	0.0%
SCL170019	Santa Clara County	Uvas Road Pavement Rehabilitation	Archive this project as all federal funding has been obligated	\$0	0.0%
SCL170032	Santa Clara County	McKean Rd Pavement Rehabilitation	Archive this project as all federal funding has been obligated	\$0	0.0%
SCL170035	Campbell	Campbell - Winchester Blvd Overlay	Archive this project from the TIP as all federal funds have been obligated	\$0	0.0%
SCL170037	Cupertino	Cupertino Pavement Maintenance Phase 2	Archive this project as all federal funds have been obligated	\$0	0.0%
SCL170038	Los Altos	Los Altos: Fremont Ave Pavement Preservation	Update the funding plan to add \$110K in FY18 PSE Local funds and \$1M in FY21 CON Local funds	\$1,201,042	233.2%
SCL170040	Mountain View	West Middlefield Road Improvements	Archive this project as all federal funds have been obligated	\$0	0.0%
SCL170042	Santa Clara (City)	Santa Clara Streets and Roads Preservation	Archive this project as all federal funds have been obligated	\$0	0.0%
SCL170060	San Jose	DTSJ Mobility Streetscape and Public Life Plan	Archive this project as all federal funds have been obligated	\$0	0.0%
SCL190007	Santa Clara Valley Transportation Authority (VTA)	US 101/Zanker Road-Skyport Drive-N. Fourth St. Imp	Update the funding plan to change the source for \$4.9M in PSE from Local general funds to Sales Tax and for \$12M in CON from RTP-LRP to Sales Tax and reprogram PSE to FY22 and ROW and CON to FY24	\$0	0.0%
SCL190036	Cupertino	McClellan Road Separated Bikeways (Phase 3)	Update the project location and update the funding plan to reprogram CON from FY21 to FY22	\$0	0.0%
SF-130004	San Francisco County Transport Authority (SFCTA)	Treasure Is/Yerba Buena Is Street Improvements	Update the funding plan to remove all future funding and archive this project as remaining elements will be locally implemented	-\$40,460,000	-84.4%
SF-130007	San Francisco Dept of Public Works (SFDPW)	HOPE SF Street Network - Hunters View	Archive this project as it has been completed	\$0	0.0%
SF-130011	San Francisco Dept of Public Works (SFDPW)	SF- Second Street Complete Streets and Road Diet	Update the funding plan to add \$5M in FY20 Developer Fee and \$1M in Local General Funds	\$6,007,116	41.5%
SF-150013	San Francisco County Transport Authority (SFCTA)	SB I-280 Off-Ramp at Ocean Ave Realignment	Delete this project listing from the TIP as funding has not yet been identified for future phases. Project will be added back in once funding is identified.	-\$4,850,000	-86.6%
SF-150017	San Francisco Depart of Public Health (SFDPH)	SF Safe Routes to School 2017-2019	Archive this project as it has been completed	\$0	0.0%
SF-170014	San Francisco Municipal Transport Agency (SFMTA)	SF - Powell Street Safety Improvement	Update the funding plan to reprogram \$2.5M in Local Developer Fees from FY21 to FY22, add \$4M in FY22 Developer Fees and \$3.8M in FY23 Developer Fees	\$7,833,540	79.2%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-170017	San Francisco Municipal Transport Agency (SFMTA)	Vision Zero SF: Safer Intersections	Archive project as the funds have been allocated	\$0	0.0%
SF-190010	San Francisco Dept of Public Works (SFPDW)	Aleman Interchange Improvements, Phase 2	Amend a new exempt project into the TIP with \$1.97M in ATP funds and \$456K in Local funds	\$2,427,000	~%
SM-050053	Millbrae	US 101 Millbrae Ave Bike/Ped Bridge	Delete this project from the TIP as funding has not been committed. Once funding has been identified project will be added back to the TIP.	-\$8,000,000	-88.3%
SM-070002	San Mateo CCAG	SM Countywide ITS Improvements - SSF Segment	Update the funding plan to reprogram \$115K in VRF funds from CON to PSE, add \$5K in PSE VRF and \$2.7M in CON Prop-1B-TLSP and reprogram CON from FY21 to FY22	\$2,705,000	50.9%
SM-070004	East Palo Alto	Bay Rd Bicycle/Ped Improvements Phase II & III	Archive project from the TIP as all funds have been obligated	\$0	0.0%
SM-110022	San Mateo CCAG	San Mateo County SR2S Program	Archive project as all funds have been obligated	\$0	0.0%
SM-110065	Redwood City	Middlefield Rd and Woodside Rd Intersection Improv	Archive this project as it has been completed	\$0	0.0%
SM-130003	South San Francisco	SSF Citywide Sidewalk Gap Closure Project	Archive this project as it has been completed	\$0	0.0%
SM-130016	Pacifica	Palmetto Avenue Streetscape	Archive this project as it has been completed	\$0	0.0%
SM-130019	San Bruno	San Bruno Ave Street Medians Improvements	Archive this project as it has been completed	\$0	0.0%
SM-130020	San Mateo (City)	San Mateo Citywide Crosswalk Improvements	Archive this project as it has been completed	\$0	0.0%
SM-130021	Burlingame	Carolan Ave Complete Streets and Road Diet	Archive this project as it has been completed	\$0	0.0%
SM-130022	Redwood City	Middlefield Road Bicycle / Ped Improvements	Archive project as all funds have been obligated	\$0	0.0%
SM-130028	East Palo Alto	US-101 Pedestrian/Bicycle Overcrossing	Archive this project from the TIP as it has been completed	\$0	0.0%
SM-150002	San Mateo (City)	City of San Mateo SR2S Program	Archive project as it has been completed	\$0	0.0%
SM-150013	San Mateo County	RWC 2020 Sustainable Transportation Encouragement	Archive this project as it has been completed	\$0	0.0%
SM-150014	San Mateo County Office of Education	Safe Routes to School for Health and Wellness	Archive this project as the funds have been obligated	\$0	0.0%
SM-150016	San Mateo (City)	San Mateo Downtown Parking Tech Implementation	Archive project from the TIP as all funds have been obligated	\$0	0.0%
SM-170012	San Mateo County	Canada Road and Edgewood Road Resurfacing	Archive this project as it has been completed and update the funding plan to reflect the final amounts of local funds	-\$11,544	-1.1%
SM-170019	Brisbane	Brisbane - Tunnel Ave Rehabilitation	Archive this project, as it had been completed.	\$0	0.0%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-170022	Colma	Colma - Mission Road Bike/Ped Improvements	Update the funding plan to reprogram PE from FY18 to FY19 and add \$150K in PE Local General funds, \$708K in FY20 CON Local General funds, \$130K in FY20 CON VRF funds and \$79K in FY20 CON SB1-LSRP funds	\$1,066,500	67.4%
SM-170025	Foster City	Foster City - Pavement Rehabilitation	Archive this project as it has been completed	\$0	0.0%
SM-170026	Hillsborough	Hillsborough Street Resurfacing	Update the funding plan to add \$29K in PE local funds, \$202K in CON SB1-LSRP and \$383K in CON local funds and reprogram PE from FY18 to FY21	\$614,000	133.2%
SM-170030	Pacifica	Pacifica Citywide Curb Ramps	Archive this project as it has been completed and update the funding plan to reflect the use of SB1-LSRP funds	\$417,000	84.8%
SM-170031	Pacifica	Pacifica Pavement Rehabilitation	Archive this project as it has been completed and update the funding plan to reflect the use of SB1-LSRP funds	\$244,200	32.2%
SOL170012	Vacaville	Vacaville - Pavement Preservation	Update the funding plan to add \$443K in Local funds and \$71K in SB1-LSRP funds and archive this project as project has been completed	\$514,024	22.2%
SON170012	Santa Rosa	Highway 101 Bicycle and Pedestrian Overcrossing	Update the funding plan to add \$1M in ROW RTP-LRP and \$11.6M in CON RTP-LRP	\$12,585,000	81.0%
System: Public Lands/Trails					
CC-130050	East Bay Regional Park District (EBRPD)	SF Bay Trail, Pinole Shores to Bay Front Park	Update the funding plan to reflect the use of STP and Recreational Trails grant funds in prior years and archive this project as it has been completed	-\$668,603	-8.1%
CC-170014	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossing	Updated the funding plan to add \$5K in prior year PE Local, \$209K in prior year PE Sales Tax, \$3.1M in FY20 PE Local, \$900K in FY21 ROW Local, and \$3M FY22 CON Local funds and reprogram the remaining CON funds from FY21 to FY22	\$7,335,000	50.9%
CC-190019	East Bay Regional Park District (EBRPD)	SF Bay Trail Point Molate	Amend a new exempt project into the TIP with \$1M in MTC Regional Exchange funds, \$921K in Local funds, and \$2.1M in RTP-LRP funds	\$4,020,500	~%
NAP130004	Napa (City)	State Route 29 Bicycle & Pedestrian Undercrossing	Update the funding plan to reprogram \$40K in FY19 ROW, \$24K in FY18 ENV and \$40K in FY20 CON TFCA funds to FY18 PSE, add \$500K in CON Local Funds, and reprogram CON from FY20 to FY21	\$540,000	68.4%
System: Regional					
MRN190003	Novato	Novato Downtown SMART Station Phase 2	Archive project as it has been completed	\$0	0.0%
System: State Highway					
ALA150001	Alameda County Transportation Commission (ACTC)	Rte 84 Widening, south of Ruby Hill Dr to I-680	Update the funding plan to change the source for \$1.2M in Other Local to Developer Fees and for \$157M from RTP-LRP to Sales Tax, reprogram funds between years and phases, and add \$13.7M in Developer Fees, \$1.8M in Sales Tax and \$8.6M in SB1-LPP funds	\$24,100,000	11.0%
ALA170049	Alameda (City)	Central Avenue Safety Improvements	Update the project description to include the construction of roundabouts and update the funding plan to reprogram CON from FY21 to FY22	\$0	0.0%
CC-050028	Contra Costa Transportation Authority (CCTA)	I-680 SB HOV Lane Completion	Archive this project as all funds have been obligated	\$0	0.0%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-130046	Contra Costa Transportation Authority (CCTA)	I-680 / SR 4 Interchange Reconstruction - Phase 3	Archive this project as all funds have been obligated	\$0	0.0%
CC-170017	Contra Costa Transportation Authority (CCTA)	I-680 NB Express Lane Completion	Update the funding plan to reprogram \$3M in Sales Tax from ENV to PSE, \$500K in RTP-LRP from PSE to ROW, \$5.1M in RTP-LRP from PSE to CON, change the source for \$1M in PSE from RTP-LRP to Sales Tax, and add \$160M in CON RTP-LRP	\$159,714,000	69.4%
CC-170062	Contra Costa Transportation Authority (CCTA)	I-680 Advanced Technologies	Update the funding plan to change the source for \$2M from Sales Tax to Developer Fee and for \$12M from Sales Tax to RTP-LRP, and reprogram PE to FY21 and CON to FY24	\$0	0.0%
CC-190018	Contra Costa Transportation Authority (CCTA)	Bay Area MOD	Amend a new project into the TIP with \$8M in ATCMTD funds, \$858K in Sales Tax funds and \$9M in Local funds	\$17,828,213	~%
NAP170009	Napa (City)	Silverado Trail Five-Way Intersection Improvements	Update the funding plan to reprogram ROW to FY24 and CON to FY25 and add \$157K in SHOPP ROW and \$773K in SHOPP CON	\$930,000	8.4%
SCL070004	San Jose	US 101 / Mabury New Interchange	Delete this project from the TIP as no funding has been identified for construction. Project can be amended back into the TIP once funding has been committed.	-\$19,250,000	-92.8%
SCL150014	Santa Clara Valley Transportation Authority (VTA)	I-280/Winchester Blvd Interchange Improvement	Update the funding plan to change the source for \$8M from Sales Tax to local, remove \$11M in Sales Tax funds, and reprogram funds between years and phases	-\$11,000,000	-11.0%
SCL190002	Santa Clara Valley Transportation Authority (VTA)	I-280/Foothill Expressway Off Ramp Improvement	Update the funding plan to change the source for \$700K in PE funds from Sales Tax to local funds, remove \$300K in PE Sales Tax, and add \$2.8M in CON Sales Tax	\$2,500,000	83.3%
SCL190010	Santa Clara Valley Transportation Authority (VTA)	US 101/Buena Vista Avenue Interchange Improvement	Update the funding plan to change the source for \$3.4M from Sales Tax to local funds, remove \$6M in Sales Tax and reprogram funds between years and phases	-\$6,000,000	-15.0%
SCL190011	Santa Clara Valley Transportation Authority (VTA)	I-280/Wolfe Road Interchange Improvement	Update the funding plan to change the source for \$2M from Sales Tax to local, remove \$1.3M in Sales Tax and reprogram funds between years and phases	-\$1,320,000	-1.4%
SCL190013	Santa Clara Valley Transportation Authority (VTA)	US 101/SR 25 Interchange - Phase 1	Update the funding plan to change the source for \$4.2M in ROW funds from RTP-LRP to Sales Tax; add \$200K in PSE Sales Tax, \$9M in ROW Sales Tax, \$8.4M in CON Sales Tax and \$18.6M in CON RTP-LRP and reprogram funds between years	\$36,200,000	55.7%
SF-070027	San Francisco County Transport Authority (SFCTA)	Yerba Buena Island (YBI) Ramp Improvements	Update the funding plan based on the latest information from Caltrans including the addition of \$2.7M in HBP, \$115K in LBSRA, \$5.2M in Local and \$36M in RTP-LRP funds and to reflect the use of \$40M in additional local advanced construction	\$84,310,437	29.4%
SF-130008	San Francisco County Transport Authority (SFCTA)	HOV/HOT Lanes on U.S.101 and I-280 in SF	Update the funding plan to reprogram PE from FY17 to FY18, add \$200K in PE Sales Tax and \$500K in PE General Fund, remove \$700K in CON local funds, and reprogram all ROW and CON funds to 2025 as RTP-LRP	\$0	0.0%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-010047	Menlo Park	US 101 / Willow Road Interchange Reconstruction	Archive project as all funds have been obligated	\$0	0.0%
SM-050027	Redwood City	US 101 / Woodside Interchange Improvement	Update the funding plan to remove \$9M in ROW Local, reprogram \$20M in ROW Sales Tax from FY19 to FY22, and add \$2M in ROW RTP-LRP, \$3.5M in CON developer fee funds, and \$60.6M in CON RTP-LRP funds	\$80,250,000	88.4%
SM-130013	South San Francisco	SSF Grand Blvd Chestnut to Arroyo	Archive project as all funds have been obligated	\$0	0.0%
SM-130030	South San Francisco	SSF Grand Blvd Improvements Kaiser Way to McLellan	Archive project as all funds have been obligated	\$0	0.0%
SM-170009	Woodside	Woodside School Safety Pathway Phase 3	Archive this project as it has been completed	\$0	0.0%
SOL190024	Solano Transportation Authority (STA)	I-80/I-680/SR 12 Interchange Phase 2A	Amend a new exempt project into the TIP with \$25.7M in RIP funds, \$53.2M SB1-TCEP and \$13.8M in Bridge Toll funds	\$92,700,000	~%
System: Transit					
ALA110032	Bay Area Rapid Transit District (BART)	Downtown Berkeley BART Plaza/Transit Area Imps.	Archive this project as it has been completed.	\$0	0.0%
ALA150046	Union City Transit	Union City Transit Rehab Two (2) Transit Buses	Delete this project as the 5307 funds are being transferred to ALA190029	-\$512,500	-100.0%
ALA170015	Union City Transit	Union City Transit: Replace Paratransit Sedan	Delete this project as the funds are being reprogrammed to ALA190029	-\$176,300	-100.0%
ALA170056	Altamont Commuter Express (ACE)	ACE - Locomotive Procurement	Archive this project as it has been completed.	\$0	0.0%
ALA170092	Union City Transit	Union City Replace Heavy-Duty Transit Vehicles	Delete project as the 5307 funds are being transferred to ALA190029	-\$1,564,950	-100.0%
ALA190014	Bay Area Rapid Transit District (BART)	BART-Elevator Renovation program	Update the funding plan to add \$7M in FY21 CON 5337 and \$1.75M in FY21 CON Local funds	\$8,750,000	100.0%
ALA190023	Alameda Contra Costa Transit District (AC Transit)	AC Transit: COVID-19 Emergency Transit Operations	Update the funding plan to add \$33.8M in CARES Act 5307 funds	\$33,793,809	42.0%
ALA190025	Bay Area Rapid Transit District (BART)	BART: COVID-19 Emergency Transit Operations	Update the funding plan to add \$125M in CARES Act 5307 funds	\$125,416,405	49.8%
ALA190026	Livermore Amador Valley Transit (LAVTA)	LAVTA: COVID-19 Emergency Transit Operations	Update the funding plan to add \$3.3M in CARES Act 5307 funds	\$3,317,752	94.8%
ALA190027	Union City Transit	Union City Transit: COVID-19 Emergency Transit Ops	Update the funding plan to add \$1M in CARES Act 5307 funds	\$1,023,851	111.0%
ALA190029	Union City Transit	Union City Transit Electric Bus Procurement	Amend a new exempt project into the TIP with \$1.8M in 5307 and \$138K in TDA funds being reprogrammed from other projects and \$3.2M in additional 5307, \$469K in LCTOP, \$1.25M in additional TDA funds and \$2.8M in RTP-LRP funds	\$9,994,282	~%



