

Metropolitan Transportation Commission Programming and Allocations Committee

June 10, 2020**Agenda Item 3d - 20-0813****MTC Resolution No. 3914, Revised**

Subject: Allocation of \$46.8 million in Assembly Bill 1171 (AB1171) Bridge Toll funds to the Tri-Valley – San Joaquin Valley Regional Rail Authority for completion of 30% design, federal environmental review documents, preparation of reports for Caltrans' Project Approval and Environmental Document (PA&ED) phase, and support of various operations and technical reports/studies on the Valley Link project.

Background: In September 2018, the Commission allocated \$10.1 million to the Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRA) for California Environmental Quality Act (CEQA) documentation and preliminary engineering on the Valley Link rail project, from the \$95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In the subsequent time, TVSJVRRA adopted its statutorily required Feasibility Report in October 2019, and has identified a preferred alternative, begun environmental review, and completed 15% preliminary design plans. To date, TVSJVRRA has invoiced MTC for approximately \$4 million of this allocation.

Subsequently, the Commission allocated \$3 million in AB1171 Bridge Toll funds in March 2020 for updates to the preliminary engineering plans to adjust for new assumptions regarding increased ridership, service plan changes, and corresponding revisions to the track schematics and layout, along with continued oversight and management of the prime contractor performing the pre-development tasks and activities, and funding for project partners for support activities (e.g., review of preliminary design plans and environmental documents) during this phase. To date, TVSJVRRA has not invoiced MTC for reimbursement under this allocation.

Last month, the TVSJVRRA Board approved a new request of \$46.8 million in AB1171 Bridge Toll funds for a broad scope range including:

- Completion of 30% design
- Completion of federal environmental review documents (NEPA)
- Preparation of technical reports associated with Caltrans PA&ED
- Geotechnical surveys, reports, and design plans for grade separations
- Agreements with stakeholders including utility companies and railroad owners
- Design of Overhead Catenary System for option of electrified section of rail route
- Project financial planning
- Operational studies
- Development of specifications and performance requirements for rail vehicles
- Preparation of comprehensive service plans
- Coordination with railroad and other regulatory agencies
- Activities associated with the above, including oversight and management, legal reviews, government relations and community outreach, coordination with project partners, project management and cost controls, and review of project design plans and documents by project partners.

The anticipated timeline for the deliverable portions of this scope is mid-2022.

Issues: There are several issues related to uncertainty for the project. This recommended allocation is at-risk with the idea that advancing the project with bridge toll funds will position it for competitive and/or other discretionary funds in the future.

1. Funding partnership: The following table lists the “high likelihood capital funding sources” identified in the Valley Link Feasibility Report (October 2019), which are those sources previously identified for the proposed BART to Livermore extension, or generally programmed to transit access improvements in the Tri-Valley.

Entity	Fund source	Corridor/Project Commitment	Total Amount (\$ millions)	Allocated to Valley Link Project to Date	Remaining Unallocated
MTC	AB1171 Bridge Toll Funds	Tri-Valley Transit Access Improvements to/from BART*	83	13	70
MTC	RM1 90% Rail Reserves	Tri-Valley Access Improvements to BART	16	1	15
MTC	Regional Measure 3	Tri-Valley Transit Access Improvements**	100	-	100
Alameda CTC	Measure BB	BART to Livermore***	400	-	400
City of Livermore	Impact Fees	BART to Livermore	40	-	40
Total			629	14	615

*\$95 million programmed to corridor; \$83M remaining after \$12M in previous BART to Livermore allocations.

**Regional Measure 3 is currently under litigation and collected funds are being held in an escrow account.

***Alameda CTC is poised to adopt an amendment to its Measure BB Transportation Expenditure Plan that would redirect these funds to Valley Link.

This proposed allocation would continue the trend of MTC providing all major funding for Valley Link project development, environmental studies, and preliminary design. However, progress is being made toward other partner contributions, with Alameda County Transportation Commission (Alameda CTC) starting the process to redirect \$400 million in Measure BB funds to the project, and discussions in San Joaquin county about future funding measures. A 200-acre plot of land in Tracy, which is a potential operations and maintenance facility site, has also been proposed as a contribution. MTC’s sole funding of this phase through regional funds long programmed to transit improvements in this corridor represents a commitment to moving this project forward; however, future phases will require substantial participation from funding partners.

TVSJVRRA’s estimated total project capital cost is approximately \$2.3 billion, with approximately \$1.7 billion in funding sources still to be determined (assuming approval of the Measure BB amendment), and potential funding sources largely relying on discretionary state and federal funds and potentially forthcoming regional transportation measures.

2. Management structure: The March 2020 allocation staff report noted that proceeding in a phased allocation request allows work to continue while shaping up the management structure, confirming contract costs, and identifying partner contributions. While progress has been made on these fronts, in particular with the hiring of a project manager through an agreement with BART, the project's long-term management and operations structure has not been adopted.

3. Interregional Project Funding and Coordination: In December 2019, the Commission adopted MTC Resolution No. 4399, the Interregional Project Funding and Coordination Policy for the San Francisco Bay Area. That policy will hold interregional projects with a total cost of \$100 million or more using MTC discretionary funds to certain conditions prior to the programming or allocation of MTC discretionary funds. While this proposed allocation would not fall under that policy, it is consistent with several key provisions under the policy for projects in the environmental phase, and work is underway toward other key provisions:

- Consistency with regional plans: the San Joaquin Council of Governments (SJCOG) has added the project into its Regional Transportation Plan (RTP); the project has been submitted for consideration for Plan Bay Area 2050 and analysis is currently underway.
- Full funding plan for environmental phase: this allocation, combined with previous MTC allocations, would fully fund this phase
- Participation in project development: MTC is a member of the project's Executive Steering Committee.

Other key provisions of the Interregional Project Funding and Coordination Policy would need to be met as a condition of any subsequent MTC allocations to the project, such as:

- An interagency agreement with SJCOG, stating such RTP consistency, consistency with applicable regional policies, and identification of MTC's role in development and management of Valley Link
- Cost sharing among agencies
- Cost savings and cost overrun responsibility
- Identification of lead agency, agency roles, responsibilities, and governance; agreement on design standards; expectations of future competitive funding program coordination (final design/right of way allocations)
- Fully-funded project or usable segment; fully-funded operating costs for first five years; future project funding needs, including ongoing operating and maintenance costs (construction/operations allocations)

4. COVID-19 impacts on transit: As with all other major transit capital projects in "Pipeline Development", the unprecedented impacts of the COVID-19 pandemic on the region's transit system create additional uncertainty and challenges for the Valley Link project. These include both funding – the viability of new funding measures and the solvency of existing funding programs at the state and federal levels, both for capital and operating funding – and questions relating to changing work and commuting patterns, while anticipating a continued demand for transit solutions in this corridor. Impacts to project budget, schedule, and design could follow; this proposed allocation will allow the project to move forward while assessing these issues.

Recommendation: Refer MTC Resolution No. 3914, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 3914, Revised (including Attachments A and B)



Therese W. McMillan

Date:	June 24, 2009		
W.I.:	1255		
Referred by:	PAC		
Revised:	12/16/09-C	02/24/10-C	03/24/10-C
	06/23/10-C	07/28/10-C	10/27/10-C
	12/15/10-C	03/23/11-C	05/25/11-C
	06/22/11-C	07/27/11-C	09/28/11-C
	11/16/11-C	03/28/12-C	06/27/12-C
	07/25/12-C	11/28/12-C	01/23/13-C
	06/26/13-C	07/24/13-C	09/25/13-C
	10/23/13-C	12/18/13-C	02/26/14-C
	03/26/14-C	10/22/14-C	12/17/14-C
	01/27/16-C	05/25/16-C	09/28/16-C
	11/16/16-C	06/28/17-C	09/26/18-C
	01/23/19-C	07/24/19-C	03/25/20-C
	06/24/20-C		

ABSTRACT

Resolution No. 3914, Revised

This resolution allocates AB 1171 Bridge Toll funds to eligible projects.

This resolution includes the following attachments:

Attachment A – Allocations of AB 1171 Bridge Toll funds

Attachment B – Simplified Allocation Tracker of AB 1171 Bridge Toll funds
(added 6/24/2020)

This resolution was revised on December 16, 2009 to allocate \$13.9 million to BART towards the eBART project for construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue.

This resolution was revised on February 24, 2010 to allocate AB 1171 funds to the Transbay Joint Powers Authority, \$10.7 million towards the final design phase of the Transbay Transit Center, and \$5.226 million towards the Program Management/Program Controls (PMPC) services for the project.

