

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**June 8, 2022**

**Agenda Item 3c - 22-0892**

**MTC Resolution Nos. 4273, Revised, 4505, Revised, and 4520. Caltrain**

**Right-of-Way Repayment to SamTrans**

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**Subject:**

Staff seek commission approval of a proposed \$19.6 million funding plan to repay MTC's portion of Caltrain Right-of-Way (ROW) funds fronted by SamTrans. This item includes reprogramming of \$4.6 million in population-based Low Carbon Transit Operations Program (LCTOP) funds, \$7 million in One Bay Area Grant Program (OBAG 3) funds, and \$8 million in State Transit Assistance (STA) funds to SamTrans.

**Background:**

In 1991, when the Peninsula Corridor Joint Powers Board (PCJPB) acquired the Caltrain ROW, the three member counties signed a Real Property Ownership Agreement (RPOA) under which SamTrans would pay most of the local funds, totaling \$82 million. The conditions of repayment and parties involved have been modified by a series of agreements since the early 1990s. As of today, payment obligations are set forth in a 2007 settlement and 2008 Real Property Ownership Agreement (RPOA) amendment – and includes a remaining \$19.8 million principal balance owed to SamTrans. MTC was a party (though not a legal signatory) to the 2007 settlement agreement and agreed to take on a majority of the obligation of the counties with new and unexpected funding available to the region at the time. In January, the recommendations of the PCJPB Governance Study assumed that MTC would provide \$19.6 million of the outstanding balance (the remaining \$200,000 being assigned to SFMTA).

In January, the Commission approved MTC Resolution No. 4509 committing \$19.6 million in grant funding to SamTrans as repayment for their fronting of funds for the Caltrain ROW purchase. The commitment is subject to the following conditions:

- Principal payment of \$19.6 million constitutes full payment of any and all remaining MTC obligation for monies advanced by SamTrans for the purchase of the Caltrain right of way, with no expectation by SamTrans of future contributions by the Commission.

- Inclusion of a policy statement affirming the JPB agreement around governance does not preclude recommendations forthcoming from the Network Management Business Case and/or the Regional Rail Study.
- Inclusion in the recommendation that any future contemplated evaluation or reconvening of the Caltrain governance process include consultation with MTC regarding the status of ongoing regional governance processes including any network management recommendations that may have been adopted before that time.

MTC Resolution No. 4509 also committed MTC to bring back a recommendation for action by June 2022, although allocation actions to operationalize the funding commitments may not be finalized until the end of calendar year 2022.

Since approval of this commitment, staff have evaluated potential funding sources and worked with SamTrans to identify sources that are agreeable to both agencies for use on programs or projects of SamTrans choice, that meet the eligibility requirements of the funding source. Staff recommends repaying SamTrans by allocating a total of \$19.6 million in grant funding to SamTrans from the following sources:

Funding Source	SamTrans project or program to be funded	MTC Action	Amount
LCTOP	SamTrans Zero Emission Bus Replacement	Reprogram through MTC Resolution No 4273, Revised; submit Corrective Action Plan to Caltrans to redirect prior allocation	\$4.6M
OBAG 3	TBD	Program through MTC Resolution No. 4505, Revised	\$7M
STA	TBD	Program through Resolution No. 4520	\$8M

While the allocations above will result in the redirection of funding from regional programs, staff believes the merit of resolving this outstanding commitment to SamTrans warrants these trade-

offs. To that end, funding proposed to be programmed from OBAG3 will be deducted from the amount available to pay for regionally administered programs such as implementation of MTC's Growth Framework, Climate programs, and Transportation Demand Management programs to name a few. The LCTOP and STA funding identified above represents a portion of the funding that had been set aside to provide operator subsidies for participation in means-based fare programs, including the pilot program, Clipper START. Given the slow uptake in the pilot due to the onset of the COVID-19 pandemic, funding has accumulated to the point that the proposed redirection of funds to settle the SamTrans right of way payment is not expected to hinder current or on-going implementation of means-based fare programs. Staff recommend programming the funds as listed above through MTC Resolution Nos. 4273, Revised, 4505, Revised, and 4520.

**Next Steps:**

If the above repayment plan and associated programming resolutions are approved, staff will work with SamTrans and other funding partners as appropriate to allocate the funds to SamTrans programs and projects.