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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-030004	Martinez	Martinez Intermodal Station Parking Expansion	Archive this project as it has been completed	\$0	0.0%
CC-070062	Water Emergency Transportation Authority (WETA)	Richmond Ferry Service	Archive this project as it has been completed.	\$0	0.0%
CC-190013	Central Contra Costa Transit Agency (CCCTA)	CCCTA: COVID-19 Emergency Transit Operations	Update the funding plan to add \$4.7M in CARES Act 5307 funds	\$4,745,001	67.1%
CC-190014	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA: COVID-19 Emergency Transit Operations	Update the funding plan to add \$3.9M in CARES Act 5307 and \$280K in CARES Act 5311 funds	\$4,133,274	106.2%
CC-190015	Western Contra Costa Transit Authority (WestCAT)	WCCTA: COVID-19 Emergency Transit Operations	Update the funding plan to add \$1.8M in CARES Act funds	\$1,799,634	81.1%
MRN110045	Golden Gate Bridge, Highway and Transit District	GGBHTD: Replace 7 - 40' Diesel Buses	Archive this project as it has been completed.	\$0	0.0%
MRN190013	Marin County Transit District	Marin Transit: COVID-19 Emergency Transit Ops	Update the funding plan to add \$3.9M in CARES Act 5307 and \$800K in CARES Act 5311 funds	\$4,737,498	87.1%
MRN190014	Golden Gate Bridge, Highway and Transit District	GGBHTD: COVID-19 Emergency Transit Operations	Update the funding plan to add \$21.4M in CARES Act 5307 funds	\$21,417,456	71.0%
MTC050029	Water Emergency Transportation Authority (WETA)	SF Ferry Terminal/Berthing Facilities	Archive this project as it has been completed.	\$0	0.0%
NAP190005	Napa Valley Transportation Authority	NVTA: COVID-19 Emergency Transit Operations	Update the funding plan to add \$1.7M in CARES Act 5307 funds	\$1,675,538	62.0%
REG110041	Caltrans	GL: FTA Non-Urbanized Formula Program	Archive this group listing as all funds have been put into grants	\$0	0.0%
REG150002	Caltrans	GL: FTA 5311 Rural Area FY15	Archive group listings as funds have been put into grants	\$0	0.0%
REG190001	Metropolitan Transportation Commission (MTC)	MTC: COVID-19 Emergency Transit Operations	Update the funding plan to add \$3.2M in FY20 CARES Act 5307 funds and \$1.9M in FY21 CARES Act 5307 funds	\$5,075,777	65.0%
SCL190038	Santa Clara Valley Transportation Authority (VTA)	VTA: COVID-19 Emergency Transit Operations	Update the funding plan to add \$67.7M in CARES Act 5307 and \$900K in CARES Act 5311	\$68,552,110	93.9%
SF-150007	San Francisco Municipal Transport Agency (SFMTA)	SFMTA Farebox Replacement	Archive this project as it has been completed	\$0	0.0%



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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-170008	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Replace 35 Paratransit Cutaway Vans	Update the funding plan to add \$1.5M in Bridge Toll funds	\$1,503,849	60.0%
SF-170019	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: 40' Motor Coach Mid-Life Overhaul	Update the funding plan to remove FY21 and later funding and archive this project listing as further funding will be merged into SF-170018	-\$10,361,147	-17.0%
SF-190007	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: COVID-19 Emergency Transit Operations	Update the funding plan to add \$177M in CARES Act 5307 funds	\$176,592,087	89.6%
SF-190009	Transbay Joint Powers Authority (TBJPA)	TJPA: COVID-19 Emergency Transit Operations	Amend a new exempt project into the TIP with \$583K in CARES Act 5307 funds	\$583,287	~%
SF-190013	San Francisco Municipal Transport Agency (SFMTA)	SFMTA Zero Emission Bus Procurement	Amend a new exempt project into the TIP with \$1M in 5307, \$4.9M in LCTOP, \$15.3M in Local funds and \$2M in RTP-LRP	\$23,225,000	~%
SM-050040	Caltrain	Caltrain: ADA Operating Set-aside	Archive this project as it is no longer active	\$0	0.0%
SM-070008	Caltrain	Caltrain South Terminal Phase II and III	Archive project as it is no longer active	\$0	0.0%
SM-110002	Redwood City	Redwood City Ferry Service	Update the funding plan to change the source for \$132K from Sales Tax to local general funds, remove \$768K in Sales Tax and \$4.2M in RTP-LRP and reprogram funds between years	-\$4,968,000	-62.1%
SM-130026	Caltrain	Caltrain Control Point Installation	Archive project as it has been completed	\$0	0.0%
SM-190010	San Mateo County Transit District (SAMTRANS)	SamTrans: COVID-19 Emergency Transit Operations	Update the funding plan to add \$16.6M in CARES Act 5307 and \$800K in CARES Act 5311	\$17,361,063	60.9%
SOL190020	Fairfield	Fairfield: COVID-19 Emergency Transit Operations	Update the funding plan to add \$1.9M in CARES Act 5307 funds	\$1,935,831	96.6%
SOL190021	Solano County Transit (SolTrans)	SolTrans: COVID-19 Emergency Transit Operations	Update the funding plan to add \$2.9M in CARES Act 5307 funds	\$2,941,048	113.5%
SOL190022	Vacaville	Vacaville: COVID-19 Emergency Transit Operations	Update the funding plan to add \$1.3M in CARES Act 5307 funds	\$1,301,228	266.3%
SOL190023	Solano Transportation Authority (STA)	Solano Regional Transit Improvements - TIRCP 2020	Amend a new exempt project to the TIP with \$10.4 M in TIRCP funds, \$750K in STA funds and \$6M in RTP-LRP funds	\$17,150,000	~%
SON030012	Santa Rosa City Bus	Santa Rosa City Bus: Transit Enhancements	Archive project as all funds have been obligated and put into grants	\$0	0.0%
SON070020	Santa Rosa City Bus	Santa Rosa City Bus Replacement Bus Purchase	Archive this project as it has been completed.	\$0	0.0%
SON150008	Santa Rosa City Bus	SantaRosa Bus: Bus Replacement Purchase	Update the project scope to increase the number of vehicles	\$0	0.0%