This resolution was revised on March 24, 2010 to allocate a total of \$13 million in AB 1171 funds to CCTA towards the construction of eBART median structures to be integrated into Segments 1, 2, 3, 4, and 5 of Caltrans/CCTA State Route 4 contracts, and towards right-of-way to accommodate e-BART.

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MTC Resolution No. 3914, Revised

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This resolution was revised on June 23, 2010 to allocate a total of \$11 million in AB 1171 funds to BART towards the completion of final design on the eBART project. This resolution was also revised to allocate \$134 million towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

This resolution was revised on July 28, 2010 to allocate \$5 million to BART towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the BART Warm Springs Extension project; \$1.25 million to ACCMA towards purchase of right-of-way and \$250,000 to MTC for an independent Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project; and \$2.8 million towards the initial project development activities for the Regional Express Lane Network.

This resolution was revised on October 27, 2010 to allocate a total of \$73.6 million to BART towards the purchase of Diesel Multiple Unit (DMU) vehicles for the eBART project.

This resolution was revised on December 15, 2010 through Commission action to allocate \$7 million for environmental and preliminary engineering for the I-80/I-680/SR-12 Interchange project in Solano County.

This resolution was revised on March 23, 2011 through Commission action to rescind \$52 million from the October 27, 2010 allocation of \$73.6 million for the purchase of Diesel Multiple Unit (DMU) vehicles for the eBART project. This resolution was also revised to allocate \$19 million for construction and construction management activities on State Route 4 related to eBART.

This resolution was revised on May 25, 2011 through Commission action to rescind \$76 million from the June 23, 2010 allocation of \$134 million towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center.

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This resolution was revised on June 22, 2011 through Commission action to allocate \$26.4 million for the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.

This resolution was revised on July 27, 2011 to update the allocation conditions for the BART Warm Springs project to add principles for addressing potential cost increases.

This resolution was revised on September 28, 2011 to allocate \$27.1 million to CCTA towards construction and construction management activities for the integration of eBART median structures into Caltrans/CCTA SR 4 contract segments and to accommodate eBART in the SR4 median.

This resolution was revised on November 16, 2011 to allocate \$6.5 million to VTA towards construction and construction management activities for the Mission/Warren/Truck-Rail Facility.

This resolution was revised on March 28, 2012 to rescind \$3,817,000 from allocation #17 for the I-80 Eastbound Cordelia Truck Scales Relocation project; and allocate \$14,280,000 for the I-80/680/12 Interchange Initial Construction Package 1 project towards right-of-way acquisition.

This resolution was revised on June 27, 2012 to allocate \$73.7 million to the Transbay Joint Powers Authority to certify upcoming construction contracts, finalize the Transbay Transit Center design, fund remaining Construction Management/General Contractor (CM/GC) services on the project, and fund pre-bid construction management for the “steel cast nodes” elements of glass exterior shell.

This resolution was revised on June 27, 2012 to allocate \$9.41 million to BART for eBART for the completion of Final Design and Construction Management (CM) and Design Service during Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and re-alignment construction at the Slatten Ranch Rd. This resolution is also being revised to rescind \$13.5 million in savings from prior allocations on this project.

This resolution was revised on July 25, 2012 to allocate \$8.5 million to the Solano Transportation Authority for the completion of the environmental document and preliminary engineering of the I-80/680/12 Interchange project, and to amend the scope of allocation #14 to

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include eligible expenses from all three phases of the interchange project, effective as of the original date of allocation.

This resolution was revised on November 28, 2012 to allocate \$5.98 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project.

This resolution was revised on January 23, 2013 to allocate \$5.8 million to the Solano Transportation Authority for utility relocation and right-of-way activities for the I-80/680/12 Interchange project; \$8.6 million to BART towards the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project; and \$0.75 million to the SMART project towards design for the re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. The Commission also approved program commitments of: 1) \$4.4 million, subject to future allocation, towards the re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

This resolution was revised on June 26, 2013 to allocate \$822,008 to the Solano Transportation Authority for the final design of the I-80/680/12 Interchange project.

This resolution was revised on July 24, 2013 to extend the timeframe for a condition on a prior allocation of \$8.6 million in AB1171 funds, towards the completion of environmental documentation for proposed BART to Livermore project.

This resolution was revised on September 25, 2013 to allocate \$5.5 million in AB 1171 funds for the final design of packages 2 and 3, and \$29.5 million for the construction of package 1 of the I-80/680/12 Interchange project in Solano County.

This resolution was revised on October 23, 2013 to allocate \$0.1 million in AB 1171 funds for the right-of-way phase of package 1 of the I-80/680/12 Interchange project in Solano Count.

This resolution was revised on December 18, 2013 to allocate \$9.533 million in AB 1171 funds to BART for the construction of eBART trackwork, system, and facility finishes, construction management, and design services during construction; and \$9.4 million in AB 1171 funds to the

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SMART project for re-construction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area and construction of a station at the Sonoma County Airport.

This resolution was revised on February 26, 2014 to allocate \$1,124,327 in AB 1171 funds to the Transbay Joint Powers Authority for Construction Manager/General Contractor pre-construction services for the Transbay Transit Center building and related structures.

This resolution was revised on March 26, 2014 to rescind \$1 million in AB 1171 funds from the I-80/680/12 Interchange project in Solano County (allocation number 30) and allocate \$1 million in AB 1171 funds to the I-80 Freeway Performance Initiative work element of the I-80/680/12 Interchange project in Solano County, which benefits the I-80/680/12 Interchange area.

This resolution was revised on October 22, 2014 to allocate \$9 million in AB 1171 funds to the City of Fairfield for construction of the Fairfield/Vacaville Intermodal Train Station.

This resolution was revised on December 17, 2014 to allocate \$500,000 in AB 1171 funds to BART for the eBART project.

This resolution was revised on January 27, 2016 to rescind \$2,189,000 in AB 1171 funds from the construction phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 30) and allocate \$2,189,000 in AB 1171 funds to the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) project, both of which are located in Solano County.

This resolution was revised on May 25, 2016 to rescind \$1,142,000 in AB 1171 funds from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project (allocation number 20) and allocate \$1,142,000 in AB 1171 funds to the final design phase of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80/680 Interchange) project, both of which are located in Solano County.

This resolution was revised on September 28, 2016 to allocate \$1,632,000 in AB 1171 funds to BART for additional scope for the environmental, conceptual engineering, and project approval phase of the BART to Livermore Extension project.

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This resolution was revised on November 16, 2016 to rescind \$125,206 from the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package #1 project (allocation #25), rescind \$251,607 from the final design phase of the I-80/680/12 Interchange Initial Construction Packages #2 and #3 project (allocation #39), and allocate \$376,813 to the right-of-way phase for the I-80/680/12 Interchange Initial Construction Packages #2 and #3 project (allocation #41).

This resolution was revised on June 28, 2017 to rescind \$331,157 from Allocation #21 and \$497,685 from Allocation #34 to the Transbay Transit Center project, and allocate \$2,028,515 for construction on the Transbay Transit Center project.

This resolution was revised on September 26, 2018 to allocate \$10,120,000 in AB1171 funds to the Tri-Valley—San Joaquin Valley Regional Rail Authority for CEQA documentation and preliminary engineering on the Valley Link rail project.

This resolution was revised on January 23, 2019 to rescind savings of \$142,200 from Allocation #16 and \$10,692 from Allocation #18 to the e-BART project, and allocate \$152,892 to BART for construction on the e-BART Parking Lot Expansion at Antioch Station project.

This resolution was revised on July 24, 2019 to rescind savings of \$264,010 from Allocation #21 to the Transbay Transit Center project and allocate \$264,010 to TJPA for construction on the Transbay Transit Center project.

This resolution was revised on March 25, 2020 to allocate \$3,000,000 in AB1171 funds to the Tri-Valley—San Joaquin Valley Regional Rail Authority for updated 15% design plans, project partner cooperative agreements, and project management on the Valley Link rail project.

This resolution was revised on June 24, 2020 to allocate \$46,791,000 to the Tri-Valley—San Joaquin Valley Regional Rail Authority to complete 30% design plans, complete federal environmental review documents, prepare reports for Caltrans PA&ED, and support various operations and technical reports/studies; to rescind \$602,454 from the right-of-way and construction phases of the I-80/680/12 Interchange Initial Construction Package #1 project (allocations #25, 30, and 31), rescind \$577,974 from the final design phase of the I-80/680/12 Interchange Initial Construction Package #2 and #3 project (allocations #39 and 41), allocate

ABSTRACT

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\$1,180,428 to the right-of-way phase for the I-80/680/12 Interchange Initial Construction Package #2A project (allocation #47); and to add Attachment B, Simplified Allocation Tracker of AB 1171 Bridge Toll Funds.