**Issues:**

On March 3, 2022, the Peninsula Joint Powers Board (JPB), by a vote of 8-1, adopted a term sheet outlining points of agreement to resolve governance issues arising from SamTrans' initial investment in the purchase of the Caltrain right of way, including amounts to be paid to SamTrans from VTA and the City and County of San Francisco. JPB staff have drafted a Memorandum of Understanding (MOU) based on the term sheet and distributed it to the JPB's Member Agencies. Counsel for the JPB and Member Agencies are currently engaged in discussions to finalize the MOU. The draft MOU includes the following statement:

**Statement Related to Regional Governance.** This Agreement does not preclude JPB's ongoing participation in processes related to potential regional governance changes, including the consideration of recommendations forthcoming from the Network Management Business Case and/or Regional Rail study. Further, the JPB commits to work with stakeholders, including the Metropolitan

Transportation Commission (“MTC”), to develop a timeline for expeditious consideration of regional governance recommendations.

The JPB anticipates that the MOU will be considered and approved by the JPB and Member Agencies this summer.

**Recommendations:**

Refer MTC Resolution No. 4273, Revised, 4505, Revised, and 4520 to the Commission for approval. Resolution No. 4520 and Resolution 4505 are also proposed for revisions under Agenda Items 2e and 4a, and are included in those items with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

**Attachments:**

- Attachment A: MTC Resolution No. 4273, Revised



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Alix Bockelman

Date: March 22, 2017  
W.I.: 1515  
Referred by: PAC  
Revised: 03/22/17-ED 04/26/17-C  
05/24/17-ED 03/28/18-C  
05/23/18-ED 04/24/19-C  
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07/28/21-C 12/15/21-ED  
03/23/22-C 04/27/22-ED  
06/22/22-C

### ABSTRACT

Resolution No. 4273, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

This resolution was amended through Executive Director’s Administrative Authority on March 22, 2017 to update the name of the GGBHTD project.

This resolution was revised via Commission Action on April 26, 2017 to replace the SFMTA Geary Bus Rapid Transit Phase 1 project with the AC Transit San Pablo and Telegraph Rapid Bus Upgrades project.

This resolution was amended through Executive Director’s Administrative Authority on May 24, 2017 to replace the City of Union City Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid project with the AC Transit East Bay Bus Rapid Transit project.

This resolution was revised via Commission Action on March 28, 2018 to add the FY 2017-18 LCTOP Population-based Funds Project List to Attachment A, and to add the Transit Performance Initiative Project Savings Policy as Attachment B.

## ABSTRACT

MTC Resolution No. 4273

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This resolution was amended through Executive Director's Administrative Authority on May 23, 2018 to replace the FY 2017-18 AC Transit East Bay Bus Rapid Transit project with the AC Transit San Leandro BART – Transit Access Improvements project.

This resolution was revised via Commission Action on April 24, 2019 to add the FY 2018-19 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised via Commission Action on June 26, 2019 to replace the FY 2018-19 VTA Fast Transit Program: Speed Improvement Project with the VTA 2021 Zero Emission Bus Procurement project.

This resolution was revised via Commission Action on March 25, 2020 to add the FY 2019-20 LCTOP Population-based Funds Project List to Attachment A and to revise LAVTA's FY2017-18 project.

This resolution was revised through Executive Director's Administrative Authority on June 24, 2020 to replace the FY 2016-17 City of Fairfield Local Bus Fleet Replacement – Diesel-Electric Hybrid Buses project with the City of Fairfield Destination Sign and Voice Announcement System Upgrade Project, replace the FY2017-18 City of Fairfield Electric Bus Infrastructure Upgrade Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program, and replace the FY2018-19 City of Fairfield Electric Infrastructure Upgrade Phase I Project with the City of Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program.

This resolution was revised through Executive Director's Administrative Authority on November 20, 2020 to reprogram \$100,824 in savings from the FY2018-19 Solano County Transit SolTrans All-Electric Bus Purchase project to the FY2018-19 Solano County Transit Electrical Infrastructure for Charging All-Electric Buses project.