TIP Revision Summary 2019-45

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SON150017	Santa Rosa City Bus	SR CityBus Non-Revenue Vehicle and Capital Equipmnt	Archive this project as there is no more federal action anticipated for this near complete project.	\$0	0.0%
SON150019	Santa Rosa City Bus	Implementation of Reimagining CityBus	Archive this project as it has been completed.	\$0	0.0%
SON190007	Sonoma County Transit	Sonoma Co Transit: COVID-19 Emergency Transit Ops	Update the funding plan to add \$2.2M in CARES Act 5307 and \$550K in CARES Act 5311	\$2,758,113	91.5%
SON190008	Petaluma	Petaluma: COVID-19 Emergency Transit Operations	Update the funding plan to add \$563K in CARES Act 5307 funds	\$562,604	112.9%
SON190009	Santa Rosa City Bus	SR CityBus: COVID-19 Emergency Transit Operations	Update the funding plan to add \$1.6M in CARES Act 5307 funds	\$1,581,689	63.4%
SON190010	Sonoma Marin Area Rail Transit (SMART)	SMART: COVID-19 Emergency Transit Operations	Update the funding plan to add \$4.6M in CARES Act 5307 funds	\$4,577,061	44.1%
VAR170020	Metropolitan Transportation Commission (MTC)	GL: FTA Section 5310 Program FY15, FY16 and FY17	Archive this group listing as all of the funds have been put into grants	\$0	0.0%

Total Funding Change: \$1,002,190,775

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$1,185,836,768	\$305,581,581	\$78,290,226	\$1,606,356,741	\$3,176,065,316	\$1,745,737,464
Proposed:	\$1,729,283,711	\$396,034,253	\$93,937,317	\$1,959,000,810	\$4,178,256,091	\$2,305,965,998
Delta:	\$543,446,943	\$90,452,672	\$15,647,091	\$352,644,069	\$1,002,190,775	\$560,228,534

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 10/28/20-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, September 9, 2020, and October 14, 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.	7	\$3,915,675	9/1/2020	9/1/2020
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	8/18/2020

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
2019-44	Admin. Mod	Pending	Pending	Pending	Pending
2019-45	Amendment	139	\$1,002,190,775	10/28/2020	Pending
Net Funding Change		762	\$4,270,744,640		
Absolute Funding Change			\$4,691,599,492		

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 10/28/20-C

Attachment B
Resolution No. 4375, Revised
Page 1 of 18

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 an administrative modification that revises seven projects with a net funding increase of \$4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on September 1, 2020. Among other changes, this revision:

- Updates two projects to reflect grants from the Affordable Housing and Sustainable Communities (AHSC) program; and
- Updates the funding plans for two regional Surface Transportation Block Grant Program funded projects to reflect the latest schedules.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$6.8 million in AHSC funds to reflect the net change in funding over the four years of the TIP. Funding from other sources decreased by a total of \$2.9 million across all program years. MTC's 2019 TIP, as revised with Revision No. 2019-37, 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 2019-38 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 was received on August 18, 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.

Revision 2019-44 is a pending administrative modification.

Revision 2019-45 is an amendment that revises 139 projects with a net funding increase of approximately \$1 billion. The revision was referred by the Programming and Allocations Committee on October 14, 2020 and approved by the MTC Commission on October 28, 2020. Caltrans approval is expected in late November 2020, and final federal approval is expected in mid-December 2020. Among other changes, this revision will:

- Add one new Active Transportation Program (ATP) funded project and update one existing ATP funded project to reflect the latest programming decisions;
- Add one new project to the TIP and update the funding plans of 21 existing projects to reflect the programming of Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to the region's transit operators;
- Add six new projects to the TIP to reflect the award of grants from the Advanced Transportation and Congestion Management Technologies Deployment Program, the Automated Driving System Demonstration Grant Program, the Trade Corridor Enhancement Program, the Transit and Intercity Rail Capital Program, and MTC's Regional Exchange Program;
- Update 22 projects to reflect changes in local funding programs;
- Add one new project funded through the Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) and update four existing STP/CMAQ funded projects;
- Add two new projects funded through the Transit Capital Priorities (TCP) Program and update three existing TCP Program funded projects;
- Archive 65 individual project listings and three group listings as the projects have been completed or all funding has been obligated; and
- Delete eight projects as they will not move forward at this time.

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 #:	20-1345	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	9/2/2020	In control:		Programming and Allocations Committee	
On agenda:	10/14/2020	Final action:			
Title:	MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Sonoma-Marín Area Rail Transit District (SMART) for \$5 million on the SMART Windsor Extension project.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2f - 20-1345 Reso-4412-RM3 LONP.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Sonoma-Marín Area Rail Transit District (SMART) for \$5 million on the SMART Windsor Extension project.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2020

Agenda Item 2f - 20-1345

MTC Resolution No. 4412, Revised

Subject: Regional Measure 3 (RM3) Letter of No Prejudice to the Sonoma-Marín Area Rail Transit District (SMART) for \$5 million on the SMART Windsor Extension project.

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

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

SMART has submitted an RM3 LONP request for \$5 million for construction on the SMART extension to Windsor.

SMART Extension to Windsor

RM3 Project 7 commits \$40 million to SMART for the extensions to Windsor and Healdsburg. SMART took action on September 16, 2020 to commit \$35 million in RM3 funds from this project to the Windsor extension, which would fully fund the construction phase if and when RM3 funds become available. The project will extend the SMART system 3.3 miles to the north from the Sonoma County Airport to the Town of Windsor. The project includes one new station with amenities, six grade crossings, and three miles of contiguous bicycle-pedestrian pathway.

In 2008, SMART completed California Environmental Quality Act (CEQA) requirements for the project including the Windsor extension, and in 2018 was issued a Categorical Exclusion, exempting it from further National Environmental Policy Act (NEPA) requirements. Construction on the Windsor extension began in May 2020 and SMART expects to have finished testing and be ready for revenue service in December 2021.

LONP Funding Source

The RM3 Policies and Procedures require that the project sponsor provides a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. SMART has made \$5 million in 2008 Sonoma County Measure Q funds available to use in lieu of RM3 funds to fund construction activities in a limited notice-to-proceed through January 2021. This limited notice-to-proceed would cover work such as acquisition of bridge decks, culvert and duck bank installations, and testing under the systems contract.

Securing this LONP would allow SMART to bridge the gap between October and the potential availability of RM3 funds by the end of 2020, allowing the project to continue on schedule without cost-increasing delays. However, SMART understands the risk that RM3 funds may never become available, or may not become available within this timeframe. In the case that the lawsuit is not resolved in favor of the measure next month, SMART would likely not be able to proceed with construction beyond the limited notice-to-proceed until an alternative funding source is found.

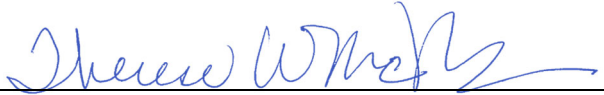
Staff has reviewed the Initial Project Report and LONP request and recommend issuing the LONP. Issuing an LONP will preserve the eligibility of activities related to the SMART Windsor extension occurring after the issuance of the LONP, for future RM3 allocation and reimbursement if RM3 legislation is resolved favorably.

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

Issues: If the RM3 litigation is not resolved favorably, funds may never become available to reimburse SMART. SMART has acknowledged this in their LONP request.

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

Attachments: MTC Resolution No. 4412, Revised


Therese W. McMillan

Date: March 25, 2020
Referred by: PAC
Revised: 05/27/20-C
07/22/20-C
10/28/20-C

ABSTRACT

MTC Resolution No. 4412, Revised

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

This resolution includes the following attachments:

Attachment A – Mission Bay Ferry Landing (WETA) LONP Summary

Attachment B – Goods Movement GoPort 7th Street Grade Separation (Alameda County Transportation Commission (ACTC)) LONP Summary

Attachment C – I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening (ACTC) LONP Summary

Attachment D – I-80/680/SR-12 Interchange (Solano Transportation Authority) LONP Summary

Attachment E – US-101/I-580 Direct Connector (Transportation Authority of Marin) LONP Summary

Attachment F – SMART System Extension to Windsor and Healdsburg (SMART) LONP Summary

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

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

This resolution was revised by Commission Action on October 28, 2020 to add Attachment F, LONP Summary for an RM3 project sponsored by the Sonoma-Marín Area Rail Transit District (SMART).

Additional discussion of this allocation is contained in the Programming and Allocations Committee Summary sheets dated March 11, 2020, May 13, 2020, July 10, 2020, and October 14 2020.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

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

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

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

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

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

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

WHEREAS, the claimants to which an LONP is issued under this resolution have certified that the projects and purposes listed and recorded the Attachments are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 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 MTC staff's review of the LONP requests for the projects listed in the Attachments; and be it further

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	7.1	
Project Title	SMART System Extension to Windsor	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Sonoma Marin Area Rail Transit (SMART)		Sonoma Marin Area Rail Transit (SMART)
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
Sonoma-Marin Area Rail Transit District (SMART). Provide funding to extend the rail system north of the Charles M. Schulz-Sonoma County Airport to the Cities of Windsor and Healdsburg.		\$40,000
Sponsor Programming and LONP Request Action		
The SMART Board of Directors approved an LONP request for \$5,000,000 on September 16, 2020, for construction on the extension to Windsor.		
Detailed Project Description		
Extend the SMART rail system 3.3 miles north between Sonoma County Airport and the Town of Windsor. Project includes just over 3-miles of Class 4 mainline track (rated for passenger service up to 79 mph) and 1-mile Class 4 secondary track, over 5 bridges, one station with amenities, gauntlet tracks to accommodate freight train passage, six grade crossings that will require modifications to comply with Federal Railroad Administration Positive Train Control requirements, and 3-miles of contiguous bicycle-pedestrian pathway.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$5,000	28-Oct-20
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to construction of the SMART extension to Windsor incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	None	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	7.1
Project Title	SMART System Extension to Windsor
RM3 Replacement Funding Source	Measure Q local sales tax

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Jan-06	Sep-18
	ENV Subtotal		\$ -		
PSE				Sep-18	Apr-20
	PSE Subtotal		\$ -		
ROW				Jan-02	Dec-02
	ROW Subtotal		\$ -		
CON	FRA CRISI (Systems)	Yes	\$ 5,000	May-20	Dec-21
	AHSC	Yes	\$ 5,000		
	TIRCP	Yes	\$ 20,000		
	Measure Q (RM3 Replacement)	Yes	\$ 5,000		
	RM3	No	\$ 30,000		
	CON Subtotal		\$ 65,000		
Capital Funding Total			\$ 65,000		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1343	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	9/2/2020	In control:		Programming and Allocations Committee	
On agenda:	10/14/2020	Final action:			
Title:	MTC Resolution No. 4419. Revision to the FY 2020-21 State Transit Assistance (STA) Regional Coordination Program to program \$1.5 million to replace real-time signs as part of the Hub Signage Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2g - 20-1343 Reso-4419 Hub Signage Program.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4419. Revision to the FY 2020-21 State Transit Assistance (STA) Regional Coordination Program to program \$1.5 million to replace real-time signs as part of the Hub Signage Program.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2020

Agenda Item 2g - 20-1343

MTC Resolution Nos. 4419, Revised

Subject: Revision to the FY 2020-21 State Transit Assistance (STA) Regional Coordination Program to program \$1.5 million to replace real-time signs as part of the Hub Signage Program.

