



TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, NOVEMBER 4, 2009, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, FISHBOWL CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|--|--------|
| 1. Introductions | 3 min |
| 2. Approval of the September 2, 2009 Minutes* | 2 min |
| 3. Legislative Update (<i>Rebecca Long</i>) | 5 min |
| 4. Update on American Recovery and Reinvestment Act* (<i>Anne Richman</i>) | 5 min |
| 5. Transit Sustainability Project* (<i>Theresa Romell and Kenneth Folan</i>) | 15 min |
| 6. New Act STP/CMAQ Programming* (<i>Craig Goldblatt</i>) | 15 min |
| 7. Bus Emission Filter Upgrades** (<i>Glen Tepke</i>) | 10 min |

Information Items / Other Items of Business:

- | | |
|---|-------|
| 8. 2009 TIP Updates* (<i>Sri Srinivasan</i>) | 2 min |
| 9. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Amy Burch</i>) | 5 min |
| 10. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, December 2, 2009
10:00 a.m. – 12:00 p.m.
Claremont Conference Room, MTC MetroCenter

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Glen Tepke of MTC at 510-817-5781 or gtepke@mtc.ca.gov if you have questions about this session.

1 Introductions

Todd Morgan (BART) requested introductions from the attendees.

2 Approval of the June 2009 Minutes

Todd Morgan (BART) asked for approval of the September 2, 2009 meeting minutes.

3 Selection of PTAC Vice Chair

Joel Goldberg (SFMTA) was nominated as vice chair for PTAC.

4 Bus Emission Filter Upgrades

Glen Tepke (MTC) requested that the operators affected by the bus emission filter upgrades provide staff with the amount of buses that have installed Cleaire Longview devices still in service, as well as the model, model year and how they intend to address the replacement of the devices by Friday, October 16. Staff will bring the summary of responses back to the working group in November to review potential funding approaches. Mr. Tepke amended the request to ask the operators to also provide a list of their buses that do not have the filters but need them.

A working group member stated that the cost for replacement seems low and asked if the cost to include the installation was included. Mr. Tepke stated that he would look into it.

There is a fine associated with not having the Cleaire devices in buses older than 2004. Harold Brazil (MTC) will look into how much the fine is.

5 Legislative Update

Rebecca Long (MTC) reported that the State Supreme Court rejected the Governor's appeal of a lower court's ruling in favor of protecting state public transit funds. This is a promising development that has the potential to provide a significant boost in state public transit funding. However, restoration of the State Transit Assistance (STA) funds that have been diverted since FY 2007-08 will likely be a difficult and lengthy legislative fight, for FY 2010-11 and beyond.

The Supreme Court will send the case back to the Court of Appeal, which will then send it back to the original trial court with instructions to enter a new judgment granting declaratory relief, which spells out what next steps should be taken. Because the state faces a significant structural deficit, there are obviously no funds readily available in the General Fund for repayment and transit operators should not count on repayment in the near term.

Meanwhile, Governor Schwarzenegger will not sign the bills on his desk until the legislation works on the water reform bill. If the Governor does not sign the bills, they will become law.

On the federal side, the House and Senate have passed the FY10 appropriations bill, but so far only a 30-day Continuing Resolution has been signed into law. Informally, FTA staff have told MTC that they will not do partial year apportionments for a 30-day Continuing Resolution, but will wait to see what happens after that.

6 ARRA Discretionary Programs Update

Amy Burch (MTC) reported:

- Bay Area TIGER projects included in Caltrans' State-Wide list totaling \$231 million;
- Bay Area High Speed and Intercity Passenger Rail (HSIPR) projects included in California's Track 2 grant application totaling \$1.3 billion;
- HSIPR track 2 applications are due to the Federal Railroad Administration by October 2, and;
- Energy Efficiency and Conservation Block Grant (EECBG) revised guidelines will be considered for adoption on October 7.

7 Regional Transit Capital Inventory

Glen Tepke (MTC) provided a draft Scope of Work for the consultant contract for the RTCI Phase 2 work to the working group for review and comment. Staff proposed to award a fixed price contract not to exceed \$250,000 for the work outlined. Staff will ask members from the RTCI working group to sit on the panel to review proposal.

Staff urges operators to not wait for the consultant and update any items in the RTCI that need changing.

8 BART Car Replacement Phase 1 Funding Plan/TCP Vehicle Procurement Reserve Program

Glen Tepke (MTC) proposed the Phase 1 Funding Plan for the BART Car Replacement Program.

BART assured the working group that the bulk of BART car replacement funds will be spent during FY 2015-18. The funds will be on a cash flow basis and BART will request funds each year from normal FTA formula funds as well as the MTC/BART exchange account. BART will also have to come up with 20% - 30% of the funding for the program.