This resolution was revised through Commission Action on December 16, 2020 to replace the FY 2017-18 VTA North First Street Light Rail Speed and Safety Improvement Project – Phase 1 with the VTA Eastridge to BART Regional Connector project, and to update the footnote on VTA's FY 2018-19 project.

This resolution was revised through Commission Action on March 24, 2021 to add the FY 2020-21 LCTOP Population-based Funds Project List to Attachment A.

This resolution was revised through Commission Action on July 28, 2021 to replace the FY 2018-19 VTA 2021 Zero Emission Bus Procurement Project with the VTA Charging Infrastructure and Microgrid Technology Project.

This resolution was revised through Executive Director's Administrative Authority on December 15, 2021 to reprogram \$221,902 from the FY2020-21 ECCTA New Tri MyRide Service Zone project to the ECCTA Maintenance Facility Upgrades for Fuel Cell Electric Buses Project; correct the FY2019-20 ECCTA Hydrogen Fueling Station project title to Maintenance Facility Upgrades for Fuel Cell Electric Buses; and make minor corrections to the FY2019-20 and FY2020-21 ECCTA Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor II & III projects to remove the numerals in each title.

This resolution was revised through Commission Action on March 23, 2022 to add the FY 2021-22 LCTOP Population-based Funds Project List to Attachment A and replace the FY2018-19 Union City Electric Vehicle Charging Infrastructure for Union City Transit Fleet project with the Paratransit Replacement Vehicle project.

This resolution was revised through Executive Director's Administrative Authority on April 27, 2022 to reprogram \$753,280 from the FY 2018-19 SFMTA West Portal Optimization and Crossover Activation project to the SFMTA Expanded Service on Line 29-Sunset project.

This resolution was revised through Commission Action on June 22, 2022 to reprogram \$4.6 million from the FY 2021-22 MTC Regional Means-Based Transit Fare Pilot project to the SamTrans Zero Emission Bus Replacement project.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, April 10, 2019, June 12, 2019, March 11, 2020, December 9, 2020, March 10, 2021, July 14, 2021, March 9, 2022, and June 8, 2022.

Date: March 22, 2017  
W.I.: 1515  
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4273

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and



WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further


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

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

  
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Jake Mackenzie, Chair

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

## FY 2016-17 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/1/2017

Agency	Project(s)	FY 2016-17 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 228,378	3/22/17
ECCTA	Pittsburg eBART Connector Service Demonstration Project	\$ 137,935	3/22/17
LAVTA	Las Positas College Easy Pass Fare Voucher Program	\$ 94,419	3/22/17
NVTA	Vine ZEB Procurement Program	\$ 65,105	3/22/17
AC Transit (from Union City) <sup>4</sup>	East Bay Bus Rapid Transit Project	\$ 33,064	5/24/17
WCCTA	Continue Expanded Service on Route 11	\$ 30,450	3/22/17
GGBHTD <sup>1</sup>	Purchase Sixty-seven (67) 40-Foot Diesel-Electric Hybrid Buses	\$ 74,635	3/22/17
Marin Transit <sup>1</sup>	MCTD 2016 Transit Service Expansion	\$ 45,803	3/22/17
City of Fairfield <sup>2</sup>	Destination Sign and Voice Announcement System Upgrade	\$ 67,091	6/24/20
Solano County Transit <sup>2</sup>	SolTrans Electric Bus Purchase	\$ 129,018	3/22/17
City of Petaluma <sup>3</sup>	Weekday Afternoon Service Enhancements	\$ 27,715	3/22/17
City of Santa Rosa <sup>3</sup>	Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating	\$ 80,639	3/22/17
Sonoma County Transit <sup>3</sup>	Electric Bus Purchase	\$ 122,069	3/22/17
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 1,136,320</b>	
MTC	Clipper Fare Payment System	\$ 1,118,681	3/22/17
AC Transit	San Pablo and Telegraph Rapid Bus Upgrades	\$ 1,118,681	4/26/17
<b>TOTAL</b>		<b>\$ 3,373,683</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. City of Union City received \$33,064 and released funds back to MTC. These funds have been re-programmed to AC Transit for FY16-17 as noted. When MTC distributes population-based funds for the FY17-18 LCTOP program according to the Cap and Trade Funding Framework (MTC Resolution No. 4130, Revised), the same amount will be redirected from the Transit Performance Initiative category to the North Counties/Small Operators category, provided that sufficient funds are available.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