Background: As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the programming and allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC has discretion over the programming of population-based funds and [MTC Resolution No. 4321](#) establishes the framework (70 percent by County Block Grant formula, 30 percent to a Regional Coordination 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.


\$1.5 million is proposed to be programmed to fund replacement of 70 real-time transit signs. In 2006, MTC adopted the Transit Connectivity Plan to identify ways to improve the quality of the linkages between transit systems for the transit customer. The plan included strategies for wayfinding and real-time information and the Transit Hub Signage Program was created to implement these recommendations. Regional signage standards and sign types were developed and then used to enhance wayfinding at 24 transit hubs in the region. Real-time transit information displays were also installed at these hubs as part of this effort. MTC committed to replacing the real-time signs while operators agreed to maintain and replace other signage. These real-time signs are well past the end of their lifecycles therefore funds are proposed to be programmed to fulfill MTC's commitment to replace these signs.

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
10/28/20-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.

This resolution was revised to provide funding for real-time sign replacement

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2020 September 9, 2020, and October 14, 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		\$ 13,891,966
Remaining Commitments from previous programs		\$ (2,800,000)
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
Real-time Sign Replacment	Various	\$ 1,500,000
Transit Projects Contingency	MTC	\$ 200,000
	Total	\$ 16,686,000
Estimated Funds Remaining		\$ 6,557,827
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 September FY 2020-21 Fund Estimate.		
3. After funds are programmed to the Means-based Fare Pilot Program, they are transferred to a separate account. That account will have estimated to have a total of \$33.1 M after this transfer.		

Date: June 24, 2020
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 09/23/20-C
10/28/20-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

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. GGBHTD is programmed \$10,000 for their assistance in the administration of Federal Transit Administration funds.

Regional Means-based Fare Discount Pilot Program

Programmed to MTC: \$13,075,779

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.

Real-Time Sign Replacement

Programmed to MTC: ***\$1,500,000***

Real-time signs at 24 transit hubs are well past their estimated useful life. MTC committed to replace real-time signs at 24 regional transit hubs as part of the Transit Hub Signage Program. These funds will support this replacement.

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 #: 20-1379 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 9/8/2020 **In control:** Programming and Allocations Committee

On agenda: 10/14/2020 **Final action:**

Title: MTC Resolution No. 4428, Revised. Amendment to the FY 2020-21 Regional Measure 2 Marketing Program to redirect \$251,000 to the Healthy Transit Plan from the Hub Regional Resource Center.

Sponsors:

Indexes:

Code sections:

Attachments: [2h - 20-1379 Resp-4428 Return to Transit Plan.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4428, Revised. Amendment to the FY 2020-21 Regional Measure 2 Marketing Program to redirect \$251,000 to the Healthy Transit Plan from the Hub Regional Resource Center.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval


Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2020

Agenda Item 2h - 20-1379

MTC Resolution No. 4428, Revised

- Subject:** Amendment to the FY 2020-21 Regional Measure 2 Marketing Program to redirect \$251,000 to the Return-to-Transit Plan from the Hub Regional Resource Center.
- Background:** Regional Measure 2 (RM2) marketing funds are available to support public information for projects that are part of the RM2 capital or operating program. These funds were programmed to support the Hub Regional Resource Center on the ground floor at 375 Beale Street. Since that project has been suspended due to the Shelter in Place orders related to the Covid-19 pandemic, it is proposed to redirect the funds to the Return-to-Transit Plan. This public outreach program aims to safely welcome riders back to transit and is part of the Blue Ribbon Transit Recovery Task Force efforts.
- At the Administration Committee, a contract amendment was proposed to conduct market and employer research to gauge barriers to transit ridership and to lay the groundwork for developing messaging to encourage a return to transit. This contract would use these funds.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4428, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4428, Revised
- Attachment A, RM2 Operating and Marketing Program of Projects


Therese W. McMillan

Date: June 24, 2020
W.I.: 1255
Referred by: PAC
Revised: 10/28/20-C

ABSTRACT

Resolution No. 4428, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY2020-21.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 10, 2020 and October 14, 2020.

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

RE: Adoption of FY2020-21 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4428

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

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

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2020-21, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Attachment A
MTC Resolution No. 4428

Page 1 of 2

FY 2020-21 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project Name	Sponsor	Route	Programmed (notes 1,2)
Richmond Bridge Express	Golden Gate Transit	Route 40	\$ 1,743,976
Total			1,743,976
Napa VINE Service	NVTA	Route 29	\$ 300,612
Total			300,612
Express Bus North	SolTrans	Yellow Line	\$ 537,610
	SolTrans	Red Line	\$ 570,867
	ECCTA	Route 300	\$ 374,944
	FAST	Blue Line	\$ 327,097
	FAST	Green Express	\$ 448,803
	Golden Gate Transit	Route 72x	\$ 71,391
	Golden Gate Transit	Route 101	\$ 137,714
	WestCat	Route JPX	\$ 175,752
Total			2,644,178
Express Bus South	AC Transit	Route F	\$ 628,060
	AC Transit	Route LA	\$ 103,467
	AC Transit	Route NL/BA	\$ 1,888,257
	AC Transit	Route NX1	\$ 64,704
	AC Transit	Route NX2	\$ 62,175
	AC Transit	Route O	\$ 549,249
	AC Transit	Route P	\$ 271,449
	AC Transit	Route U - Dumbarton	\$ 219,423
	AC Transit	Route W	\$ 39,889
	CCCTA	Route 96X	\$ 102,464
	WestCat	Hercules LYNX/JX	\$ 648,283
	LAVTA	Rapid	\$ 409,489
Total			4,986,908
Dumbarton Bus	AC Transit	Routes DB	\$ 1,045,393
	AC Transit	Route DB1	\$ 1,081,575
Total			2,126,968
Ferry Service	WETA	Alameda Harbor Bay	\$ 1,021,404
	WETA	Alameda/Oakland	\$ 3,198,092
	WETA	Vallejo	\$ 5,010,999
	WETA	South San Francisco	\$ 1,556,006
	WETA	Bay Bridge Forward	\$ 846,000
Total			11,632,500
Owl Service	AC Transit	Route 800	\$ 594,154
	AC Transit	Route 801	\$ 470,836
	MUNI	Route 14	\$ 132,188
	SamTrans	Route 397	\$ 215,643
Total			1,412,820
MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	\$ 1,762,500
AC Transit Rapid Bus	AC Transit	Route 1/Rapid	\$ 2,115,000
WETA planning	WETA	Planning and operations	\$ 2,115,000
Clipper	MTC	Operations	\$ 1,410,000
Transbay Transit Center	TJPA	Terminal Operations	\$ 2,115,000
Grand Total			\$ 34,365,463

FY 2020-21 RM2 Marketing Assistance Program (note 2 and 3)

Project Name	Operator	Programmed
Clipper®	MTC	\$ 2,600,000
Regional Map and Wayfinding	MTC	\$ 500,000
511 Real Time Transit	MTC	\$ 340,000
The Hub Regional Resource	MTC	\$ 251,000
<u>Return-to-Transit Plan</u>	<u>MTC</u>	<u>\$ 251,000</u>
Fare Integration Project	MTC	\$ 300,000
AC Transit Services	AC Transit	\$ 500,000
Grand Total		\$ 4,491,000

Notes:

1. The amounts listed reflect the RM2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpassed the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2010-16 for eligible projects. In FY2020-21, the FY2019-20 original programming amounts were reduced proportionally based on reduced revenue estimate due to COVID-19. The RM2 operating program is limited to 38% of annual receipts by statute. Programming amounts will be adjusted, as necessary, to stay within available revenue.
2. Amounts shown are subject to approval of the FY2020-21 BATA Budget and funding availability.
3. Marketing assistance program are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code(SHC) 30914(f) and are outside of the 38% limit on operating funding as described in SHC



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1344	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	9/2/2020	In control:		Programming and Allocations Committee	
On agenda:	10/14/2020	Final action:			
Title:	MTC Resolution Nos. 4430, Revised and 4431, Revised. Allocation of \$26.5 million in FY2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to several transit operators to support transit operations and capital projects in the region.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2i - 20-1344 Resos 4430 and 4431 Transit Ops Allocation.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4430, Revised and 4431, Revised. Allocation of \$26.5 million in FY2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to several transit operators to support transit operations and capital projects in the region.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2020

Agenda Item 2i - 20-1344

MTC Resolution Nos. 4430, Revised and 4431, Revised

Subject: Allocation of \$26.5 million in FY2020-21 Transportation Development Act (TDA) and State Transit Assistance (STA) funds to several transit operators to support transit operations and capital projects in the region.

Background: This month's proposed actions continue the annual allocation process of TDA and STA funds for FY2020-21. These funds are a significant source of operational and capital support for the region's transit operators. The proposed allocations are consistent with revenue estimates for this fiscal year. Allocation requests that are \$1 million or less are approved separately through the Executive Director's Delegated Authority process.

Six operators will be allocated funds this month in the amounts shown in the table below. Tri Delta Transit will receive its first allocation of these funds for the year. The other operators will receive an allocation of STA County Block Grant funds. Allocations of County Block Grant funds were delayed to incorporate a revised estimate from the State and ensure accurate shares for each operator.

<i>amounts in millions</i>			
Transit Operator/ Claimant	TDA Resolution No. 4430	STA Resolution No. 4431	Total
AC Transit	\$ -	\$ 3.2	\$ 3.2
CCCTA	\$ -	\$ 3.0	\$ 3.0
ECCTA	\$ 10.5	\$ 4.9	\$ 15.4
LAVTA	\$ -	\$ 1.1	\$ 1.1
SFMTA	\$ -	\$ 2.5	\$ 2.5
Sonoma County	\$ -	\$ 1.1	\$ 1.1
Total	\$ 10.5	\$ 15.8	\$ 26.3

Below are some highlights about Tri Delta Transit's operating budget and service.