Additional discussion of this allocation is contained in the Executive Director's memoranda and MTC Programming and Allocations Committee Summary sheet dated June 10, 2009, December 9, 2009, February 10, 2010, March 10, 2010, June 9, 2010, July 14, 2010, October 13, 2010, December 8, 2010, March 9, 2011, May 11, 2011, June 8, 2011, July 13, 2011, September 14, 2011, November 9, 2011, March 7, 2012, June 13, 2012, July 11, 2012, November 14, 2012, January 9, 2013, July 10, 2013, September 11, 2013, October 9, 2013, December 11, 2013, March 5, 2014, October 8, 2014, December 10, 2014, January 13, 2016, May 11, 2016, September 14, 2016, November 9, 2016, June 14, 2017, September 12, 2018, January 9, 2019, July 10, 2019, March 11, 2020, and June 10, 2020.

Date: June 24, 2009
W.I.: 1255
Referred By: PAC

RE: Allocation of AB 1171 Bridge Toll funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3914

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

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

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

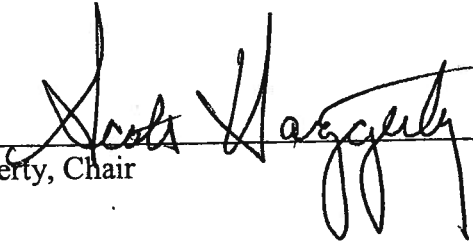
WHEREAS, MTC adopted Resolution 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and be it

RESOLVED, that MTC approves the allocation and reimbursement of AB 1171 bridge toll funds in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that should the allocation of AB 1171 Bridge Toll Funds be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A.

RESOLVED, that a certified copy of this resolution, shall be forwarded to each project 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 Oakland, California on June 24, 2009.

Date June 24, 2009
 W.I.: 1255
 Referred by: PAC
 Revised: 12/16/09-C 02/24/10-C 03/24/10-C
 06/23/10-C 07/28/10-C 10/27/10-C
 12/15/10-C 03/23/11-C 05/25/11-C
 06/22/11-C 07/27/11-C 09/28/11-C
 11/16/11-C 03/28/12-C 06/27/12-C
 07/25/12-C 11/28/12-C 01/23/13-C
 06/26/13-C 07/24/13-C 09/25/13-C
 10/23/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 10/22/14-C 12/17/14-C
 01/27/16-C 05/25/16-C 09/28/16-C
 11/16/16-C 06/28-17-C 09/26/18-C
 01/23/19-C 07/24/19-C 03/25/20-C
 06/24/20-C

Attachment A
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ALLOCATION OF AB 1171 Bridge Toll Funds
 Allocation Authorization: S&H § 31010(b)

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
01	2008-09	San Francisco County Transportation Authority (SFCTA)	Doyle Drive project	\$80,000,000	06/24/2009	<p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and SFCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>SFCTA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>
02	2009-10	Bay Area Rapid Transit District (BART)	e-BART	\$13,890,000	12/16/2009	<p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
03	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	\$10,700,000	02/24/10	<p>Scope of Work: This allocation will fund the final design phase for the Transit Center building and ramps, including the below-grade rail levels of the Transit Center. The scope includes final design work, various consulting services, coordination with public agencies, and permits and fees.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
04	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$5,226,000	02/24/10	<p>Scope of Work: This allocation will fund the Program Management/Program Controls (PMPC) services for the project. The PMPC provides assistance with the design, oversight, and management of the entire project.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
05	2009-10	CCTA	e-BART	\$11,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$11,000,000 for ROW Activities and associated utility coordination and construction between Somersville Rd and SR160. This is a contribution towards BART and CCTA's agreed upon right-of-way cost for median.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise stated in the agreement.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
06	2009-10	CCTA	e-BART	\$2,000,000	03/24/10	<p>Scope of Work: This allocation will fund \$2,000,000 for construction activities associated with eBART costs in the median between Loveridge Road and SR160.</p> <p>Allocation is conditioned on the approval of the IPR package by the CCTA Board and concurrence by the BART board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
07	2009-10	BART	e-BART	\$11,000,000	06/23/10	<p>Scope of Work: This allocation is towards the completion of the final design for the eBART project. The specific elements of this allocation include final design for the Hillcrest station, parking lot and maintenance facility, trackworks & systems, vehicle procurement, and various Caltrans & Utility agreements.</p> <p>Allocation is conditioned on the approval of the Initial Project Report (IPR) package by the BART board and concurrence by the CCTA board.</p> <p>BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that BART will comply with the provisions of MTC Resolution No. 3636 for the drawdown of AB 1171 funds.</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08	2009-10	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$134,074,000	06/23/10	<p>Scope of Work: This allocation is towards the final design phase for the Transit Center building and ramps and construction of the Transit Center, including the below-grade rail levels of the Transit Center. The elements that will proceed to NTP using AB 1171 funds are: <i>Construction Management Oversight, Existing Terminal & Ramps Demolition, Construction Docs/Final Design, City Agency Inspection, Permits & Fees, PMPC, Utility Relocation, Buttress Shoring Wall & Excavation and Construction Management General Contractor services.</i></p> <p>The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the TJPA board.</p> <p>b) *Once the ARRA funds are secured in a grant agreement, MTC will rescind the remaining AB 1171 funds from this allocation so that they may be used for future elements of this project.</p> <p>The demolition and construction allocation of roughly \$112 million is conditioned on:</p> <p>a) Federal Railroad Administration (FRA) issuance of the Record of Decision adopting those portions of the 2004 EIS dealing with Phase 1.</p> <p>(cont. next page)</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
08 (cont.)						<p>b) Execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: TJPA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>*The TJPA is currently working with the Federal Railroad Administration (FRA) on finalizing a grant agreement for \$400 million in American Reinvestment and Recovery Act (ARRA) High Speed and Intercity Passenger Rail (HSIPR) funds. Though these funds have been committed, the timing of the grant agreement is unknown at this time. TJPA anticipates receiving a grant before the end of the calendar year. TJPA is requesting this allocation of AB 1171 funds in order to maintain the project schedule while awaiting the grant agreement.</p>
09	2010-11	BART	BART Warm Springs Extension	\$5,000,000	07/28/10 Conditions Revised 7/27/11	<p>Scope of Work: This allocation is towards the following costs for the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project: a) Award of the LTSS contract, b) Construction Management, c) Design support during construction, d) BART staff support, e) Coordination with other jurisdictional agencies and development of agreements, f) Owner Controlled Insurance Program (OCIP), and g) Community Relations. The allocation of funds is conditioned on the following:</p> <p>a) Approval of the Initial Project Report (IPR) package by the BART board.</p> <p>b) Execution of a funding agreement between MTC and BART prior to the Notice-to-Proceed (NTP) of the LTSS construction contract for the RM1, RM2, and AB 1171 Bridge Toll funds. Such agreement shall include: BART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any Bridge Toll funds received</p>

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>be subject to MTC Resolution No. 3636, Revised. The agreement shall include the following:</p> <ul style="list-style-type: none"> • The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals \$437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of approximately \$10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of \$890 million, it is higher than the currently identified and available funding. • Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total \$421 million. • Roughly \$16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011. • BART and the funding partners have agreed to proceed with the project using the available funding. • Principles for addressing construction costs up to the \$10 million difference between approved project cost and available funding include, in priority order: <p>(cont. next page)</p>
						<ol style="list-style-type: none"> 1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011; 2. Apply any savings from the LTSS construction contract or soft costs; and 3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds controlled by the Alameda County Transportation Commission to the project, in equal share to the original funding plan adopted in September 2008 (44% and 56%, respectively). <ul style="list-style-type: none"> • Should unexpected changes to the LTSS funding plan or costs occur beyond the \$10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase.