Mr. Tepke also reported that in order to develop a proposed program for the Vehicle Procurement Reserve (VPR) Program, staff has met with staff from BART, Caltrain and SFMTA. As a result from the meeting Mr. Tepke provided a summary of the proposed VPR program to the working group.

9 SRTP Policy Proposal Update

Laramie Bowron (MTC) reported that during the temporary suspension of the current SRTP policy staff will rely on the TCP information or operator's CIP documents for planning purposes. Staff will contact operators in Spring 2010 to discuss future SRTP policies.

About sixty percent of the operators chose to opt in and their agreements are currently being processed.

10 SRTP Projections

Mathew Adamo (MTC) provided the working group with the draft 10-year projections of operating and capital revenue for transit operators in the San Francisco Bay Area for fiscal years 2009-10 through 2018-19.

Theresa Romell (MTC) stated that operators can use the projections for the SRTP that is due to MTC in December, but it is not required. Ms. Romell added that the TDA revenue is more conservative than the RTP and STA revenue is 5% lower than the RTP estimates.

11 New Freedom Cycle 3 Proposed Program of Projects

Kristen Mazur (MTC) provided the working group with the New Freedom Cycle 3 Proposed Program of Projects. The proposed program includes funding for 15 projects in seven of the nine Bay Area counties.

SFMTA asked staff to forward the scope for The Lighthouse for the Blind project to SFMTA.

Since MTC is the recipient of the funds all applicants in large UA's must apply to MTC, who submits the regional New Freedom application in TEAM. Applicants in small UA's apply to Caltrans.

12 2009 TIP Updates

Sri Srinivasan (MTC) provided the working group with an update to current TIP amendments.

13 Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)

Amy Burch (MTC) provided the working group with the recent PTMISEA guidelines and forms. Ms. Burch also reported that Bay Area operators have received conditional awards for Transit Security grants totaling roughly \$21 million for FY 2008-09. Staff anticipates that the funds will be paid after the next bond sale.

TRANSIT FINANCE WORKING GROUP (TFWG)

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Caltrans just informed MTC that any remaining unallocated FY08 and FY09 funds need to be in an application to Caltrans by November 1, 2009 or the funds will be withdrawn. MTC will coordinate the applications for population-based funds. Any applications for population based fund projects will be due to MTC Friday, October 16th. MTC will turn in all the applications to Caltrans by November 1st. Sponsors with revenue-based funds have to get their applications straight to Caltrans by November 1st as well.

14 State-Local Partnership Program Update

Amy Burch (MTC) reported that the CTC has programmed roughly \$150 million in SLPP funds (\$84 million to Bay Area Projects).

15 Proposed Revisions to Guidance for FTA Section 5307 Program

Glen Tepke (MTC) provided FTA's proposal to revise the circular for 5307. Mr. Tepke stated that comments are due on November 30th.

16 1512 Reporting

Glen Tepke (MTC) reminded the working group to make sure their ARRA funds are in the TIP and that ARRA recipients file their 1512 reports on time.

17 Recommended Future Agenda Items

Transit sustainability update will be brought back to the working group in November for discussion.

The STP/CMAQ item will be brought back to the working group in November for further discussion.

Next Transit Finance Working Group Meetings:

Wednesday, December 2, 2009

10:00 a.m. – 12:00 p.m.

MTC MetroCenter, Fishbowl Conference Room, 3rd Floor



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Transit Finance Working Group

DATE: November 4, 2009

FR: Anne Richman

RE: American Recovery and Reinvestment Act Update

Upcoming Deadlines

As a reminder, a number of regional deadlines are approaching for ARRA grants, summarized below.

Transit Formula Funds:

- November 30: Transit System Preservation projects must be under contract, unless a specific extension has been granted by the MTC Commission.

FHWA Flexed Funding for Transit (\$15.3 million)

- November 30: funds must be in an obligated grant
- June 30, 2010: projects must be under contract

Agencies that anticipate having difficulty meeting these deadlines are urged to contact MTC staff as soon as possible. The Federal deadline for obligating all ARRA funds is March 2, 2010; funds not in an executed grant by that time will be redistributed by FTA/FHWA to complying regions of the country.

FY10 Certifications and Assurances

The FY10 FTA Certifications & Assurances were published in the Federal Register on October 19th. For any grants that were not executed prior to the TEAM system shutdown in September, FTA will not award the grant until the grantee completes the FY10 Certifications and Assurances. Operators with grants still in process who have not yet completed this documentation are urged to do so, so as not to contribute to any delay in grant awards.