- Service was reduced 30% in April and reduced service will continue. Weekday fixed route ridership is currently at 50% of normal and 80% of normal on weekends.
- Driver shields have been installed and fare collection will begin when the schedule is adjusted based on BART's forthcoming schedule update.
- The \$28.2 million operating budget is fully funded, largely due to the receipt of \$8 million in federal Coronavirus Aid, Relief, and Economic Security Act funds. ECCTA staff plans to bring a budget update to their Board this winter.


- Tri Delta Transit is considering delays to projects such as the Oakley Park and Ride due to reduced funding levels.

Information about the other five operators were previously presented when initial allocations of TDA and STA funds were made.

Issues: None

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

Attachments: MTC Resolution Nos. 4430, Revised and 4431, Revised


Therese W. McMillan

Date: June 24, 2020
W.I.: 1514
Referred by: PAC
Revised: 07/22/20-C
09/23/20-C
10/28/20-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, September 9, 2020, and October 14, 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

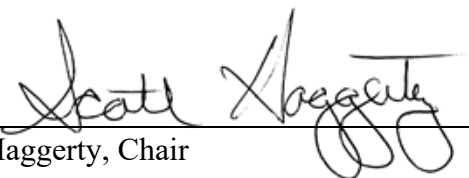
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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
 10/28/20-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	
ECCTA	Transit Operations	7,765,938		10/28/20	ECCTA	
	Subtotal	240,451,619				
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	
ECCTA	Transit Capital	1,665,126		10/28/20	ECCTA	
	Subtotal	8,221,347				

5804 - 99260A Paratransit - Operating

ECCTA	Paratransit Operations	1,042,182		10/28/20	ECCTA
	<i>Subtotal</i>	1,042,182			

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
	<i>Subtotal</i>	2,940,690			
	TOTAL	259,898,634			

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
10/28/20-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.

Attachment A to this resolution was revised on October 28, 2020 to allocate funds to AC Transit, CCCTA, Eastern Contra Costa Transit Authority (ECCTA or Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA), and Sonoma County Transit.

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, September 9, 2020, and October 14, 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

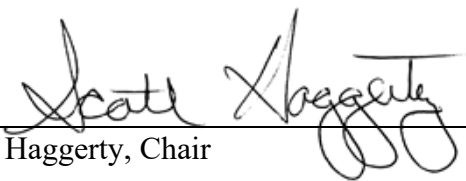
RESOLVED, that MTC approves the allocation of fiscal year 2020-21 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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.

Date: June 24, 2020
 Referred by: PAC
 Revised: 07/22/20-C 09/23/20-C
 10/28/20-C

Attachment A
 MTC Resolution No. 4431
 Page 1 of 1

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5821 - 6730B Capital - Population-based Lifeline					
VTA	Cycle 4: ADA Transition Plan	3,596,543	01	06/24/20	Santa Clara County
	Subtotal	3,596,543			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	13,808,720	02	06/24/20	VTA
AC Transit	Transit Operations	14,412,123	03	06/24/20	AC Transit
SFMTA	Transit Operations	37,648,058	09	09/23/20	SFMTA
GGBHTD	Transit Operations	5,072,785	10	09/23/20	GGBHTD
ECCTA	Transit Operations	3,049,550	12	10/28/20	BART
	Subtotal	73,991,236			
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
CCCTA	Transit Operations	2,971,480	13	10/28/20	Contra Costa County
AC Transit	Transit Operations	3,187,777	14	10/28/20	Alameda County
LAVTA	Transit Operations	1,097,177	15	10/28/20	Alameda County
Sonoma County	Transit Operations	1,058,070	16	10/28/20	Sonoma County
ECCTA	Transit Operations	1,894,062	17	10/28/20	Contra Costa County
	Subtotal	11,597,559			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	3,977,636	07	06/24/20	Santa Clara County
SFMTA	Paratransit Operations	2,496,392	18	10/28/20	San Francisco County
	Subtotal	6,474,028			

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	104,148,121			

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1340 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 9/2/2020 **In control:** Programming and Allocations Committee

On agenda: 10/14/2020 **Final action:**

Title: MTC Resolution No. 4446. Cycle 6 Lifeline Transportation Program. Approval of FY 2018-19 and FY2019-20 Lifeline Cycle 6 Program of Projects.

Sponsors:

Indexes:

Code sections:

Attachments: [2j - 20-1340 Reso-4446 Lifeline Cycle 6.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4446. Cycle 6 Lifeline Transportation Program. Approval of FY 2018-19 and FY2019-20 Lifeline Cycle 6 Program of Projects.

Presenter:

Judis Santos

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2020

Agenda Item 2j - 20-1340

MTC Resolution No. 4446

Subject: Cycle 6 Lifeline Transportation Program. Approval of FY 2018-19 and FY2019-20 Lifeline Cycle 6 Program of Projects.

Background: MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. Cycle 6 is administered by MTC in coordination with transit agencies or county transportation agencies (CTAs). Today's item proposes programming of approximately \$7 million in Lifeline Transportation Program Cycle 6 funds.

Current Funding Cycle Overview

In June 2020, MTC adopted Resolution No. 4416, which established guidelines for Cycle 6 of the Lifeline Transportation Program. The target programming amount for Cycle 6 is \$7 million, which includes two years of funds (FY2018-19 to FY2019-20) from Federal Transit Administration (FTA) Section 5307. Cycle 6 is being directly programmed to transit agencies by formula.

Project Selection Process

Following the release of the guidelines in July, MTC initiated a call for projects and project selection process for the FTA Section 5307 funds. Applications were submitted to MTC. MTC evaluated projects based on criteria from the adopted MTC guidelines. The guidelines center around serving low-income residents through cost-effective, sustainable projects that align with community-identified priorities, County Plans, and coordinate with other community transportation and/or social service resources.

Cycle 6 guidelines also allow for the transfer of funds from one operator to another for Lifeline purposes. Two transit operators, Union City Transit (\$12K) and Golden Gate Bridge, Highway, and Transportation District (\$15K) have requested to allow for these transfers. While these funds are being transferred to AC Transit and Marin Transit respectively, the proposed projects will also benefit Union City and Golden Gate Transit riders.

For the projects being considered this month, the transit agencies have confirmed that they are consistent with the Lifeline Transportation Program and goals.

Recommended Program

The Cycle 6 Program includes 23 recommended projects totaling

approximately \$7 million. The program includes a mix of transit operating and bicycle pedestrian projects that benefit low-income residents in the region. The recommended funding and projects are listed in Attachment A of MTC Resolution No. 4446 (attached) which include:

- 33% Transit Operations
- 20% Other Operations (Shuttles, Door-to-Door, Shared Ride)
- 20% Pedestrian and Bicycle Projects
- 17% Improvement at Transit Stations
- 7% Information, Marketing, and Outreach
- 3% Bus and Equipment Purchases


FTA Grants and TIP

Projects are proposed to be amended into the 2019 TIP through an administrative modification later this month. Thereafter, sponsors may begin the FTA process to access the funds through pre-award spend authority or submitting an FTA Grant.

Issues: 1) Board approvals - Transit agencies have obtained or have pending Board approvals for their projects.

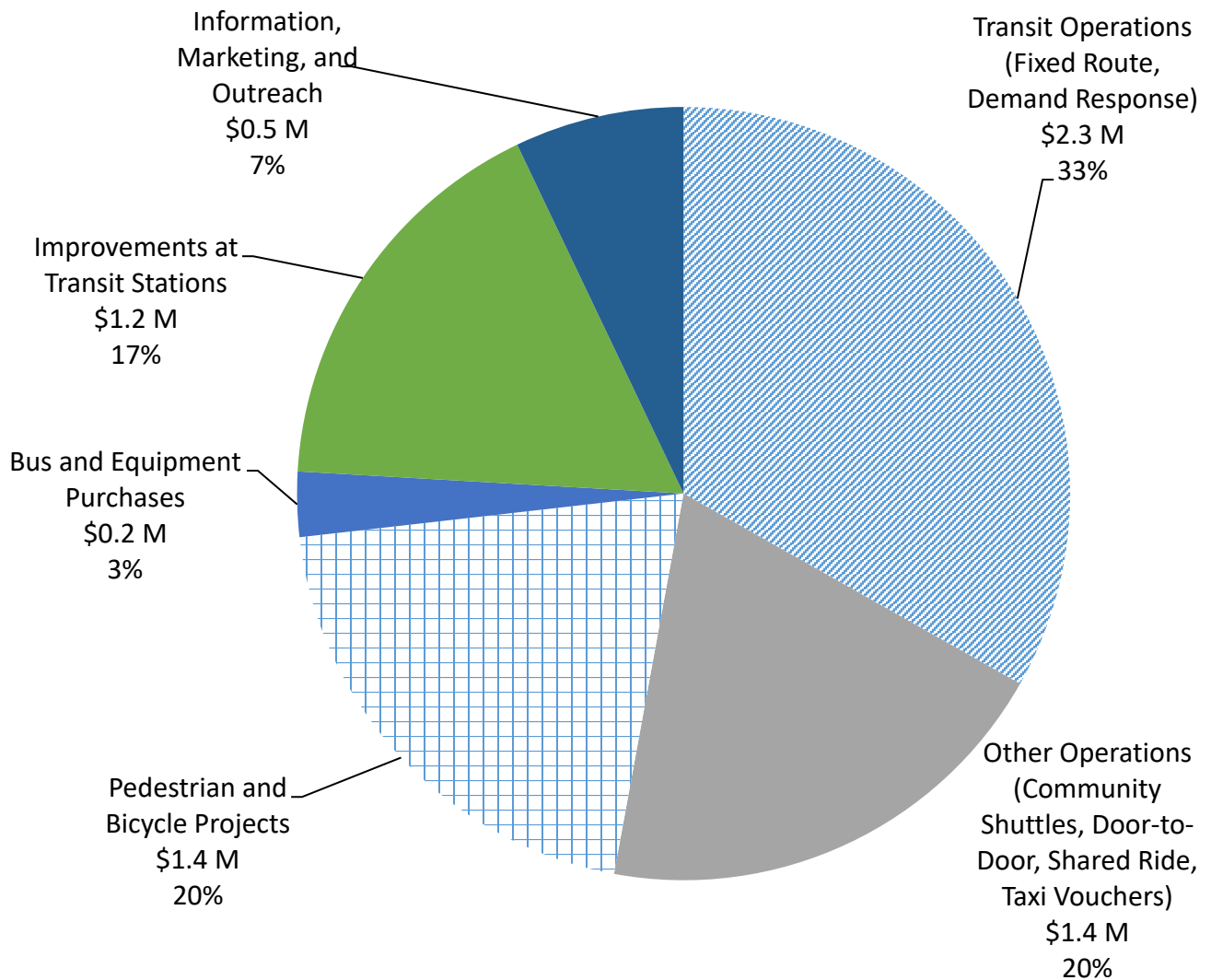
Recommendation: Refer MTC Resolution No. 4446 to the Commission for approval.