## FY 2017-18 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/7/2018

Agency	Project(s)	FY 2017-18 LCTOP Population-Based Funding	Date
CCCTA	New Service and Additional Weekend Trips (Martinez DAC)	\$ 375,378	3/28/18
CCCTA	Low/No Electric Bus	\$ 265,319	3/28/18
ECCTA	Continue Service -- New Route 381	\$ 386,968	3/28/18
LAVTA	Fare-Free Summer Rides Promotion	\$ 264,885	3/25/20
NVTA	Vine Zero Emission Bus (ZEB) Procurement Program	\$ 182,646	3/28/18
Union City <sup>1</sup>	Paratransit Vehicle Replacement	\$ 125,822	3/28/18
WCCTA	Purchase and Install New AVL/CAD/APC System	\$ 85,426	3/28/18
GGBHTD <sup>2</sup>	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 202,999	3/28/18
Marin Transit <sup>2</sup>	MCTD 2016 Transit Expansion [Third year]	\$ 134,881	3/28/18
City of Fairfield <sup>3</sup>	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 189,628	6/24/20
Solano County Transit <sup>3</sup>	SolTrans Electric Bus Purchase	\$ 360,542	3/28/18
City of Petaluma <sup>4</sup>	Enhanced Weekday Afternoon Transit Service	\$ 77,990	3/28/18
City of Santa Rosa <sup>4</sup>	Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service - Santa Rosa CityBus Operating	\$ 226,261	3/28/18
Sonoma County Transit <sup>4</sup>	Electric Bus Purchase	\$ 342,183	3/28/18
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 3,220,928</b>	
MTC	Clipper Fare Payment System	\$ 3,138,381	3/28/18
SFMTA	Mission Bay Loop	\$ 1,440,568	3/28/18
VTA	Eastridge to BART Regional Connector	\$ 874,631	12/16/20
AC Transit	San Leandro BART -- Transit Access Improvements	\$ 579,338	5/23/18
AC Transit	South Alameda County Major Corridors Travel Time Improvement	\$ 210,780	3/28/18
<b>TOTAL</b>		<b>\$ 9,464,626</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. City of Union City amount includes \$33,064 in funds from Transit Performance Initiative category as discussed in note 4 of FY2016-17 table.

2. Marin County received \$337,880, and distributed between Marin Transit and GGBHTD as noted.

3. Solano County received \$550,170, and distributed between City of Fairfield and Solano County Transit as noted.

4. Sonoma County received \$646,434 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

## FY 2018-19 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 1/31/2019

Agency	Project(s)	FY 2018-19 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART II	\$ 375,378	4/24/19
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 596,332	4/24/19
ECCTA	New Route 383	\$ 586,893	4/24/19
LAVTA	Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 401,737	4/24/19
NVTA	NVTA Zero Emission Bus Procurement Project	\$ 277,010	4/24/19
Union City	Paratransit Replacement Vehicle	\$ 140,680	3/23/22
WCCTA	"Spare the Fare" -- Free Rides on Weekday Spare the Air Days	\$ 129,561	4/24/19
GGBHTD <sup>1</sup>	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 307,876	4/24/19
Marin Transit <sup>1</sup>	Purchase Four 40ft Electric Transit Vehicles	\$ 204,568	4/24/19
City of Fairfield <sup>2</sup>	Fairfield COVID-19 Response and Recovery Free and/or Reduced Fare Program	\$ 287,598	6/24/20
Solano County Transit <sup>2</sup>	SolTrans All-Electric Bus Purchase	\$ 39,176	11/20/20
Solano County Transit <sup>2</sup>	Electrical Infrastructure for Charging All-Electric Buses	\$ 507,369	11/20/20
City of Petaluma <sup>3</sup>	Purchase One Zero-Emission Replacement Bus	\$ 122,145	4/24/19
City of Santa Rosa <sup>3</sup>	Maintain Increased Frequency on Routes 1 and 2	\$ 347,666	4/24/19
Sonoma County Transit <sup>3</sup>	Electric Bus Purchases	\$ 510,600	4/24/19
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 4,834,589</b>	
MTC	Infrastructure for Regional Means-Based Transit Fare Pilot	\$ 4,759,808	4/24/19
SFMTA	West Portal Optimization and Crossover Activation	\$ 1,431,550	4/24/19
SFMTA	Expanded Service on Line 29-Sunset <sup>4</sup>	\$ 753,280	4/27/22
VTA	Charging Infrastructure & Microgrid Technology <sup>5</sup>	\$ 1,326,504	7/28/21
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$ 1,248,474	4/24/19
<b>TOTAL</b>		<b>\$ 14,354,205</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$512,444, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$834,413 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$980,411 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. Savings moved from the West Portal Optimization and Crossover Activation project to the operational Expanded Service on Line 29-Sunset project. As this is not eligible under the TPI program, the minimum amount set-aside for SFMTA TPI funds programmed through LCTOP will be reduced by this amount.