FTA Guidance on Grant Amendments

Following is information from the FTA Economic Recovery web site regarding the conditions under which FTA will allow ARRA grant amendments (from http://www.fta.dot.gov/index_9440_9327.html, dated 10-27-09):

Question:

Under what circumstances will FTA allow grant amendments and budget revisions to ARRA grants?

Answer:

Prior to September 30, 2010, FTA will allow amendments to ARRA grants under the following circumstances:

- *To add previously unobligated ARRA resources to a grant;*
- *To allow up to 10% of ARRA funds to be used for operating assistance, and*
- *To allow the addition of a new scope that will be funded using cost savings from bids coming in under the previous estimate.*

FTA will allow budget revisions to ARRA grants under the following circumstances:

- *Any budget revision that does not require prior FTA approval per 5010.1D;*
- *To add an activity line item that will be funded using cost savings from bids coming in under the previous estimates.*

Note: *Where a budget revision or amendment is being added as a result of cost savings, documentation should be included in the TEAM grant file. Additionally, in order for adherence to these procedures to be accurately reflected in the grant records, budget revisions and grant amendment activities should be separate actions. Please do not combine them in a single amendment.*

Operators should contact their FTA grant representatives to discuss individual amendment requests, and should notify MTC of any amendments that are being considered.

Update to Commission

MTC staff intends to take an ARRA update to the Commission in December, showing progress against the regional deadlines, and presenting for approval the various revisions that have been requested by operators in the last few months (i.e. shifting funds between projects, etc.). Please provide information to Glen Tepke or Anne Richman on any further revisions before November 13 so that changes can be incorporated into this update.

Thank you for your continued efforts on the ARRA programs. Please contact Anne Richman arichman@mtc.ca.gov or Glen Tepke gtepke@mtc.ca.gov with questions.



MTC Workshop

October 21, 2009 12:00 PM

PLEASE NOTE LOCATION

The City Club of San Francisco
155 Sansome Street
San Francisco, CA 94104

Library Room 9th Floor - 12:00 - 6:00 p.m
Main Dining Room 11th Floor - 6:00 p.m. Dinner

The Metropolitan Transportation Commission is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area.

This agenda was updated October 22, 2009 6:12 PM. It is accurate to the best of our knowledge at that time.

For assistance, please contact Rosy Leyva, rleyva@mtc.ca.gov, 510.817.5775

Chair

Scott Haggerty

Vice Chair

Adrenne J. Tissier

Members

Tom Azumbrado
Tom Bates
Dean J. Chu
Dave Cortese
Chris Daly
Bill Dodd
Dorene M. Giacopini
Federal D. Glover
Anne W. Halsted
Steve Kinsey
Sue Lempert
Jake Mackenzie
Jon Rubin
Bijan Sartipi
James P. Spering
Amy Rein Worth
Ken Yeager

Noon - 1:00 Lunch

1:00 - 2:00 Transit Sustainability - Context

- [1_Exec_Director_s_memo.pdf](#)
- [Oct_21_Workshop-Version_4-revised.pdf](#)

A. Why is this important to address now?

Presented by: Steve Heminger

B. Current Conditions

Presented by: Alix Bockelman and Subhash Mundle

- [Mundle MTC Workshop Pres 10.19.09 FINAL.pdf](#)

1. Financial Trends - Costs and Revenue

2. Service Design and Delivery

3. Decision-making Structure

4. Bay Area Performance Trends

2:00 - 2:45 Views from Bay Area Transit Stakeholders

Presented by: Ann Flemer

2:45 - 3:00 BREAK

3:00 - 4:00 Views from Local Analyses

- **Transit Effectiveness Project - San Francisco Municipal Transportation Agency**

Presented by: Nathaniel Ford, Executive Director, SF MTA

- [NPF MTC Workshop Presentation - 102109 v.final.pdf](#)

- **Comprehensive Operations Analysis - Santa Clara Valley Transportation Authority**

Presented by: Michael Burns, General Manager, VTA

- [VTA COA Overview 2009.pdf](#)

4:00 - 5:30 Recommendations for Moving Forward*Commission Direction for Staff Follow-up***Presented by:** Ann Flemer**5:30 - Closed Session -****6:00** *The Commission will meet in Closed Session Pursuant to Government Code Section 54957 with respect to the Executive Director's Performance Evaluation.***Presented by:** Francis Chin**6:00 Open Session****6:00 - 7:30 Dinner****Next meeting**

At Call of the Chair

*Attachment to Commission members and other officials. (Copies available at meeting).

**All items on the agenda are subject to action and/or change by the Commission.

*** A quorum of this commission shall be a majority of its regular non-ex-officio voting members (9).

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

Record of Meeting: MTC meetings are tape-recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audio casts are maintained on MTC's Web site for public review for at least one month.

Sign Language Interpreter or Reader: If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call 510/817-5757.