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval	Allocation Conditions
						<p>c) All the funding partners maintaining their funding commitment for the estimated \$890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition d) below.</p> <p>d) Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.</p>

10	2010-11	ACCMA (Co-sponsor - BART)	BART to Livermore ROW Preservation	\$1,250,000	07/28/10	<p>Scope of Work: This allocation is to fund the purchase of right-of-way in the vicinity of I-580 and El Charro Rd to retain land for future transit use. The allocation of funds is conditioned on the following:</p> <p>I- Execution of a funding agreement between MTC and ACCMA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>ACCMA shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>BART and ACCMA concur with an additional AB 1171 allocation, not to exceed \$500,000, to MTC for an independent Opportunity/Risk Assessment Study administered by MTC related to the \$95 million in AB 1171 funds committed to the project in Resolution 3434.</p> <p>Establishment of a Land Trust (or similar mechanism) including, but not limited to the following terms: a) property shall be held for the benefit of a BART Extension to Livermore or other transit project in corridor consistent with Resolution 3434 – Tri-Valley Transit Access Improvements to/from BART (PROJECT); and b) if PROJECT does not commence construction within ten years, property in the Land trust shall be sold for fair market value and proceeds distributed equally to funding partners, based on funding participation.</p>
11	2010-11	MTC	Opportunity/Risk Analysis for the BART to Livermore ROW Preservation project	\$250,000	07/28/10	<p>Scope of Work: Develop an Opportunity/Risk Analysis related to future allocations of AB 1171 funds for ROW preservation for transit use in the corridor in the context of the programmatic level Environmental Impact Report certified by the BART Board.</p>

12	2010-11	MTC	Regional Express Lane Network	\$2,800,000	07/28/10	Scope of work: The funds requested in this allocation will be used to develop a project initiation document and application to the CTC for authority to implement the Regional Express Lanes Network. Additional planning and project development will be funded with this allocation, including: a) development of concepts of operation, b) exploration of options to enhance project delivery, c) development of an overall program delivery strategy.
13	2010-11	BART	e-BART	\$73,600,000	10/27/10	<p>Scope of work: This allocation is to fund the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the CCTA board.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

14	2010-11	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$7,000,000	12/15/10	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p>Scope change approved 07/25/12 and effective as of the original allocation approval date of 12/15/10.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
13	2010-11	BART	e-BART	(\$52,000,000)	03/23/11	<p>This rescission of \$52 million reduces Allocation #13 to \$21.6 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project. The remaining \$21.6 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>

16	2010-11	CCTA	e-BART	\$19,000,000	03/23/11	<p>Scope of work: This allocation will fund \$19,000,000 for construction and construction management activities associated with e-BART costs in the median of State Route 4 between Somersville Road and SR160.</p> <p><i>Note:</i> Allocation was reduced by \$142,200 on 1/23/19. New allocation amount is \$18,857,800. See page 36.</p> <p>Allocation is conditioned on concurrence by the BART board with the IPR package.</p> <p>Allocation and disbursement are also conditioned upon the execution of a funding agreement between MTC and CCTA for the AB 1171 funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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08	2010-11	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$76,024,000)	05/25/11	<p>This rescission of \$76,024,000 reduces Allocation #8 to \$58,050,000 for final design and construction of the Transit Center building, including:</p> <p>Construction Management Oversight</p> <p>Demolition of the Transbay Terminal and ramps</p> <p>Transit Center Final Design</p> <p>City Agency Inspection</p> <p>Transit Center Permits and Fees</p> <p>Program Management / Program Controls (PMPC)</p> <p>Utility Relocation</p> <p>Buttress, Shoring Wall and Excavation (BSE) construction</p> <p>Construction Management / General Contractor (CMGC) services</p> <p>The remaining \$58.05 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #8.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	\$26,400,000	06/22/11	<p>Scope of work: This allocation funds the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project in Solano County.</p> <p><i>Conditions:</i> Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / State Highway Operations and Protection Program (SHOPP) funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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18	2011-12	CCTA	e-BART	\$27,100,000	09/28/11	<p>Scope of Work: This allocation will fund construction and construction management activities for integration of eBART median structures into Caltrans/CCTA SR 4 contract segments (3,4,5) and to accommodate eBART in the median between Somersville Road and State Route 160.</p> <p><i>Note:</i> Allocation was reduced by \$10,692 on 1/23/19. New allocation amount is \$27,089,308. See page 36.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and CCTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>CCTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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19	2011-12	VTA	Mission/Warren/ Truck-Rail Facility	\$6,500,000	11/16/11	<p>Scope of Work: This allocation will fund construction and construction management activities for the Mission/Warren/Truck-Rail Facility project.</p> <p><i>Conditions:</i> The \$6.5 million in AB 1171 funds shall be the last fund source expended on the original estimated cost of \$148 million project. If the project cost is less than the \$148 million, MTC would rescind or reduce this allocation.</p> <p>Additionally, allocation and disbursement is contingent upon the execution of a funding agreement between MTC and VTA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>VTA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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17	2010-11	Solano Transp. Authority (STA)	I-80 Eastbound Cordelia Truck Scales Relocation	(\$3,817,000)	03/28/12	This rescission of \$3,817,000 reduces Allocation #17 to \$22,583,000 for construction of the I-80 Eastbound Cordelia Truck Scales Relocation project. The remaining \$22,583,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #17.
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$14,280,000	03/28/12	<p>Scope of work: This allocation funds right-of-way acquisition related to the I-80/680/12 Interchange Initial Construction Package 1 project.</p> <p><i>Note:</i> Allocation was reduced by \$1,142,000 on 05/25/16. New allocation amount is \$13,138,000. See page 32.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package and approval of the CEQA environmental document by the STA board on March 14, 2012.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$73,700,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ol style="list-style-type: none"> 1) Construction of the Transit Center “below grade structure” - \$41.5 M 2) Finalize Transit Center design - \$27.4 M 3) Complete remaining CM/GC pre-construction services - \$2.8 M 4) Pre-bid construction administration for structural cast steel nodes - \$2 M <p><i>Conditions:</i> Allocation and disbursement is contingent upon: a) Approval of the Initial Project Report (IPR) package by the TJPA board; and b) execution of a funding agreement between MTC and TJPA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
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22	2011-12	BART	eBART	\$9,410,000	06/27/12	<p>Scope of work: This allocation funds the following:</p> <ul style="list-style-type: none"> a) Completion of Final Design (\$3.4M) and; b) Construction Management (CM) and Design Service During Construction (DSDC) for the maintenance shop shell, Hillcrest parking lot and Slatten Ranch Road (\$6.01M). <p><i>Conditions:</i> Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
2	2009-10	BART	e-BART	(\$7,933,300)	06/27/12	<p>This rescission of \$7.9 million reduces Allocation #2 to \$5.9 million for the construction of the transfer station at the Pittsburg Bay Point BART station and guideway to Railroad Avenue for the eBART project.</p> <p>The remaining \$5.9 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #2.</p>

13	2010-11	BART	e-BART	(\$5,600,000)	06/27/12	<p>This rescission of \$5.6 million reduces Allocation #13 to \$16 million for the purchase of 8 Diesel Multiple Unit (DMU) vehicles for the eBART project and CM/DSDC costs associated with this contract.</p> <p>The remaining \$16 million allocation in AB 1171 funds is subject to the conditions listed under Allocation #13.</p>
23	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$8,500,000	07/25/12	<p>Scope of work: This allocation funds the environmental document and preliminary engineering for the Interchange Complex, including three segments of the interchange – the I-80 Westbound to SR-12 Westbound Connector, the I-80 Westbound to I-680 Southbound Connector, and the Red Top/I-680 Interchange.</p> <p><i>Conditions:</i> Allocation is conditioned on the concurrence of the IPR package by the STA board.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

24	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,980,000	11/28/12	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,796,000	1/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Note:</i> Allocation was reduced by \$125,206 on 11/16/16. New allocation amount is \$5,670,794. See page 33. Allocation was reduced by \$481,984 on 6/24/20. New allocation amount is \$5,188,810. See page 37.</p> <p><i>Conditions:</i> STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

26	2012-13	BART	BART To Livermore Extension Project	\$8,600,000	1/23/13	<p>Scope of Work: This allocation is for the completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <ul style="list-style-type: none"> a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein. b) BART staff to report a decision on whether to pursue a joint NEPA/CEQA or CEQA-only document, including having a lead Federal agency, by Jan 31, 2014. (date revised on July 24, 2013)
27	2012-13	Sonoma Marin Area Rail Transit (SMART)	SMART Extension	750,000	1/23/13	<p>Scope of work: Re-construction of the SMART track facilities between Santa Rosa North and Sonoma County Airport area. (Design costs).*</p> <p>Conditions: The allocation is conditioned on:</p> <p>SMART shall agree to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB1171 funds received under this allocation be subject to MTC Resolution No. 3636, Revised.</p>