Attachments: 1) Attachment 1 – Recommended Cycle 6 Program Amounts by Project Type
2) MTC Resolution No. 4446


Therese W. McMillan

Agenda Item - 2j - 20-1340
Attachment 1

Recommended Cycle 6 Program (5307) Amounts by Project Type



Date: October 28, 2020
W.I.: 1311
Referred by: PAC

ABSTRACT

Resolution No. 4446

This resolution adopts the FY2018-19 through FY2019-20 Program of Projects for MTC's Cycle 6 Lifeline Transportation Program, funded with FTA Section 5307 Urbanized Area funds.

The evaluation criteria established in Resolution No. 4416 were used to develop the program of projects.

The following attachments are provided with this resolution:

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

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated October 14, 2020.

Date: October 28, 2020
W.I.: 1311
Referred by: PAC

RE: Cycle 6 Lifeline Transportation Program of Projects – FY2018-19 and FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4446

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

WHEREAS, MTC adopted Resolution No. 4416, which establishes program guidelines to be used for the funding and oversight of the Cycle 6 Lifeline Transportation Program, Fiscal Years 2018-19 and 2019-20; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution No. 4416 to fund a Program of Projects for the Cycle 6 Lifeline Transportation Program with Section 5307 Urbanized Area funds; and

WHEREAS, the Cycle 6 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 6 Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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 October 28, 2020.

Cycle 6 Lifeline Transportation Program of Projects (FY2018-19 and FY2019-20)

#	Transit Operator	Project	Other Project Sponsor	Project Description	5307			Notes
					TOTAL Available Funding	Programmed	Unprogrammed Balance	
1	AC Transit	Preservation of Existing Services in Communities of Concern	n/a	The funds will be used to continue and improve transit service to several key MTC Communities of Concern in Alameda County and Contra Costa counties. The three routes in the project (Routes 36,76,86) provide services to approximately 1.5 million passengers annually to and from areas in low-income communities. The communities that the project serves have a high concentration of minority populations that speak limited English, an average of 16 percent of total households do not own a car, and therefore rely on alternative means of transportation to get to and from their daily destinations. This project is estimated to serve 2,933 low income persons daily, 267,667 low income persons quarterly and 1,070,669 low income persons yearly.	1,026,784	1,026,784	0	(2)
2		Line 97	Union City Transit	Lifeline funds will be utilized to continue bus service for Line 97 serving Union City BART.		12,674	0	(1)
3	BART	Embarcadero Station Platform Elevator Capacity and Redundancy Project	n/a	This project will purchase and install a new redundant elevator at the North end (exit towards Ferry Building) of the Embarcadero BART/Muni Station to improve mobility and access for customers. The Embarcadero BART/Muni Station is in the City and County of San Francisco, a regional hub for employment. Hence, the station serves a diverse population, including Communities of Concern, who travel to and from jobs and activities related to employment. The new elevator at this station will primarily serve BART's platform; however, the elevator will also be able to stop at the Muni platform. The design vision includes a glass enclosed cab and hoistway to increase visual transparency. The scope of work also includes refurbishing Muni's elevator, which will exclusively provide access to Muni's platform once the project is complete. In addition, both the North and South end of station stairs will be rebuilt wider.	1,172,942	1,172,942	0	(2)
4	Central Contra Costa Transit Authority	Lifeline Service Preservation	n/a	The Lifeline funds will be utilized to continue service to Communities of Concern in the Central portions of Contra Costa County. These include routes 11, 14, 16, 18, 19, 311, 314, and 316.	83,785	83,785	0	(2)
5	Eastern Contra Costa Transit Authority (Tri Delta Transit)	Operations Funding for Routes Support for Route 200 and 201	n/a	Provision of lifeline, public transit bus service between Bay Point, a community of concern, and Central County (Route 200) and Concord (Route 201) lifeline destinations. Service includes fixed route and adjunct ADA services.	199,621	199,621	0	
6	Fairfield and Suisun Transit	Partial Restoration of Local and Commuter Saturday Service	City of Vacaville	This project will help offset expenses to reinstate Saturday service on Fairfield and Suisun Transit (FAST) local routes and the Solano Express Blue Line eliminated due to a significant drop off in ridership and fare revenue during the COVID-19 pandemic.	246,299	246,299	0	
7	Vacaville - City Coach	Partial Restoration of Local and Commuter Saturday Service	FAST/City of Vacaville	This project will help offset expenses to reinstate Saturday service on Fairfield and Suisun Transit (FAST) local routes and the Solano Express Blue Line eliminated due to a significant drop off in ridership and fare revenue during the COVID-19 pandemic.	106,929	106,929	0	
8	Golden Gate Bridge, Highway and Transportation District - Bus Service	Golden Gate Transit Ambassador Program	n/a	Golden Gate Transit will implement a Transit Ambassador Program, which includes the strengthened regional provision of District-specific transit information to riders from low-income neighborhoods and three Communities of Concern in Marin County.	153,491	138,491	0	
9		Joint Shelter Replacement Project	Marin Transit	Fund transfer from GGBHTD to Marin Transit for a joint shelter replacement project at stops in a community of concern in Novato.		15,000		(3)
10	Livermore Amador Valley Transit Authority	Route 14 Operating Assistance	n/a	Wheels' Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station. Funding would support the project's continued operation from 7/1/2020 through 6/30/2022.	94,183	94,183	0	
11	Marin County Transit District	Novato Bus Stop Shelters	n/a	Purchase bus stop shelters at high ridership stops in Novato that no longer have City advertising shelters. The project improves rider conditions for routes serving communities of concern in the City of Novato.	33,892	33,892	0	

Cycle 6 Lifeline Transportation Program of Projects (FY2018-19 and FY2019-20)

#	Transit Operator	Project	Other Project Sponsor	Project Description	5307			Notes
					TOTAL Available Funding	Programmed	Unprogrammed Balance	
12	Napa VINE	Riverside Pathway Connection to Downtown/Transit	City of Calistoga	The Napa Riverside Pedestrian Pathway will provide a direct, ADA compliant multiuse path along the Napa River connecting the bus stop location on Lincoln Avenue (Hwy 29) to the restrooms (in Fire Station), public parking lot, and Post Office to the east. The project will benefit residents as well as visitors and transit riders.	156,657	62,657	0	(2)
13		Pope St. Pedestrian Crossing Improvement	City of Helena	The project includes the design and installation of a rectangular rapid flashing beacon system (or equivalent) on Pope Street at College Avenue; four ADA compliant curb ramps, and continental crosswalk markings on Pope St. at College Ave. Enhancing the crossing at Pope St. and College will improve access and safety for the transit stops serving both schools and for nearby seniors accessing those stops.		94,000		
14	Petaluma Transit	Petaluma Transit Weekend Service	City of Petaluma	Petaluma Transit seeks funding to continue providing fixed route bus and paratransit service on Saturday and Sunday for one year, in order to meet the needs of riders who have employment and other weekend travel needs.	54,789	54,789	0	(2)
15	San Mateo County Transit District	Route 17 and Demand Response Service on the Coastside	n/a	This project will continue funding the operation of existing Lifeline funded fixed route bus service for SamTrans Route 17 and general public demand response service on the Coastside of San Mateo County. Route 17 operates between the hours of 6 am and 9pm seven days a week with general public demand response service operating during the same hours. The route extends from the Linda Mar Park and Ride lot in the North, through Montara, El Granada, and Half Moon Bay before ending in Pescadero to the south.	262,751	262,751	0	
16	Santa Rosa CityBus	Continuing Lifeline Route Operations	n/a	Funding for this project will provide continued operations of the City of Santa Rosa's CityBus Lifeline Routes (Routes 2, 2B, 3, and 12) that service the Roseland Community of Concern area in the City of Santa Rosa.	203,782	203,782	0	
17	San Francisco Municipal Transportation Agency	Essential Trip Card Program	n/a	The Essential Trip Card (ETC) is a discount program to help seniors and people with disabilities make essential trips in taxis. The program uses taxis to take people to the grocery store, pharmacy or medical trips. Customers pay \$12 to receive \$60 value for taxi trips on a debit card.	1,127,352	1,127,352	0	(2)
18	Solano County Transit	SolTrans Route 7-Maintain Lifeline Fixed Route Service	n/a	This Operating Assistance request is for maintaining SolTrans Route 7 (formerly Route 2) which operates seven days a week and provides service from Vallejo Transit Center to Northeast Vallejo and Solano Community College for low-income and transit-dependent populations.	313,451	313,451	0	(2)
19	Sonoma County Transit	Sonoma County Transit CNG Bus Purchase	n/a	Sonoma County Transit is requesting \$166,459 in JARC Lifeline funding to assist with the purchase of one compressed natural gas (CNG) transit coach. The new CNG bus will be deployed on intercity routes serving the Healdsburg, Lower Russian River and Sonoma Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system.	166,459	166,459	0	(2)
20	Santa Clara Valley Transportation Authority	Clipper/Ezfare Engagement and Marketing for Low-Income and Minority Communities	n/a	This project would engage low-income and minority communities of Santa Clara County to identify their barriers to Clipper/EZfare usage, develop strategies to eliminate those barriers, and initiate a targeted campaign to market Clipper/EZfare to low-income and minority communities.	1,647,290	370,457	0	(2)
21		Downtown San Jose Wayfinding Project	n/a	This project implements San Jose's wayfinding pilot identified through MTC's Regional Mapping and Wayfinding Program to harmonize transit information between the 27 Bay Area transit agencies. This project will develop wayfinding maps, procure, and install wayfinding signs along VTA's downtown transit mall on the light rail platforms and sidewalks adjacent.		1,276,833		(2)

Cycle 6 Lifeline Transportation Program of Projects (FY2018-19 and FY2019-20)

#	Transit Operator	Project	Other Project Sponsor	Project Description	5307			Notes
					TOTAL Available Funding	Programmed	Unprogrammed Balance	
22	Union City Transit	Line 97	AC Transit	Union City Transit requests transfer of funds to AC Transit for continued operations of Line 97.	12,674		0	(1)
23	Western Contra Costa Transit Authority	Purchase and install new AVL/CAD/APC System	n/a	This funding will support the purchase and installation of a complete AVL/APC system on all fixed-route vehicles within WCCTA's fleet. Once installed and activated, this system will allow WCCTA to improve its real-time information system to give riders better customer information about bus arrivals and departures.	25,311	25,311	0	
Regional Grand Totals								
					Lifeline Program Revenue Source	Total Proposed Programming	Unprogrammed Balance	
					7,088,442	7,088,442	-	

Notes

- (1) Union City Transit requests transferring \$12K to AC Transit for Line 97 project. Pending AC Transit Board action.
 (2) Projects are pending Board approval.
 (3) Projects are pending staff/Board approval for receipt of funds for Lifeline project purpose.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1341 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 9/2/2020 **In control:** Programming and Allocations Committee
On agenda: 10/14/2020 **Final action:**
Title: MTC Resolution No. 4439. Clipper START Pilot Expansion - Program of Projects.

Programming of \$5 million provided by Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to Clipper START Pilot Cohort 2 Agencies for FY2020-21 and FY2021-22.

Sponsors:

Indexes:

Code sections:

Attachments: [3a - 20-1341 Reso-4439 Clipper START.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4439. Clipper START Pilot Expansion - Program of Projects.

Programming of \$5 million provided by Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to Clipper START Pilot Cohort 2 Agencies for FY2020-21 and FY2021-22.