Transit Access to the City Club, San Francisco:

* BART/MUNI trains: The City Club is one block from the MONTGOMERY ST. STATION. Exit the station at Sansome Street and walk towards Bush Street. Cross Bush Street and The City Club is located between Bush and Pine Streets.

* MUNI Bus: The City Club is centrally located in downtown San Francisco, near several MUNI bus lines. Visit Muni website to find the best route from your starting point to The City Club

* CABLE CAR: The City Club is one block from the California Street cable car. Exit at Sansome Street.

For transit information from other Bay Area destinations, call 511 or use the TakeTransitSM Trip Planner at www.511.org to plan your trip.

Driving Directions:

FROM EAST BAY-BAY BRIDGE

- * Take the Fremont Exit off the Bay Bridge
- * Cross Market - turn left on Pine
- * Turn left on Montgomery
- * Turn left on Bush
- * Take left onto Sansome Street

FROM MARIN-GOLDEN GATE BRIDGE

- * Follow signs for Downtown via Marina
- * Turn left onto Bay Street
- * Turn right onto The Embarcadero
- * Turn right onto Battery Street
- * Turn right onto Market Street
- * Turn right onto Sutter Street
- * Turn right onto Sansome Street

FROM SOUTH BAY

- * Drive toward Bay Bridge (I-80)
- * Exit at 4th Street (last S.F. exit)
- * Turn left onto 3rd Street
- * Turn right onto Bush Street
- * Take left onto Sansome Street

RECOMMENDED PARKING:

The City Club does not own parking and is not liable in any way for public garages recommended. Please check with parking garages for current prices and

Sustaining the Region's
Transit System



Commission Workshop
October 21, 2009
San Francisco City Club

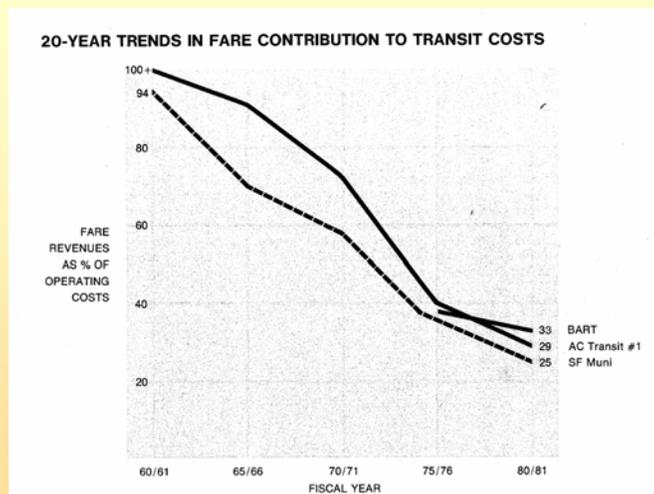
Context:
Why is this important now?
How should we focus our efforts?

Why now?

1. Severe budget shortfalls in the immediate term.
2. Service cuts are degrading the transit system.
3. Long term viability of the existing system is at risk, let alone the ability of the region to provide service expansion.
4. Need to provide a system that more people will use – customer-focused, not agency-centric.
5. A robust transit system is fundamental to the mode shift needed for the Sustainable Communities Strategy per SB 375.
6. The region has a significant opportunity to alter course as budget situation improves.

3

Why then?



Source: San Francisco Bay Region, Transit Financing Study, January 10, 1977

4

Where Are We?