28	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$822,008	6/26/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package.</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
29	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$5,513,000	9/25/13	<p>Scope of work: This allocation funds final design of the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) and Package #3 (I-80 Westbound to I-680 Southbound Connector).</p> <p>Conditions: The allocation is conditioned on:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$29,448,000	9/25/13	<p>Scope of work: This allocation funds construction of the I-80/680/12 Interchange Initial Construction Package #1 (I-80 Westbound to SR-12 Westbound Connector).</p> <p><i>Note:</i> Allocation was reduced by \$1 million on 03/26/14. New allocation amount is \$28,448,000. See page 27. This allocation was reduced by \$2,189,000 on 01/27/16. New allocation amount is \$26,259,000. See page 31. This allocation was reduced by \$116,802 on 6/24/20. New allocation amount is \$26,142,198. See page 37.</p> <p>Conditions: Allocation is conditioned on the allocation of Proposition 1B Trade Corridor Improvement Fund (TCIF) / funds by the California Transportation Commission.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$77,992	10/23/13	<p>Scope of work: This allocation funds additional work for utility relocation and right-of-way activities related to the I-80/680/12 Interchange project.</p> <p><i>Note:</i> Allocation was reduced by \$3,668 on 6/24/20. New allocation amount is \$74,324. See page 37.</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
32	2013-14	BART	e-BART	\$9,533,000	12/18/13	<p>Scope of Work: This allocation is for the construction of eBART Trackwork, System, and Facility Finishes, and Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> a) Approval of local support resolution by CCTA and BART Boards. b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.

33	2013-14	SMART	SMART	\$9,400,000	12/18/13	<p>Scope of Work: This allocation is for the reconstruction of the SMART track facilities, including associated system work, between Santa Rosa North and the Sonoma County Airport area, and a station at the Sonoma County Airport.**</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none">1. SCTA approval of \$4.35 million in funds for the airport extension.2. SMART Board approval of the Initial Project Report.3. Environmental clearance of the station at the Sonoma County Airport.4. Execution of a funding agreement between MTC and SMART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: <p>SMART agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll funds received under the funding agreement shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
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34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$1,124,327	2/26/14	<p>Scope of Work: Construction Manager/General Contractor pre-construction services for Transbay Transit Center building and related structures.</p> <p>TJPA shall agree to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received be subject to MTC Resolution No. 3636, Revised.</p> <p>TJPA shall submit to MTC an “Implementing Agency Resolution of Project Compliance” which resolves that the TJPA will comply with the provisions of MTC Resolution No 3636 for the drawdown of AB 1171 funds.</p> <p>This allocation is also conditioned on the approval of the IPR package by the TJPA board.</p> <p>Note: For this allocation, TJPA may send more than one invoice per month to MTC, as long as they don’t invoice more frequently than monthly for each vendor/contractor.</p>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,000,000)	3/26/14	<p>This rescission of \$1 million reduces Allocation #30 to \$28,448,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$28,448,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

35	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange – I-80 Freeway Performance Initiative in Solano County	\$1,000,000	3/26/14	<p>Scope of work: This allocation funds construction of the I-80 Freeway Performance Initiative work elements in Solano County, related to the I-80/680/12 Interchange project.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and STA for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
36	2014-15	City of Fairfield	Fairfield/Vacaville Intermodal Train Station	\$9,000,000	10/22/14	<p>Scope of work: This allocation funds construction of the Fairfield/Vacaville Intermodal Train Station.</p> <p>Allocation and disbursement is contingent upon the execution of a funding agreement between MTC and City of Fairfield for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions:</p> <p>City of Fairfield agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

37	2014-15	BART	e-BART	\$500,000	12/17/14	<p>Scope of Work: This allocation is for Construction Management and Design Services During Construction.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following:</p> <ul style="list-style-type: none"> a) Approval of local support resolution by CCTA and BART Boards. b) Execution of a funding agreement between MTC and BART for the AB 1171 Bridge Toll funds. Such agreement shall include the following provisions: BART shall agree: (1) to complete the project described in its updated Initial Project Report, through its contractor; (2) to comply with all provisions of MTC Resolution No. 3636, Revised and that any AB 1171 funds received under the funding agreement be subject to MTC Resolution No. 3636, Revised.
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$2,189,000)	01/27/16	<p>This rescission of \$2,189,000 reduces Allocation #30 to \$26,259,000 for the construction of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$26,259,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>

38	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$2,189,000	01/27/16	<p>Scope of work: This allocation funds the utility relocation and right-of-way activities related to the I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange).</p> <p>Conditions: STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
20	2011-12	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$1,142,000)	05/25/16	<p>This rescission of \$1,142,000 reduces Allocation #20 to \$13,138,000 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$13,138,000 allocation in AB 1171 funds is subject to the conditions listed under Allocation #20.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,142,000	05/25/16	<p>Scope of work: This allocation funds the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p><i>Note:</i> Allocation was reduced by \$251,607 on 11/16/16. New allocation amount is \$890,393. See page 33. This allocation was reduced by \$549,925 on 6/24/20. New allocation amount is \$340,468. See page 38.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

40	2016-17	BART	BART To Livermore Extension Project	\$1,632,000	09/28/16	<p>Scope of Work: This allocation is for the additional scope for completion of CEQA-level environmental documentation for proposed transit improvements in the I-580 corridor and the related modifications to I-580 and SR-84, and for a Ridership Development Plan to be conducted by the City of Livermore to sufficient detail to support selection of a preferred alternative.</p> <p>Conditions: The allocation is conditioned on:</p> <p>a) BART agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under the allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$125,206)	11/16/16	<p>This rescission of \$125,206 reduces Allocation #25 to \$5,670,794 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$5,670,794 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.</p>
39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$251,607)	11/16/16	<p>This rescission of \$251,607 reduces Allocation #39 to \$890,393 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3.</p> <p>The remaining \$890,393 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.</p>

41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$376,813	11/16/16	<p>Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3 (Red Top Road Interchange and I-80/680 Interchange) project.</p> <p><i>Note:</i> Allocation was reduced by \$28,049 on 6/24/20. New allocation amount is \$348,764. See page 38.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$331,157)	6/28/17	<p>This rescission of \$331,157 reduces Allocation #21 to \$73,368,843.</p> <p>The remaining \$73,368,843 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #25.</p>
34	2013-14	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$497,685)	6/28/17	<p>This rescission of \$497,695 reduces Allocation #34 to \$626,642.</p> <p>The remaining \$626,642 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.</p>
42	2016-17	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	\$2,028,515	6/28/17	<p>Scope of work: This allocation funds construction of the Transbay Transit Center Building and Related Structures.</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

43	2018-19	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRA)	Valley Link	\$10,120,000	9/26/18	<p>Scope of work: This allocation funds CEQA documentation and preliminary engineering on the Valley Link project.</p> <p>TVSJVRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon the following conditions:</p> <ol style="list-style-type: none"> 1. Formation of an executive steering committee with quarterly briefings, to include at a minimum representatives from MTC, Caltrans/CalSTA, ACE, San Joaquin COG, BART, and ACTC. 2. The executive steering committee shall be briefed on the following elements of the feasibility report and EIR: <ol style="list-style-type: none"> a. progress of CEQA/PE b. need for NEPA and potential timing thereof c. organizational structure and preferred project delivery entity d. funding plan e. interface with other regional transportation infrastructure and services 3. Approval of a local support resolution by the TVSJVRRA board of directors.
16	2010-11	CCTA	e-BART	(\$142,200)	1/23/19	<p>This rescission of \$142,200 reduces Allocation #16 to \$18,857,800.</p> <p>The remaining \$18,857,800 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #16.</p>

18	2011-12	CCTA	e-BART	(\$10,692)	1/23/19	<p>This rescission of \$10,692 reduces Allocation #18 to \$27,089,308.</p> <p>The remaining \$27,089,308 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #34.</p>
44	2018-19	BART	e-BART Parking Lot Expansion at Antioch Station	\$152,892	1/23/19	<p>Scope of Work: This allocation is for construction on the e-BART Parking Lot Expansion at Antioch Station project and related improvements.</p> <p><i>Conditions:</i> Allocation and disbursement is contingent upon BART: (1) completing the project described in its Initial Project Report (2) complying with all provisions of MTC Resolution No. 3636, Revised. AB 1171 funds received under this allocation are subject to MTC Resolution No. 3636, Revised.</p>
21	2011-12	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/ Downtown Caltrain Extension	(\$264,009.68)	7/24/19	<p>This rescission of \$264,009.68 reduces Allocation #21 to \$73,104,833.</p> <p>The remaining \$73,104,833 allocation in AB 1171 funds is subject to the scope and conditions listed under Allocation #21.</p>
45	2019-20	Transbay Joint Powers Authority (TJPA)	Transbay Transit Center/Downtown Caltrain Extension	\$264,009.68	7/24/19	<p>Scope of Work: This allocation funds construction close-out activities, including construction management oversight services, the construction manager/general contractor construction services, and staff support cost.</p> <p>TJPA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p>