Presenter:

Judis Santos

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2020

Agenda Item 3a - 20-1341

MTC Resolution No. 4439. Clipper START Pilot Expansion - Program of Projects

Subject: Programming of \$5 million provided by Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to Clipper START Pilot Cohort 2 Agencies for FY2020-21 and FY2021-22.

Background: In May 2018, the Commission adopted Resolution No. 4320, establishing the framework for the Regional Means-Based Transit Fare Pilot Program. Branded as Clipper START, the regional means-based transit discount program seeks to increase access to opportunity and improve transportation affordability for adult transit passengers who earn a lower income. On July 15, 2020, MTC together with transit agencies, and with support from county social service agencies and community-based organizations launched the Clipper START program. The 18-month pilot offers a 20 or 50 percent discount on single-ride fares for eligible adults who earn under 200 percent of the federal poverty level. Four transit operators (Cohort 1) are currently participating in the Program: BART is offering a 20% discount and Caltrain, San Francisco Municipal Transit Authority, and Golden Gate Bridge, Highway, Transit District are providing a 50% discount.

Cohort 2 Fare Subsidy and Fund Source

In July 2020, MTC approved Resolution No. 4420, Revised which directed approximately \$5 million in Coronavirus Aid, Relief, and Economic Security (CARES) Act funding received by MTC to subsidize and help offset a portion of the revenue losses for Cohort 2 Clipper START operators. CARES Act funding has been exchanged with the region's share of non-federal State Transit Assistance funding to simplify administration of the program.

In August 2020, the Commission approved the revision of the Regional Means-Based Transit Fare Framework to open up and expand the Clipper START Pilot to interested transit operators (MTC Resolution No. 4320, Revised). Seventeen (17) operators (referred to as Cohort 2) have expressed interest in participation in the Pilot. Transit operators are preparing to seek Board approvals to confirm participation in the Pilot and compliance with Title VI requirements, if applicable. Application of the customer discount for Cohort 2 operators begins once the transit operators are integrated into the Clipper START system, which is anticipated to be phased in later this year. Similar to Cohort 1, Cohort 2's pilot period end date is January 15, 2022. Cohort 2 will also be included in the evaluation of the Pilot to inform the next stage of Clipper START.

Programming Proposal - Funding Distribution Formula

Today's item proposes programming approximately \$5 million made available through the CARES Act to Cohort 2 transit operators participating in the Clipper START Pilot. The amount per operator is an "up to" amount and is based on trips taken and will be

paid to operators on a reimbursement basis. Operators will be reimbursed half of the 20 percent discount.

Staff proposes to program funds to Cohort 2 transit operators based on pre-COVID estimated low-income ridership and fare revenue, with low-income ridership weighted more heavily at a 60%/40% distribution.

- The following two formula factors are:
 - **Share of Cohort 2 Low-Income Ridership Estimate (60%).** A transit agency's estimated low-income ridership is calculated by the transit agency's total ridership (FTA National Transit Data, 2019) multiplied by the percent of low-income ridership (MTC On-Board Transit Passenger Demographic Surveys, 2018).
 - **Share of Cohort 2 Fare Revenue (40%).** Based on FY 2019 fare revenue share of Cohort 2.
- The distribution formula for Cohort 1 was based on FY2019 fare revenue, with a separate set aside fund source and approved by the Cohort 1 operators.

The Cohort 2 funding approach was developed based on application of MTC's Equity Platform and in response to input received by participating transit operators, MTC's Transit Finance Working Group and the Policy Advisory Council Equity and Access Subcommittee.

The funding distributions shown above differ between Cohort 1 and Cohort 2 primarily due to the varied timing for when the programming frameworks were developed and the funding available for each. Prior to the conclusion of the 18-month Clipper START pilot, an evaluation will be conducted to inform a more uniform funding framework to be used in any subsequent regional means-based subsidy program. It is expected that a uniform framework is likely to yield a significantly different distribution of funding to participating operators than what is proposed for the pilot.

Timeline

The anticipated timeline for the Cohort 2 Clipper START Pilot is as follows:

Action:	Anticipated Date:
MTC Commission Programming Action for Cohort 2	October 28, 2020
Transit Agency Board approvals of Means-based Fare Discount program participation (required prior to the agency's launch)	November – December 2020
Cohort 2 Program launch (Implementation may be staggered)	November 2020 – January 2021

Issues:

1) The Santa Clara Valley Transportation Authority (VTA) is not currently a participant in either Cohort 1 or Cohort 2. VTA currently implements two means-based programs for its riders, one of which already serves the same demographic of riders that the Clipper START program aims to serve. MTC staff is working with VTA staff to analyze if participation by VTA in Clipper START would provide additional value for low-income VTA riders and may modify the program of projects based on this analysis.


2) Confirmation of Cohort 2 transit operator participation is pending individual Board approvals.

Recommendation: Refer Resolution No. 4439 to the Commission for approval.

Attachments:

Attachment A –MTC Resolution No. 4439

Attachment B – Clipper START Pilot – Cohort 2 Presentation



Therese W. McMillan

Date: October 28, 2020
W.I.: 1311
Referred by: PAC

ABSTRACT

Resolution No. 4439

This resolution adopts the programming of approximately \$5 million in funding capacity provided by the Coronavirus Aid, Relief, and Economic Security (CARES) Act to MTC's Regional Means-Based Transit Fare Pilot (Clipper START Pilot) for Cohort 2 agencies for FY2020-21 and FY2021-22. The Regional Means-Based Transit Fare Pilot Program Framework established in Resolution No. 4320, Revised was used to develop the program expansion.

The following attachments are provided with this resolution:

Attachment A – Clipper START Pilot: Cohort 2 Funding Policy

Attachment B – Clipper START Pilot: Cohort 2 Agencies and Programming -
FY2020 - 21 and FY2021 – 22

Further discussion of this action is contained in the Programming and Allocations Committee summary sheet dated October 14, 2020.

Date: October 28, 2020
W.I.: 1311
Referred by: PAC

RE: Clipper START Pilot: Cohort 2 Programming– FY2020-21 and FY2021-2022

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4439

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

WHEREAS, transit affordability and access to opportunity have been highlighted as regional issues in MTC's Coordinated Public Transit-Human Services Transportation Plan, Plan Bay Area and other plans; and

WHEREAS, MTC has established the regional framework for the Regional Means-Based Transit Fare Pilot Program to improve transit affordability and access to opportunity for eligible residents earning a low-income; and

WHEREAS, MTC has adopted a regional framework for the program, with participating operators, funding guidelines, and program conditions, pursuant to MTC Resolution No. 4320, Revised to guide implementation of the Clipper START Pilot Program for the 18-month period spanning Fiscal Year 2020-21 and Fiscal Year 2021-22; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution No. 4439 for the expansion of Clipper START Pilot to operators (Cohort 2) beyond the four (Cohort 1) operators using funding capacity provided in the Coronavirus Aid, Relief, and Economic Security (CARES) Act as established in Resolution No. 4420; and

WHEREAS, MTC will reimburse participating operators based on Clipper START ridership actual trips taken and MTC will take programming action to establish the maximum eligible amount for each participating operator set forth in Attachment B of this resolution; and

RESOLVED, that MTC approves programming of FY2020-21 and FY2021-22 Regional Means-Based Transit Fare Pilot (Clipper START Pilot) funding for Cohort 2 agencies as set forth in Attachment B; and be it further

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

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 October 28, 2020.

ATTACHMENT A - Clipper START Pilot: Cohort 2 Funding Policy

Clipper START Pilot: Cohort 2 Funding Policy

- a. *Pilot Participation and Evaluation, Withdrawal, and Termination:*
 - (1) *Cohort 2 Pilot Participation and Evaluation* - A Cohort 2 operator's participation in the Clipper START Pilot and evaluation is subject to transit operator Board approvals, Title VI requirements (as applicable), and compliance with MTC Resolution No. 4320, Revised, and MTC Resolution No. 4439. Upon the completion of the Pilot on January 15, 2022, MTC Commission will evaluate and take action on post-pilot funding/fund sources, continuation, and implementation.
 - (2) *Withdrawal* - Any of the participating transit operators may elect to withdraw from participation in the pilot program by a vote of their Board of Directors. Following approval of operator withdrawal by the Board of Directors, the transit operators and MTC must work cooperatively to effect the pilot program withdrawal at a minimum of 120 days written notice (including all actions related to cancelling the Clipper discount in the operator's fares).
 - (3) *Termination* - Either party may terminate participation in the Pilot, in whole or in part, at any time upon a minimum of one hundred and twenty (120) days' written notice. In this event, AGENCY shall submit a requisition to MTC for an amount representing the actual cost of services performed up to the effective date of termination for which AGENCY has not been previously reimbursed. In no event shall the maximum expenditure allowed under MTC Resolution No. 4439, Attachment B, as it may be adjusted by a written amendment signed by both parties, be exceeded. Upon payment of the amount found due, MTC shall be under no further obligation to AGENCY, monetarily or otherwise.
- b. *Funding*. Regional funding committed for transit operator revenue reimbursement is \$5,075,777 consistent with Coronavirus Aid, Relief, and Economic Security (CARES) Act funds approved for the project (MTC Resolution No. 4420, Revised) and described in MTC Resolution No. 4439, Attachment B. For ease of administration and streamlining expenditure of funds, State Transit Assistance (STA) Population-Based funds are replacing approved CARES funding. Funding will support revenue reimbursement for Cohort 2 operators during the Pilot period anticipated to launch after October 2020, and ending January 15, 2022, spanning Fiscal Years 2020-21 and 2021-22. Following the Pilot period, all funding and fund sources are subject to Commission evaluation and approval.
- c. *Reimbursable Activities*. MTC will reimburse each participating operator based on each of the transit agency's Clipper START ridership actual trips taken. As defined in MTC Resolution No. 4320 that established the "Regional Means Based Transit Fare Pilot Program Framework," MTC will contribute half of the 20 percent Clipper START Means-Based discount per trip, up to a maximum agreed upon amount and after first covering administrative cost. Allowable reimbursement to operators will be based on the 20 percent per trip discount, applied to Clipper base adult fare. For transit agencies offering a discount more than 20 percent to the program

participant, the transit agencies are to cover all of the revenue losses above the 20 percent discount level. Reimbursement procedures will be per Clipper START operating policies and procedures.

- d. *Distribution of Regional Funding Contribution.* Regional funds will be disbursed to each participating transit agency based on the amounts listed in MTC Resolution No. 4439, Attachment B, up to the maximum amounts allowed. For the pilot period, the maximum allocation of funds available for reimbursement to each participating agency is determined by a 60%/40% formula that combines each participating agency's share of estimated low-income ridership and share of fare revenue:
 - (1) 60%: Based on estimated low-income ridership share of participating agencies in Cohort 2. A transit agency's estimated low-income ridership is calculated by the transit agency's total ridership (FTA National Transit Data, 2019) multiplied by the percent of low-income ridership (MTC On-Board Transit Passenger Demographic Surveys, 2018).
 - (2) 40%: Based on fare revenue share of participating agencies in Cohort 2 and annual fare revenue in 2019 reported by the transit operator.
- e. *Title VI Analysis.* AGENCY shall determine its Title VI analysis per Federal Transit Administration (FTA) as applicable. When applicable, AGENCY shall make available to MTC the approved final Title VI Analysis in electronic version.