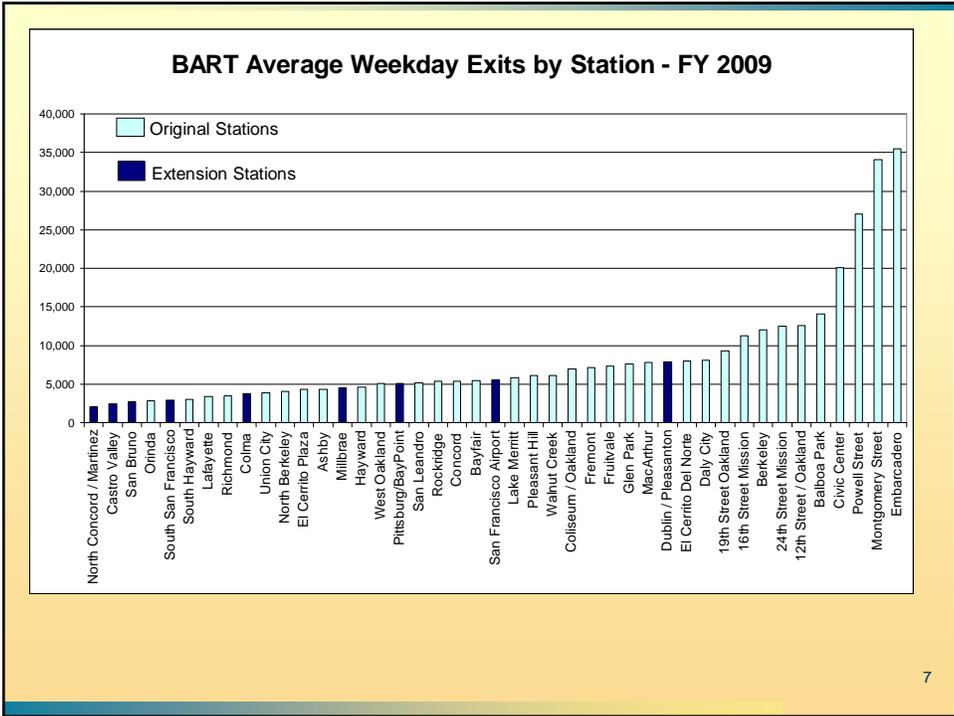
1. We have more questions than answers.
2. Difficult decisions will be needed.
3. A comprehensive analysis is needed to inform these decisions.
4. Want to be sure the Commission is ready to engage in this subject based on an understanding of what is entailed.
5. This workshop provides background and options for proceeding with project.
6. Don't intend to be threatening to any single transit system, but need to engage in a fact-based constructive discussion about change.

5

Critical Challenges for Transit

1. Unsustainable cost structure
2. Unpredictable revenues
 - State Transit Assistance uncertain
 - Local sales tax revenues swing wildly
3. Lifeline routes have low productivity
4. Underpriced auto alternative
5. Insufficient transit-supportive land uses

6



Three Legs of the Stool

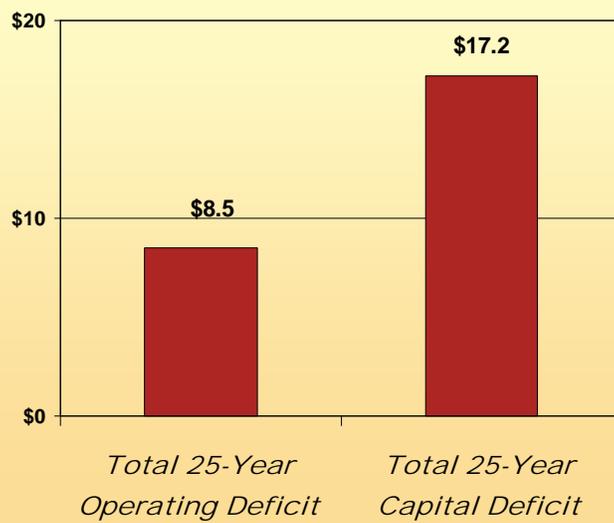
1. Cost Containment
2. Service Design and Delivery
3. Governance and Decision-making

8

Current Conditions Costs and Revenues

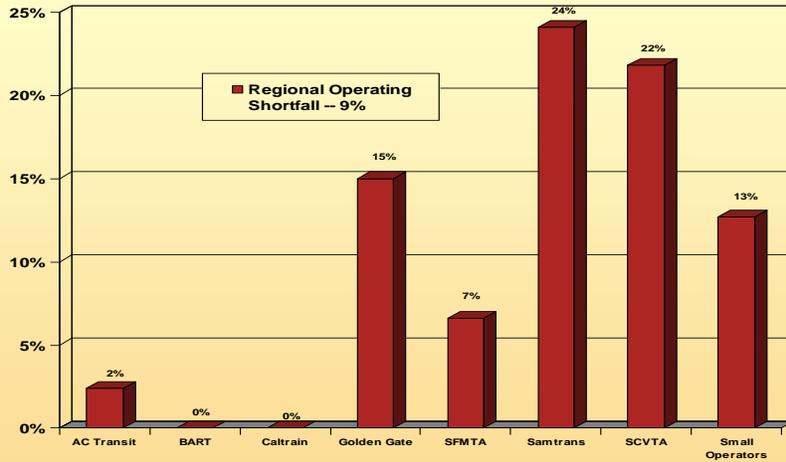
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Projected Deficits Transportation 2035 Estimates (In Billions)