46	2019-20	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRRA)	Valley Link	\$3,000,000	3/25/20	<p>Scope of work: This allocation funds updated 15% preliminary engineering plans, project partner cooperative agreements, and project management on the Valley Link project.</p> <p>TVSJVRRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p>
25	2012-13	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$481,984)	6/24/20	<p>This rescission of \$481,984 reduces Allocation #25 to \$5,188,810 for the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$5,188,810 allocation in AB 1171 funds is subject to the conditions listed under Allocation #25.</p>
30	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$116,802)	6/24/20	<p>This rescission of \$116,802 reduces Allocation #30 to \$26,142,198 for the construction phase of the I-80/680/12 Interchange Initial Construction Package.</p> <p>The remaining \$26,142,198 allocation in AB 1171 funds is subject to the conditions listed under Allocation #30.</p>
31	2013-14	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$3,668)	6/24/20	<p>This rescission of \$3,668 reduces Allocation #31 to \$74,324 for the right-of-way phase of the I-80/680/12 Interchange project.</p> <p>The remaining \$74,324 allocation in AB 1171 funds is subject to the conditions listed under Allocation #31.</p>

39	2015-16	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$549,925)	6/24/20	<p>This rescission of \$549,925 reduces Allocation #39 to \$340,468 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3.</p> <p>The remaining \$340,468 allocation in AB 1171 funds is subject to the conditions listed under Allocation #39.</p>
41	2016-17	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	(\$28,049)	6/24/20	<p>This rescission of \$28,049 reduces Allocation #41 to \$348,764 for the final design phase of the I-80/680/12 Interchange Initial Construction Packages 2 and 3.</p> <p>The remaining \$348,764 allocation in AB 1171 funds is subject to the conditions listed under Allocation #41.</p>
47	2019-20	Solano Transp. Authority (STA)	I-80/680/12 Interchange Initial Construction Package (ICP)	\$1,180,428	6/24/20	<p>Scope of work: This allocation funds the right-of-way phase of the I-80/680/12 Interchange Initial Construction Package 2A (SR-12 east to I-80 east connector) project.</p> <p>STA agrees to comply with the provisions of MTC Resolution No 3636, Revised and that any AB 1171 Bridge Toll funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised, unless otherwise agreed herein.</p>

48	2019-20	Tri-Valley—San Joaquin Valley Regional Rail Authority (TVSJVRRRA)	Valley Link	\$46,791,000	6/24/20	<p>Scope of work: This allocation funds completion of 30% design; completion of federal environmental review documents (NEPA); preparation of technical reports associated with Caltrans PA&ED; geotechnical surveys, reports, and design plans for grade separations; agreements with stakeholders including utility companies and railroad owners; design of Overhead Catenary System for option of electrified section of rail route; project financial planning; operational studies; development of specifications and performance requirements for rail vehicles; preparation of comprehensive service plans; coordination with railroad and other regulatory agencies; and associated activities, including oversight and management, legal reviews, government relations and community outreach, coordination with project partners, project management and cost controls, and review of project design plans and documents by project partners.</p> <p>TVSJVRRRA agrees to comply with the provisions of MTC Resolution No. 3636, Revised and that any AB 1171 Bridge Toll Funds received under this allocation shall be subject to MTC Resolution No. 3636, Revised.</p>
Total Allocated				\$546,592,700		

* On January 23, 2013, MTC approved program commitments of: 1) \$4.4 million (subject to future allocation action) towards the reconstruction of the SMART track facilities between Santa Rosa North and the Sonoma County Airport area; and 2) \$0.5 million to BART for the eBART project.

** The December 18, 2013 allocation (#32) to SMART includes the \$4.4 million indicated in the footnote above.

Simplified Allocation Tracker of AB 1171 Bridge Toll Funds

Date: June 24, 2020

W.I: 1255

Referred by: PAC

Attachment B

Resolution No. 3914

Page 1 of 2

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval
1	2008-09	SFCTA	Doyle Drive	80,000,000	6/24/2009
2	2009-10	BART	e-BART	13,890,000	12/16/2009
2	2009-10	BART	e-BART	(7,933,300)	6/27/2012
2	subtotal			5,956,700	
3	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	10,700,000	2/24/2010
4	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	5,226,000	2/24/2010
5	2009-10	CCTA	e-BART	11,000,000	3/24/2010
6	2009-10	CCTA	e-BART	2,000,000	3/24/2010
7	2009-10	BART	e-BART	11,000,000	6/23/2010
8	2009-10	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	134,074,000	6/23/2010
8	2010-11	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	(76,024,000)	5/25/2011
8	subtotal			58,050,000	
9	2010-11	BART	BART Warm Springs Extension	5,000,000	7/28/2010
10	2010-11	ACCMA	BART to Livermore ROW Preservation	1,250,000	7/28/2010
11	2010-11	MTC	Opportunity/Risk Analysis for BART to Livermore ROW Preservation	250,000	7/28/2010
12	2010-11	MTC	Regional Express Lane Network	2,800,000	7/28/2010
13	2010-11	BART	e-BART	73,600,000	10/27/2010
13	2010-11	BART	e-BART	(52,000,000)	3/23/2011
13	2010-11	BART	e-BART	(5,600,000)	6/27/2012
13	subtotal			16,000,000	
14	2010-11	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	7,000,000	12/15/2010
16	2010-11	CCTA	e-BART	19,000,000	3/23/2011
16	2010-11	CCTA	e-BART	(142,200)	1/23/2019
16	subtotal			18,857,800	
17	2010-11	STA	I-80 Eastbound Cordelia Truck Scales Relocation	26,400,000	6/22/2011
17	2010-11	STA	I-80 Eastbound Cordelia Truck Scales Relocation	(3,817,000)	3/28/2012
17	subtotal			22,583,000	
18	2011-12	CCTA	e-BART	27,100,000	9/28/2011
18	2011-12	CCTA	e-BART	(10,692)	1/23/2019
18	subtotal			27,089,308	
19	2011-12	VTA	Mission/Warren/Truck-Rail Facility	6,500,000	11/16/2011
20	2011-12	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	14,280,000	3/28/2012
20	2011-12	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(1,142,000)	5/25/2016
20	subtotal			13,138,000	
21	2011-12	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	73,700,000	6/27/2012
21	2011-12	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	(331,157)	6/28/2017
21	2011-12	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	(264,010)	7/24/2019
21	subtotal			73,104,833	
22	2011-12	BART	e-BART	9,410,000	6/27/2012
23	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	8,500,000	7/25/2012
24	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	5,980,000	11/28/2012
25	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	5,796,000	1/23/2013
25	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(125,206)	11/16/2016
25	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(481,984)	6/24/2020
25	subtotal			5,188,810	
26	2012-13	BART	BART to Livermore Extension Project	8,600,000	1/23/2013
27	2012-13	SMART	SMART	750,000	1/23/2013
28	2012-13	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	822,008	6/26/2013
29	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	5,513,000	9/25/2013
30	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	29,448,000	9/25/2013
30	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(1,000,000)	3/26/2014
30	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(2,189,000)	1/27/2016
30	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(116,802)	6/24/2020
30	subtotal			26,142,198	

