

Metropolitan Transportation Commission Programming and Allocations Committee

March 8, 2017

Agenda Item 2c

MTC Resolution No. 4273

Subject: Program of projects for FY2016-17 Cap and Trade Low Carbon Transit Operating Program.

Background: The Low Carbon Transit Operating Program (LCTOP) receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population. In April 2016, the Commission adopted Resolution No. 4130, Revised, the updated regional Cap and Trade Funding Framework, which established the distribution framework for MTC's population-based funds: one-third each to North Counties/ Small Operators, Clipper and Fare Policy, and investment in key transit corridors (i.e., Transit Performance Initiative).

The State Controller's Office (SCO) released FY2016-17 LCTOP amounts on February 1, 2017, totaling \$34.6 million in funding statewide. Approximately \$3.4 million in population-based funds was made available to MTC and \$9.6 million in revenue-based funds were made available directly to operators in the region.

For MTC's share (\$3.4 million), projects are programmed based on the Cap and Trade Funding Framework; approximately \$1.1 million is being distributed to each of the following three project categories. See Attachment A of Resolution No. 4273 for further detail.

- 1) North Counties/Small Operators
North county and small operators will implement a variety of projects, including service expansion and new bus procurement.
- 2) Clipper
Clipper funds will be used as a local match to replace obsolete equipment at the end of its lifecycle, system enhancements, and operations and maintenance of the Clipper system.
- 3) Transit Performance Initiative
In January 2017, the Commission approved the Transit Performance Initiative Investment Program Round 3, which directed FY2016-17 LCTOP funds to the SFMTA Geary BRT Phase 1 project.

Issues: *Schedule:* Project sponsors are responsible for submitting applications to Caltrans by March 30, 2017. Staff recommends that MTC approval of Resolution No. 4273 is conditioned on local support documentation being submitted to Caltrans.

Pending Commission approval, staff will submit Resolution No. 4273 to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects. Caltrans and the Air Resources Board are scheduled to

approve the list of projects and submit to SCO by June 1, 2017. SCO is scheduled to release approved project amounts to recipients by June 30, 2017.

Disadvantaged Communities: LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met, which will be done at minimum through the SFMTA and Clipper projects, both of which benefit Disadvantaged Communities. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction.

Recommendation: Refer Resolution No. 4273 to the Commission for approval

Attachments: MTC Resolution No. 4273

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

ABSTRACT

Resolution No. 4273

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

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated March 8, 2017.

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

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.

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
City of Union City	Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid	\$ 33,064	3/22/17
WCCTA	Continue Expanded Service on Route 11	\$ 30,450	3/22/17
GGBHTD ¹	Purchase Three (3) 40-Foot Diesel-Electric Hybrid Buses	\$ 74,635	3/22/17
Marin Transit ¹	MCTD 2016 Transit Service Expansion	\$ 45,803	3/22/17
City of Fairfield ²	Local Bus Fleet Replacement - Diesel-Electric Hybrid Buses	\$ 67,091	3/22/17
Solano County Transit ²	SolTrans Electric Bus Purchase	\$ 129,018	3/22/17
City of Petaluma ³	Weekday Afternoon Service Enhancements	\$ 27,715	3/22/17
City of Santa Rosa ³	Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating	\$ 80,639	3/22/17
Sonoma County Transit ³	Electric Bus Purchase	\$ 122,069	3/22/17
North Counties / Small Operators Subtotal		\$ 1,136,320	
MTC	Clipper Fare Payment System	\$ 1,118,681	3/22/17
SFMTA	Geary Bus Rapid Transit Phase 1	\$ 1,118,681	3/22/17
TOTAL		\$ 3,373,683	

* 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.