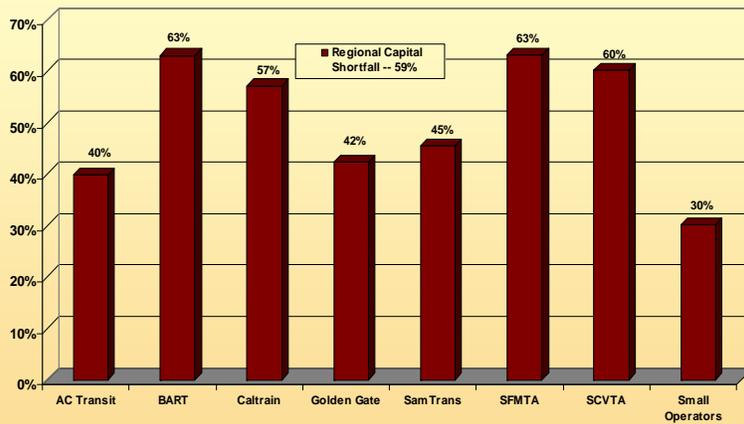
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Projected Operating Deficits (as a % of 25-Year T2035 Operating Expense)



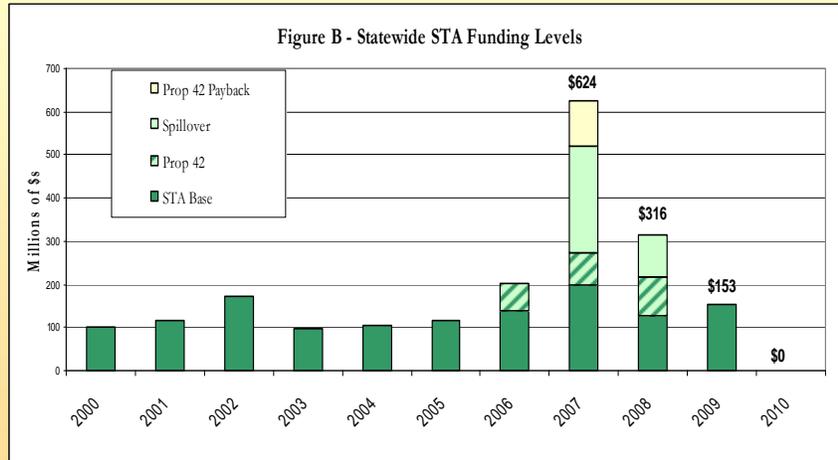
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Projected Capital Deficits (as a % of 25-Year T2035 Capital Expense)



12

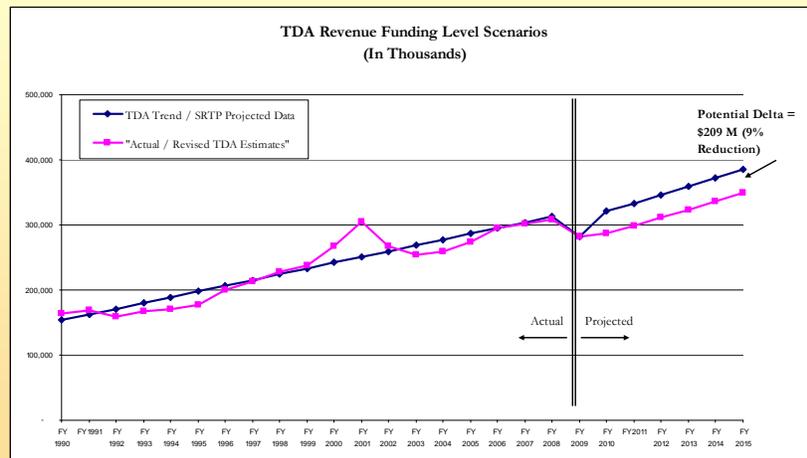
Unpredictable Revenues: State Transit Assistance



- Recent supreme court action upholds decision that STA funding diversions violated a series of statutory and constitutional amendments

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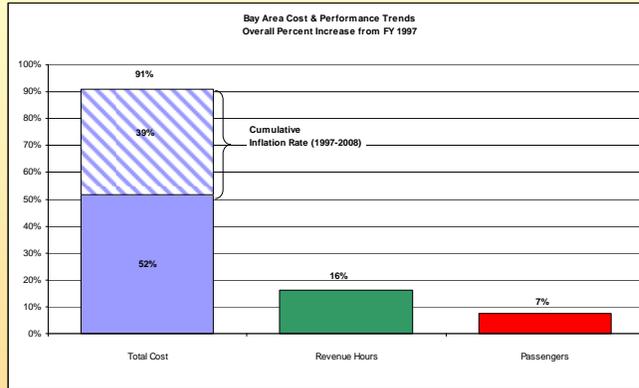
Unpredictable Revenues: Sales Tax