5. This project is not considered eligible for the TPI category but will count toward VTA's minimum set-aside. VTA has committed a like amount of local funds to the Eastridge to BART Regional Connector, which is TPI eligible, as a replacement project

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

## FY 2019-20 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/14/2020

Agency	Project(s)	FY 2019-20 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART III	\$ 215,710	3/25/20
CCCTA	Free Fares for Routes 11, 14, and 16 serving the Monument Corridor	\$ 748,023	3/25/20
ECCTA	Maintenance Facility Upgrades for Fuel Cell Electric Buses	\$ 582,076	3/25/20
LAVTA	Purchase four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 398,439	3/25/20
NVTA	NVTA Zero Emissions Bus	\$ 274,736	3/25/20
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 139,526	3/25/20
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 128,498	3/25/20
GGBHTD <sup>1</sup>	Golden Gate High Speed Ferry Vessel Acquisition	\$ 304,638	3/25/20
Marin Transit <sup>1</sup>	Purchase four 40ft Electric Transit Vehicles	\$ 203,600	3/25/20
City of Fairfield <sup>2</sup>	Electric Infrastructure Upgrade, Phase 1	\$ 231,718	3/25/20
Solano County Transit <sup>2</sup>	Electrical Infrastructure for Charging All-Electric Buses	\$ 595,846	3/25/20
City of Petaluma <sup>3</sup>	Purchase One Replacement Zero-Emission Bus	\$ 120,890	3/25/20
City of Santa Rosa <sup>3</sup>	Maintain Increased Frequency on Routes 1 and 2	\$ 341,082	3/25/20
Sonoma County Transit <sup>3</sup>	Electric Bus Purchase	\$ 510,392	3/25/20
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 4,795,174</b>	
MTC	Discount Fare Subsidy for BART, Caltrain, GGBHTD, and SFMTA, Regional Means-Based Transit Fare Pilot	\$ 4,720,738	3/25/20
NVTA	Imola Park and Ride and Express Bus Stop Improvements	\$ 1,052,102	3/25/20
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity	\$ 340,505	3/25/20
SFMTA	27 Bryant Tenderloin Transit Reliability Project	\$ 3,328,131	3/25/20
<b>TOTAL</b>		<b>\$ 14,236,650</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$508,238 and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$827,564 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$972,364 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

## FY 2020-21 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/26/2021

Agency	Project(s)	FY 2020-21 LCTOP Population-Based Funding	Date
CCCTA	Martinez Amtrak to BART IV	\$ 215,710	3/24/21
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 326,828	3/24/21
ECCTA	Install EV Bus Chargers	\$ 105,780	3/24/21
ECCTA	Maintenance Facility Upgrades for Fuel Cell Electric Buses	\$ 221,902	12/15/21
LAVTA	Restart Operations for School-Serving Routes	\$ 224,303	3/24/21
NVTA	NVTA Zero Emission Bus Electrification	\$ 154,664	3/24/21
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 78,547	3/24/21
WCCTA	Spare the Fare - Free Rides on Spare the Air Days	\$ 72,338	3/24/21
GGBHTD <sup>1</sup>	Golden Gate High Speed Ferry Vessel Acquisition	\$ 161,769	3/24/21
Marin Transit <sup>1</sup>	Purchase Four 40ft Electric Transit Vehicles	\$ 114,217	3/24/21
SMART <sup>1</sup>	Restart Operations on SMART	\$ 10,129	3/24/21
Solano County Transit <sup>2</sup>	SolTrans Electrification Project	\$ 465,881	3/24/21
City of Petaluma <sup>3</sup>	Purchase Four Zero-Emission Replacement Buses	\$ 68,703	3/24/21
City of Santa Rosa <sup>3</sup>	Electric Bus Purchase	\$ 192,793	3/24/21
Sonoma County Transit <sup>3</sup>	Electric Buses	\$ 285,901	3/24/21
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 2,699,465</b>	
MTC	Regional Means-Based Transit Fare Pilot	\$ 2,657,562	3/24/21
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward	\$ 1,219,864	3/24/21
AC Transit	AC Transit Quick Build Transit Lanes	\$ 697,065	3/24/21
VTA	Eastridge to BART Regional Connector	\$ 740,632	3/24/21
<b>TOTAL</b>		<b>\$ 8,014,588</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$286,115 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$465,881 and distributed to Solano County Transit as noted.