Date: October 28, 2020
W.I.: 1311
Referred by: PAC

Attachment B
Resolution No. 4439
Page 1 of 3

**Attachment B – Clipper START Pilot: Cohort 2 Agencies and Programming
CARES Act Funding*
FY2020-21 through FY2021-22**

Table 1 – Funding by Cohort 2 Operators

No.	Operator ¹	Transit Operator Customer Discount Offered ²	Share of Cohort 2 Low Income Ridership Estimate ³ (60% Distribution)	Share of Cohort 2 Fare Revenue (2019) ⁴ (40% Distribution)	Share of Combined Factor: 60/40 ⁵	Distribution by 60/40 (Share of Cohort 2 low income ridership and Share of Cohort 2 fare revenue)
1	Alameda-Contra Costa Transit District (AC Transit)	20%	62.3%	45.7%	55.7%	\$2,826,913
2	Central Contra Costa Transit Authority (CCCTA)	20%	3.1%	2.6%	2.9%	146,638
3	Fairfield and Suisun Transit (FAST)	20%	0.5%	1.8%	1.0%	52,846
4	Livermore-Amador Valley Transit Authority (LAVTA)	20%	2.0%	1.9%	2.0%	98,992
5	Marin Transit District	50%	4.0%	2.6%	3.4%	174,803
6	Napa VINE	20%	1.4%	1.0%	1.2%	62,027
7	Petaluma Transit	20%	0.4%	0.2%	0.3%	16,307
8	San Mateo County Transit District (SamTrans)	20%	17.3%	11.5%	15.0%	761,276
9	Santa Rosa CityBus	20%	2.6%	1.2%	2.0%	102,420
10	Solano County Transit (SolTrans)	20%	1.0%	2.7%	1.7%	85,738
11	Sonoma County Transit	20%	1.1%	1.6%	1.3%	64,817

	Operator¹	Transit Operator Customer Discount Offered²	Share of Cohort 2 Low Income Ridership Estimate³ (60% Distribution)	Share of Cohort 2 Fare Revenue (2019)⁴ (40% Distribution)	Share of Combined Factor: 60/40⁵	Distribution by 60/40 (Share of Cohort 2 low income ridership and Share of Cohort 2 fare revenue)
12	Sonoma Marin Area Rail Transit (SMART)	50%	0.4%	3.2%	1.5%	77,485
13	Eastern Contra Costa Transit Authority (Tri Delta Transit)	20%	2.2%	2.2%	2.2%	111,062
14	Union City Transit	20%	0.3%	0.3%	0.3%	15,898
15	Vacaville - City Coach	20%	0.4%	0.3%	0.4%	19,100
16	Western Contra Costa Transportation Authority (WestCAT)	20%	0.3%	1.8%	0.9%	47,176
17	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	50%	0.6%	19.3%	8.1%	412,279
18	<i>Santa Clara Valley Transportation Authority (VTA)⁶</i>	<i>Participation and funding authority to be determined.</i>				
	Total		100%	100%	100%	\$5,075,777

- (*) Funding is being provided by the Coronavirus Aid, Relief, and Economic Security (CARES) Act, MTC Reso. 4420, Revised. For administrative ease and streamlining expenditure of funds, CARES Act funds are being exchanged with State Transit Assistance funds.
- (1) Transit operators listed represent agencies that are eligible to receive CARES Act funding, established through MTC Resolution No. 4420 and 4320 for the Clipper START Pilot. Funds will be allocated annually per fiscal year to be disbursed on a reimbursement basis. Transit agencies will be reimbursed quarterly for half of the 20 percent Clipper Means-Based discount per trip, based on the transit agency's actual Clipper START ridership.
- (2) Clipper START customer discount offered by the transit operator.
- (3) Share of Cohort 2 Low Income Ridership Estimate (60%). Percentage is based on low-income ridership share of Cohort 2. The transit agency's estimated low-income ridership is calculated by the transit agency's total ridership (FTA National Transit Data, 2019) multiplied by the percent of ridership that is low-income (MTC On-Board Transit Passenger Demographic Surveys, 2018).
- (4) Share of Cohort 2 2019 Fare Revenue (40%). Based on fare revenue share of Cohort 2. Annual fare revenue in 2019 reported by the transit operator.

- (5) The 60% low-income ridership/40% fare revenue hybrid is used to balance higher discount levels (i.e. agencies offering a 50% discount) offered by transit operators that may attract and lead to higher customer participation use and volume.
- (6) MTC staff is working with VTA staff to analyze if participation by VTA in Clipper START would provide additional value for low-income VTA riders (beyond the means-based programs they already provide) and may propose a modification to the program of projects at a future date based on this analysis.

Approval of MTC Reso. 4439:

CLIPPER START cohort 2 program

Programming and Allocations Committee
www.mtc.ca.gov

policy milestones

Mar 2017

Means-Based Study

Jul 2020

- Clipper START Launch
- \$5M CARES Act for Expansion (No. 4420)

Oct 2020

MTC Reso. 4439 -
Programming of approx.
\$5M to Cohort 2

May 2018

MTC Reso. 4320 -
Regional Means-
Based Framework

Aug 2020

MTC Reso. 4320, Revised
Framework to
Include Expansion

post-Oct 2020

- Transit Agency
Board Approvals
- On-going design
and launch for
Cohort 2. Pilot
period ends
January 15, 2022

17 operators*

20%*

- AC Transit
- Central Contra Costa Transit Authority (CCCTA)
- Fairfield and Suisun Transit (FAST)
- Livermore-Amador Valley Transit Authority (LAVTA)
- Napa VINE
- Petaluma Transit
- San Mateo County Transit District (SamTrans)
- Santa Rosa CityBus
- Solano County Transit (SolTrans)
- Sonoma County Transit
- Eastern Contra Costa Transit Authority (Tri Delta Transit)
- Union City Transit
- Vacaville - City Coach
- Western Contra Costa Transportation Authority (West CAT)

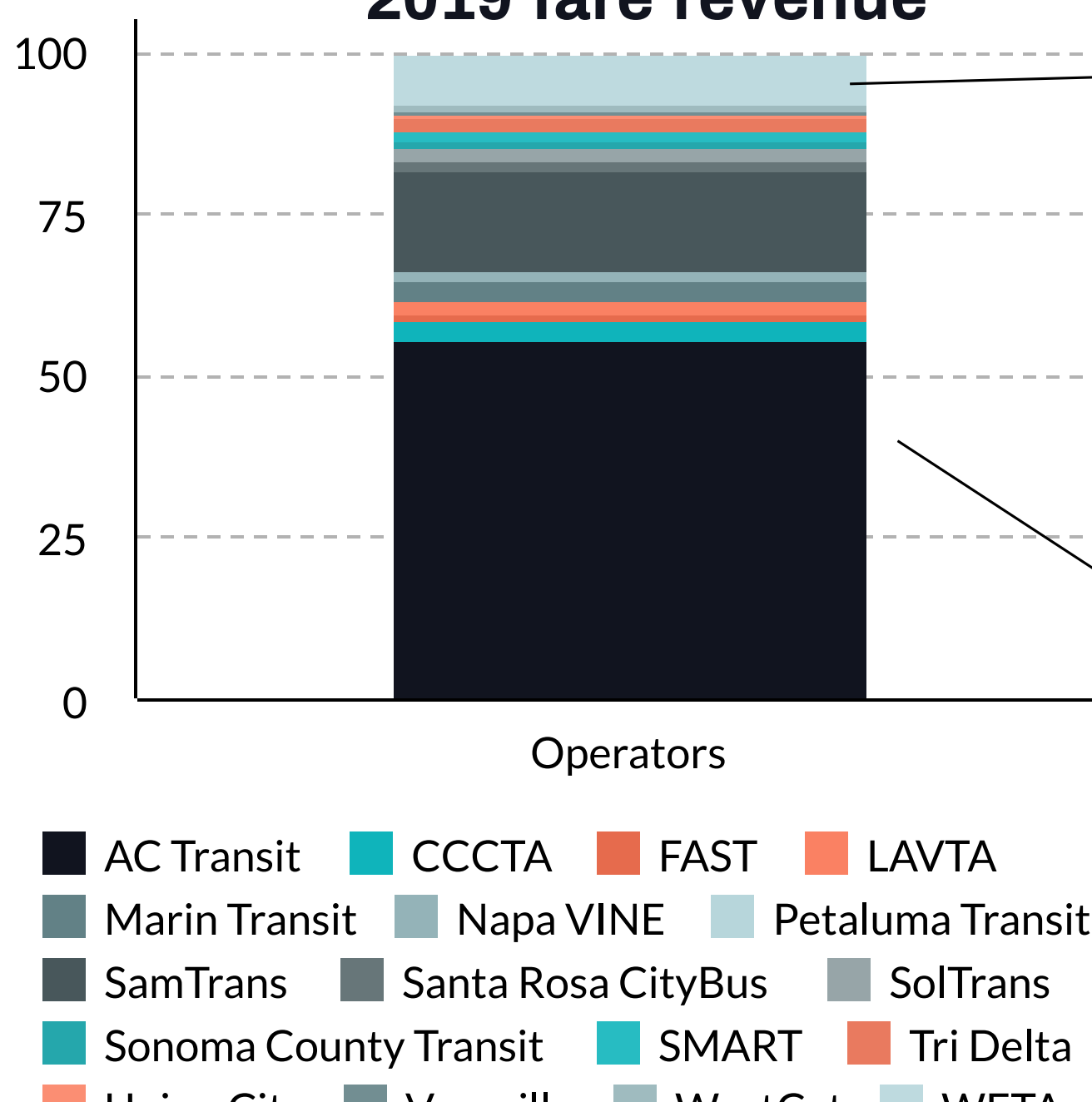
50%*

- Marin Transit
- Sonoma Marin Area Rail Transit
- San Francisco Bay Area Water Emergency Transportation Authority (WETA)

*Pending Transit Agency
Final Board Approvals

\$5M proposed distribution

60/40 low income ridership and
2019 fare revenue



Distribution by 60/40 formula

WETA: \$412,279
WestCAT: \$47,176
Vacaville: \$19,100
Union City: \$15,898
Tri Delta: \$111,062
SMART: \$77,485
Sonoma County Transit: \$64,817
SolTrans: \$85,738
Santa Rosa CityBus: \$102,420
SamTrans: \$761,276
Petaluma: \$16,307
Napa VINE: \$62,027
Marin Transit: \$174,803
LAVTA: \$98,992
FAST: \$52,846
CCCTA: \$146,638
AC Transit: \$2,826,913

Funding policy for Cohort 2:

application of equity platform

listen
&
learn

define
&
measure

focus
&
deliver

train &
grow

01. Expansion

Public & advocacy groups
Policy Advisory Council:
Equity & Access
Two webinars - 17
operators

02. Data

Focus on riders
earning low-
incomes

03. Accelerated
Implementation

- 4 Operators launched
on July 15
- Pilot expanded in
August
- 17 operators
programmed today

04. Evaluation

- Improve affordability
- Grow ridership
- Continue to listen
and seek out more
riders

Action Today

Staff Recommendation Committee forward to
Commission for approval:

MTC Resolution No. 4439, programming \$5 million
provided by CARES Act funds for Clipper START
Pilot Cohort 2 Agencies for FY20-21 and FY2021-
22.