14

Productivity Costs, Service, and Passengers

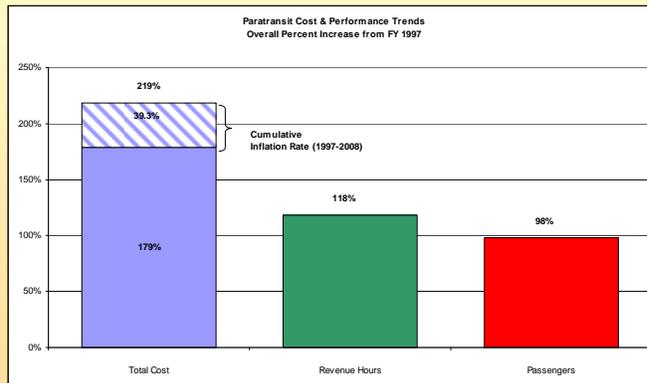
- Total Costs have increased 91% in the last 11 years
- Revenue hours and passengers have only increased by 16% and 7% respectively, over the same time period



15

Paratransit Productivity Costs, Service, and Passengers

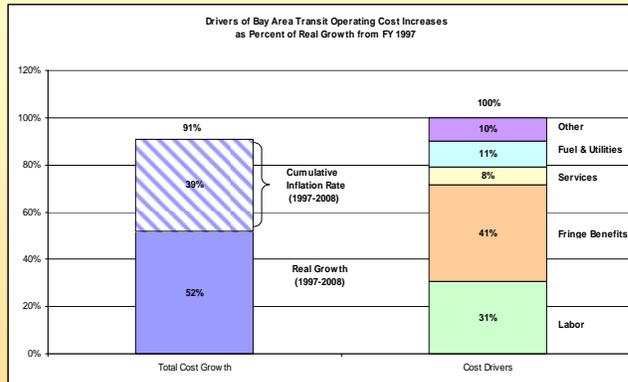
- Total Costs have increased 219% in the last 11 years
- Revenue hours and passengers have only increased by 118% and 98% respectively, over the same time period



14

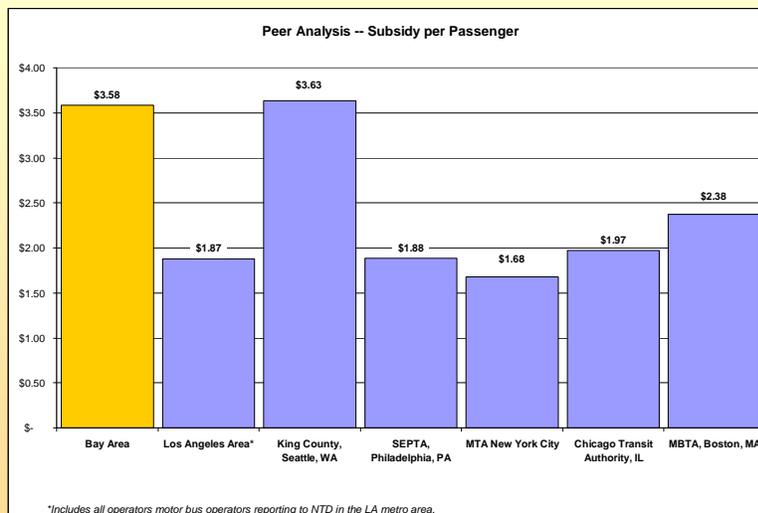
Regional Cost Drivers

- Growth in Labor and Fringe benefit costs accounts for 72% of the total operating cost growth since 1997
- Growth in Fuel, Lubricants and Utilities costs only account for 11% of overall cost growth



17

Other Metro Areas

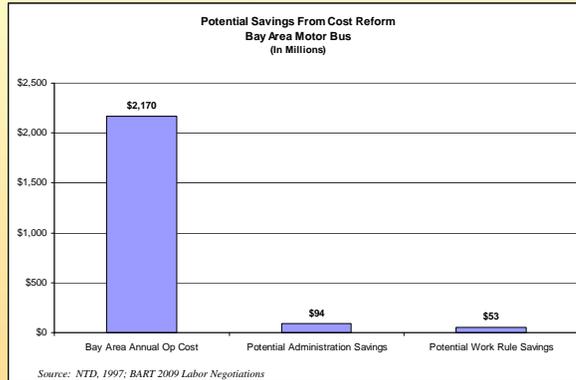


18

Illustrative Cost Containment Strategies

- Roughly \$94 million in savings could be realized if the general administration cost per passenger mile was comparable to that of LAMTA
- BART's savings from work rule reform represents 5% of their annual operating costs
- Nearly 7% in potential savings from these two example strategies

Total Annual Operating Budget –
Bay Area Operators: \$2.2 Billion



19

Current Conditions:
Service Design and Delivery

20

Multiple Providers Share Same Markets

Examples:

- I-680 Corridor: 7 bus and 2 rail operators
- I-80 Corridor: 4 bus, 1 ferry, and 2 rail operators
- Inner East Bay: 1 rail and 3 bus operators

Limited multi-agency view of how to better serve markets on a joint basis

Creation of separate single-purpose shuttle operations adds to complexity – employers, city circulators, universities, etc.