Simplified Allocation Tracker of AB 1171 Bridge Toll Funds

Date: June 24, 2020

W.I: 1255

Referred by: PAC

Attachment B

Resolution No. 3914

Page 2 of 2

Alloc. #	Fiscal Year	Claimant	Project Title	Allocation Amount	Date of MTC Approval
31	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	77,992	10/23/2013
31	2013-14	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(3,668)	6/24/2020
31 subtotal				74,324	
32	2013-14	BART	e-BART	9,533,000	12/18/2013
33	2013-14	SMART	SMART	9,400,000	12/18/2013
34	2013-14	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	1,124,327	2/26/2014
34	2013-14	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	(497,685)	6/28/2017
34 subtotal				626,642	
35	2013-14	STA	I-80/680/12 Interchange Freeway Performance Initiative in Solano County	1,000,000	3/26/2014
36	2014-15	Fairfield	Fairfield/Vacaville Train Station	9,000,000	10/22/2014
37	2014-15	BART	e-BART	500,000	12/17/2014
38	2015-16	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	2,189,000	1/27/2016
39	2015-16	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	1,142,000	5/25/2016
39	2015-16	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(251,607)	11/16/2016
39	2015-16	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(549,925)	6/24/2020
39 subtotal				340,468	
40	2016-17	BART	BART to Livermore Extension Project	1,632,000	9/28/2016
41	2016-17	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	376,813	11/16/2016
41	2016-17	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	(28,049)	6/24/2020
41 subtotal				348,764	
42	2016-17	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	2,028,515	6/28/2017
43	2018-19	TVSJVRRA	Valley Link	10,120,000	9/26/2018
44	2018-19	BART	e-BART Parking Lot Expansion at Antioch Station	152,892	1/23/2019
45	2019-20	TJPA	Transbay Transit Center/ Downtown Caltrain Extension	264,010	7/24/2019
46	2019-20	TVSJVRRA	Valley Link	3,000,000	3/25/2020
47	2019-20	STA	I-80/680/12 Interchange Initial Construction Package (ICP)	1,180,428	6/24/2020
48	2019-20	TVSJVRRA	Valley Link	46,791,000	6/24/2020
Total				546,592,700	



June 5, 2020

Mr. Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Josefowitz,

Subject: Item 3d – Allocation for Valley Link Project Advancement

I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation, and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses, and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Prior to pandemic travel restrictions, these commuters have faced an average 78-minute commute each way, and already, there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse gas emissions within the station environs. The Transit-Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
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protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link is a transformational project that will link our most vital Bay Area workforce to affordable housing, provide opportunities for compact transit-oriented development, and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support an estimate 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy, given the recovery needs we are now facing.

We urge approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of our city and the economic recovery of our region by ensuring that this vital project will move forward.

Sincerely,



Linda Smith
City Manager, City of Dublin

Cc:
Scott Haggerty, MTC Chair
MTC Commissioners
Therese McMillan, MTC Executive Director



June 9, 2020

Mr. Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Subject: Agenda Item 3d – Allocation for Valley Link Project Advancement

Dear Chair Josefowitz:

I write to support the approval of the allocation of \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the Bay Area region and Tri-Valley in particular by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are living in Northern San Joaquin County and commuting daily through the Altamont in their cars to destinations throughout the Bay Area. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. These commuters normally face an

average 78-minute commute each way and already there is evidence that pre-Covid congestion is rapidly returning to the Altamont Pass.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link is a transformational project that will link our most vital Bay Area workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support an estimate 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, Valley Link is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

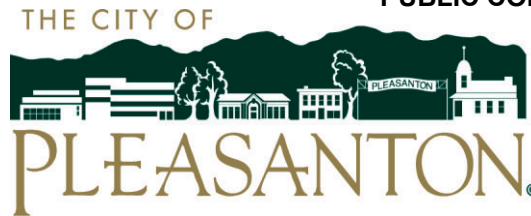
We urge the Committee's approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of our city and the economic recovery of our region by ensuring that this vital project will move forward.

Sincerely,

A handwritten signature in black ink that reads "John Marchand". The signature is written in a cursive, flowing style.

John Marchand
Mayor

Cc: Scott Haggerty, MTC Chair
MTC Commissioners
Therese McMillan, MTC Executive Director



June 8, 2020

Mr. Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Sent via E-mail: info@bayareametro.gov

Subject: Item 3d – Allocation for Valley Link Project Advancement

Dear Chair Josefowitz:

I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Authority was created in 2017 by Assembly Bill 758 for the purpose of planning, developing and delivering cost-effective and responsive transit connectivity between BART and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities. Valley Link will benefit the entire Tri-Valley by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Prior to pandemic travel restrictions, these commuters have faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley

P.O. Box 520, Pleasanton, CA 94566-0802

123 Main Street

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
(925) 931-5038
Fax: 931-5485

City Clerk
(925) 931-5027
Fax: 931-5492

Letter of Support for MTC Allocation Valley Link Project

June 8, 2020

Page 2

Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit-Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link is a transformational project that will link our most vital Bay Area workforce to affordable housing, provide opportunities for compact transit-oriented development, and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and, when operational, support an estimated 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of our city and the economic recovery of our region by ensuring that this vital project will move forward.

Sincerely,

DocuSigned by:



9B5F9FFD0C8544D...

Nelson Fialho
City Manager

CC by email:

Scott Haggerty, MTC Chair, shaggert@acgov.org

MTC Commissioners, info@bayareametro.gov

Therese McMillan, MTC Executive Director, tmcmillan@bayareametro.gov

Pleasanton City Council



CITY OF SAN RAMON

7000 BOLLINGER CANYON ROAD
SAN RAMON, CALIFORNIA 94583
PHONE: (925) 973-2500
WWW.SANRAMON.CA.GOV

June 9, 2020

Mr. Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Josefowitz:

Subject: Item 3d – Allocation for Valley Link Project Advancement

I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

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An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT

CITY COUNCIL: 973-2530
CITY MANAGER: 973-2530
CITY ATTORNEY: 973-2549

CITY CLERK: 973-2539
HUMAN RESOURCES: 973-2523
FINANCE DEPARTMENT: 973-2609

PARKS & COMMUNITY SERVICES: 973-3200
POLICE SERVICES: 973-2700
ECONOMIC DEVELOPMENT: 973-2554

COMMUNITY DEVELOPMENT: 973-2560
PUBLIC SERVICES: 973-2800
ENGINEERING SERVICES: 973-2670

and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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We urge approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of our city and the economic recovery of our region by ensuring that this vital project will move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Clarkson". The signature is fluid and cursive, with the first name "Bill" and last name "Clarkson" clearly distinguishable.

Bill Clarkson

Mayor, City of San Ramon



6300 Village Parkway, Suite 200
Dublin, California 94568
(925) 828-6200 fax: (925) 828-4247
info@dublinchamberofcommerce.org

www.dublinchamberofcommerce.org

June 8, 2020

The Honorable Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Josefowitz:

Subject: Item 3d – Allocation for Valley Link Project Advancement

On behalf of the Dublin Chamber of Commerce, I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for further advancement of the Valley Link project – a transformative and cost-effective rail project that tackles some of our region's most intractable problems. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to Livermore and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

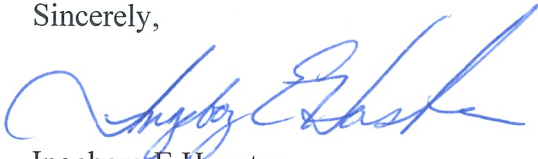
An estimated 28,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the

transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's request for this allocation of funding. This action will ensure that this vital project moves forward.

Sincerely,



Ingeborg E Houston
President/CEO
Dublin Chamber of Commerce

Cc:

Scott Haggerty, MTC Chair
MTC Commissioners
Therese McMillan, MTC Executive Director

From: Tim Sbranti

Sent: Tuesday, June 9, 2020 4:01 PM

Subject: Info on Valley Link Allocation Request and P&A Committee this week

External Email

Dear Chair Josefowitz and Honorable Commissioners:

Subject: Item 3d – Allocation for Valley Link Project Advancement

On behalf of the Innovation Tri-Valley Leadership Group (ITV), an organization representing employers, entrepreneurs, and innovators in the Tri-Valley region, I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. After many decades of study, this action will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades. In addition, it is a vital and necessary infrastructure investment to support and connect one of California's fastest growing regions that is home to over 450 technology companies with a \$42 billion GDP.

This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation, and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. As an example of the positive impact of your support, this will allow the Authority to have the Valley Link Project ready for final design, vehicle procurement, and right-of-way acquisition as early as 2022. Now more than ever, getting major "shovel ready" projects like this ready to go are vital for the job creation and economic recovery challenges we are all facing.

With an estimate of 28,000 riders by 2040, Valley Link will benefit the entire Bay Area by reducing traffic over the Altamont Pass and through the 580/680 corridor. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars, a figure that is even more staggering when you consider that the Bay Area Council's own studies showed that in 2018 there were 86,000 workers coming over the Altamont. This is a testament to the need for a project which is a critical connection point at the very epicenter of the Northern California Mega-Region. In addition to serving as the primary goods movement corridor between Southern California, the Central Valley, and the Bay Area, this corridor also is the primary route for those delivering our most vital services - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Prior to pandemic travel restrictions, these commuters have faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

In addition, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy adopted by Valley Link's Board mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is also a needed catalyst for smart growth that protects open space.

Thank you in advance for your consideration of this request, and on behalf of the business and civic organizations which comprise ITV we urge you to approve this item.