3. Sonoma County received \$547,397 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C 05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C 06/26/19-C 03/25/20-C

06/24/20-ED 11/20/20-ED 12/16/20-C 3/24/21-C

07/28/21-C 12/15/21-ED 3/23/22-C 4/27/22-ED

6/22/22-C

## FY 2021-22 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/18/2022

Agency	Project(s)	FY 2021-22 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART	\$ 600,619	3/23/22
CCCTA	Free Fares for Routes Serving the Monument Corridor	\$ 669,333	3/23/22
ECCTA	Inductive Charging Infrastructure	\$ 767,026	3/23/22
LAVTA	Rapid Service Restoration	\$ 525,040	3/23/22
NVTA	Zero Emission Bus Procurement Project	\$ 362,031	3/23/22
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 183,859	3/23/22
WCCTA	System-wide Free Fares for Western Contra Costa Residents	\$ 169,327	3/23/22
GGBHTD <sup>1</sup>	Golden Gate High Speed Ferry Vessel Acquisition	\$ 364,197	3/23/22
Marin Transit <sup>1</sup>	Purchase Electric Paratransit Vehicle & Charging Infrastructure	\$ 276,865	3/23/22
SMART <sup>1</sup>	Restart Transit Operations on SMART	\$ 28,664	3/23/22
Solano County Transit <sup>2</sup>	Solano Express Electrification	\$ 1,090,516	3/23/22
City of Petaluma <sup>3</sup>	Zero Emission Replacement Bus	\$ 161,695	3/23/22
City of Santa Rosa <sup>3</sup>	Electric Bus Purchase	\$ 454,387	3/23/22
Sonoma County Transit <sup>3</sup>	Purchase one 35' Battery Electric Transit Bus	\$ 665,243	3/23/22
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 6,318,802</b>	
MTC	Regional Means-Based Transit Fare Pilot	\$ 1,620,716	6/22/22
SamTrans	SamTrans Zero-Emission Bus Replacement <sup>4</sup>	\$ 4,600,000	6/22/22
SFMTA	29 Sunset Muni Forward Phase 1	\$ 2,855,411	3/23/22
AC Transit	Mission Boulevard Corridor TSP Project	\$ 1,631,663	3/23/22
VTA	Eastridge to BART Regional Connector	\$ 1,733,642	3/23/22
<b>TOTAL</b>		<b>\$ 18,760,234</b>	

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$669,726 and distributed between Marin Transit, GGBHTD, and SMART as noted.

2. Solano County received \$1,090,516 and distributed to Solano County Transit as noted.

3. Sonoma County received \$1,281,325 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. MTC Regional Means-Based Transit Fare Pilot funds were reprogrammed to SamTrans as part of the ROW repayment to Caltrain.



Date: March 28, 2018  
W.I.: 1515  
Referred by: PAC

Attachment B  
MTC Resolution No. 4273  
Page 1 of 1

Transit Performance Initiative Project Savings Policy

The following policy is adopted for projects funded through the Transit Performance Initiative Investment Program, including those projects funded with federal STP/CMAQ funds and Low Carbon Transit Operations Program funds:

*Savings following project completion may be used to expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor. The expanded scope must be approved by MTC staff prior to expenditure. All other project savings will be returned to MTC proportionally.*

Staff will update the Commission on any such actions through the semi-annual Transit Performance Initiative updates.