Sincerely,



Tim Sbranti

Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303

tsbranti@innovationtrivalley.org www.innovationtrivalley.org



[CLICK HERE](#) to sign up for our Newsletter.

From: [Rafael Gonzalez](#)
To: [MTC Info](#)
Subject: Valley Link
Date: Tuesday, June 09, 2020 3:15:40 PM

External Email

Good afternoon. My name is Rafael Gonzalez and I'm with the laborers' Union, Local 304, representing over 4000 members in Alameda County. I am writing in support for the allocation request of the \$46.8 million for the Valley Link at tomorrow's MTC Programming and Allocations Committee Meeting. This project will produce lots of jobs that are in desperate need after the COVID 19 Shelter In Place Order. Many of our members lost their jobs due to shelter in place order. Now, the order does not include construction, however lots of funding for the construction projects has gone away since investors don't really know how this pandemic will affect us in the future. There is also the environmental aspect. This project will take a lot of cars off the road, decreasing our carbon footprint, and helping clean the air. As a commuter, myself, I am anxious to see this project built and in service. I urge you to vote in favor of the allocation. Thank you for your time.

*Rafael Gonzalez
President/ Field Representative
Laborers' Local 304
(510)432-2827 (cell)
(510)581-9600 (office)*

Livermore Amador Valley
TRANSIT AUTHORITY

June 6, 2020

The Honorable Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Josefowitz:

Subject: Item 3d – Allocation for Valley Link Project Advancement

On behalf of the Livermore Amador Transit Authority, I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for further advancement of the Valley Link project – a transformative and cost-effective rail project that tackles some of our region's most intractable problems. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to Livermore and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is considered to be a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this all at risk. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

An estimated 28,000 are projected to ride the 42-mile, 7-station system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over 33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

Valley Link will link our Northern California Megaregion's workforce to affordable housing, provide opportunities for compact transit-oriented development and will have a significant impact on the reduction of greenhouse gas emissions. It will also provide an estimated 22,000 jobs during construction and when operational support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually. In short, it is vital to our environment and the quality of life in our communities – and now even more vital to our economy given the recovery needs we are now facing.

We urge approval of the Authority's request for this allocation of funding. This action will ensure that this vital project moves forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Haubert', written over a horizontal line.

Chair David Haubert

Cc:

Scott Haggerty, MTC Chair

MTC Commissioners

Therese McMillan, MTC Executive Director



June 8, 2020

The Honorable Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Josefowitz:

Subject: Item 3d – Allocation for Valley Link Project Advancement

On behalf of the Pleasanton Chamber of Commerce, I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for further advancement of the Valley Link project – a transformative and cost-effective rail project that tackles some of our region's most intractable problems. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to Livermore and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

The Tri-Valley is a thriving Bay Area job center - with two national labs and it is the headquarter location of more than 450 technology companies. It has a regional gross domestic product (GDP) of an estimated \$42 billion. The quality of life it affords its residents is a large part of its competitive advantage – but growing congestion and skyrocketing Bay Area housing costs put this at risk. An estimated 98,500 Bay Area workers are now living in Northern San Joaquin County, commuting daily through the Altamont in their cars. This includes those delivering essential services to the Bay Area - firefighters, police, nurses and teachers, many of whom have been priced out of the communities they serve by rising housing costs. Pre-pandemic, these commuters faced an average 78-minute commute each way and already there is evidence that this congestion is rapidly returning.

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www.pleasanton.org

777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

Page 2

We urge approval of the Authority's request for this allocation of funding. This action will ensure that this vital project moves forward.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Steve Van Dorn', is positioned above the printed name and title.

Steve Van Dorn
President & CEO

Cc:
Scott Haggerty, MTC Chair
MTC Commissioners
Therese McMillan, MTC Executive Director



*"Small Town Atmosphere
Outstanding Quality of Life"*

June 9, 2020

Mr. Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Committee
375 Beale Street
San Francisco, CA 94105

RE: Notice of Support - Item 3d, Allocation for Valley Link Project Advancement

Dear Chair Josefowitz:

I write to support the approval of the allocation of the \$46.8 million in AB 1171 Bridge Toll funds for the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) for further advancement of the Valley Link project. This action will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity to the Tri-Valley and Northern San Joaquin County. After many decades of study, it will assure that our Tri-Valley residents will finally benefit from the taxes and bridge tolls they have paid for many decades.

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An estimated 28,000 are projected to ride the system in 2040. This will result in the reduction of over 99.4 million Vehicle Miles Traveled (VMT) and the reduction of over

510 LA GONDA WAY, DANVILLE, CALIFORNIA 94526

Administration
(925) 314-3388

Building
(925) 314-3330

Engineering & Planning
(925) 314-3310

Transportation
(925) 314-3320

Maintenance
(925) 314-3450

Police
(925) 314-3700

Parks and Recreation
(925) 314-3400

June 9, 2020


Page 2

33,000 metric tons of greenhouse gas emissions per year. In addition, through the Board-adopted TOD Policy, Valley Link will support the advancement of transit-oriented development adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. The Transit Oriented Development policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan is an example of how this may happen throughout the system.

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We urge approval of the Authority's request for the allocation of funding. This action will support the goals and objectives of our city and the economic recovery of our region by ensuring that this vital project will move forward.

Sincerely,



Karen G. Stepper

Mayor

Town of Danville

Cc:

Scott Haggerty, MTC Chair

MTC Commissioners

Therese McMillan, MTC Executive Director



DANVILLE • DUBLIN • LIVERMORE • PLEASANTON • SAN RAMON

6-10-2020 Programming and Allocations Committee
Tri-Valley
Chamber of Commerce
ALLIANCE

PUBLIC COMMENT - Agenda Item 3d

June 8, 2020

Nick Josefowitz, Chair
Programming & Allocations Committee
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Re: PAC Agenda Item 3d-20-0813
Support - \$46.8 million AB 1171 Funds
Tri-Valley-San Joaquin Regional Rail Authority

Greetings Chair Josefowitz & Committee Members:

On behalf of the Tri-Valley Chamber of Commerce Alliance (TVCCA), we send this letter to express our strong support for the allocation of \$46.8 million in AB 1171 funds to the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) to advance the Valley Link rail project in the I-580/Altamont Corridor in Eastern Alameda County. MTC support for and approval of these funds will advance a much needed and long-awaited gap closure in rail connectivity through this regional gateway corridor.

Located along the I-580 & I-680 highway corridors in Eastern Alameda and Contra Costa counties in the SF Bay Area region, TVCCA is a collaboration of the Danville, Dublin, Livermore Valley, Pleasanton and San Ramon Chambers of Commerce representing over 3,000 member businesses and organizations employing nearly 90,000 workers. Since its inception, TVCCA has been on record in favor of the Valley Link project. The future implementation of this project will be instrumental in transforming travel through this key gateway in the San Francisco Bay Area region. It will strengthen the economic ties with neighboring regions in the Northern California Mega Region; increase access and connectivity for workers, students, visitors and residents to destinations throughout the Mega Region; offer a viable alternative to automobiles; and contribute towards a cleaner environment.

Background:

After several years of planning and early investment, approval of the \$46.8 million in AB 1171 funds will allow for the completion of 30% design, federal environmental review documents, required Caltrans' documentation and other critical reports and studies needed to expeditiously advance rail connectivity through the I-580/Altamont Corridor to

Livermore and Northern San Joaquin County. After many decades of study, it will assure that Tri-Valley residents and businesses will finally benefit from the taxes and bridge tolls they have paid for many decades. An estimated 28,000 workers and visitors are projected to ride the 42-mile, 7-station system in 2040. This will result in reductions of over 99.4 million Vehicle Miles Traveled (VMT) and more than 33,000 metric tons of greenhouse gas emissions per year. In addition, through its Board-adopted Transit Oriented Development Policy, Valley Link will support the advancement of TOD adjacent to its stations, which will further reduce VMT and greenhouse emissions within the station environs. This TOD policy mirrors the MTC policy with a corridor average threshold requirement of 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space. The proposed Isabel Neighborhood Plan in Livermore is an example of how this may happen throughout the system.

TVCCA appreciates the work of the TVSJVRRA and the due diligence and commitment to progress by MTC and other planning and transportation public agencies in the region for supporting the implementation of a vision of effective rail and transit connectivity throughout the Northern California Mega Region. We continue to support and look forward to the execution of the Valley Link project, strengthening the economic resilience of the region.

Respectfully,



Dawn P. Argula, CEO



Zae Perrin, CEO



Inge Houston, CEO



Steve Van Dorn, CEO



Stewart Bambino, CEO