21

Complicated System Likely Affects Ridership

- Customer surveys/outreach show that improving transit connectivity important to existing and potential transit riders
- “Improving bus and train performance through efficient transfers across agency boundaries” a top-level recommendation from 2001 RTP
- “Seamless transit, a less fragmented system” in top 3 needs identified as part of Transportation 2030 focus groups
- “Timely bus connections” ranked in top 10 of 45 specific characteristics for customer dissatisfaction in 2002 BART customer satisfaction survey

22

Multiple Fare Policies

Discount Fare Eligibility

| Transit Operator | Senior/ Disabled | Youth | Child |
|---------------------|---------------------|--------------------|----------------------------|
| AC Transit | 50% | 50% (5-17 yrs.) | 4 and under free (limit 2) |
| BART | 63% | 63% (5-12 yrs.) | 4 and under free |
| Caltrain | 50% | 50% (5-17 yrs.) | 4 and under free (limit 1) |
| County Connection | 66% | Same as adult | Under 6 free |
| Golden Gate Transit | 50% | 50% (6-18 yrs.) | 5 and under free (limit 2) |
| SamTrans | 58% | 43% (5-17 yrs.) | 4 and under free (limit 1) |
| San Francisco Muni | 66% | 66% (5-17 yrs.) | Under 5 free |
| Santa Clara VTA | 58% | 15% (5-17 yrs.) | Under 5 free |
| WestCAT | 58% | Same as adult | Under 6 free (limit 2) |

Simplicity of TransLink® not possible for discounted rider groups without consensus on eligibility

23

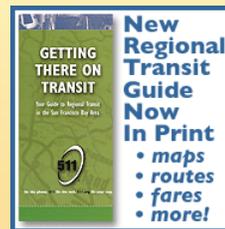
MTC Focus on Customer Experience

Recent Transit Connectivity Plan Efforts Include:

- Transit Trip Planner
- 511 and 511.org
- Real-time transit information
- TransLink® Electronic Fare Payment
- Express Bus Service
- All Nighter/BART Owl Service

Challenges:

- Prolonged delivery schedules threaten service credibility
- Uneven commitment and resources among operators limits success of regional services
- MTC direct role providing customer services isn't consistently accepted by transit agencies



24

Current Conditions: Transit Decision-making

25

Complex Decision-making Structure

- Bay Area has 28 transit agencies and 228 transit decision makers
 - 11 Service providers governed by local City Councils or County Board of Supervisors
 - 15 Districts/Authorities/Agencies with Appointed Members
 - 2 Districts with elected board of directors
- Service and fare policy decisions are understandably agency-centric
- Challenge at regional level is to knit together a network that works for passengers

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Other Metro Areas

- LAMTA and NYMTA provide more passenger trips, serve a similar transit service population with 1 transit agency and less than 20 board members
- Significant differences in density and auto/parking pricing
- LAMTA has been overhauled and reconstituted by the state legislature several times; nearly a dozen local municipalities operate along with LAMTA

| | San Francisco Bay Area Transit Agencies | Los Angeles Metropolitan Transportation Authority | New York Metropolitan Transportation Authority |
|--|---|---|--|
| Board Members | 228 | 13 | 17 |
| Operators | 28 | 1 | 1 |
| Unlinked Passenger Trips (Motorbus Operations) | 226 Million | 399 Million | 973 Million |
| Service Population | 7.5 Million | 8.5 Million | 8.0 Million |
| Adult Base Fare in 2009 | 28 Different Fares | \$1.25 | \$2.25 |

27

Bay Area Performance Trends

Subhash Mundle
Mundle and Associates

28

Views from Bay Area Transit Stakeholders

29

Open-ended, one-on-one interviews with representatives of:

- Transit Executives
- Public Interest Groups
 - San Francisco Planning and Urban Association**
 - Transform**
- Academia
- Sales Tax Authority
- Business
 - Bay Area Council**
 - Silicon Valley Leadership Group**

30

Cost Containment

- Transit should provide competitive wages and benefits, but not be limited by inefficient work rules.
- Certain work rules limit ability to assign resources effectively and efficiently.
- Has been difficult to make changes and reinvest savings into preserving service or implementing better service that attracts riders.
- Flexibility through the use of part time workers can be more responsive to workers' needs and service delivery options.
- Significant inefficiencies in paratransit service delivery should also be addressed.
- All of the above would benefit from regional analysis to understand potential for redirecting cost savings to better service.

31

Accounting for the Cost of Multiple Providers

- General sense that region is over-invested in agency overhead; but unclear on what an alternative structure would yield.
- Duplicate expertise across multiple operators may be better used if combined and allocated over a larger service area (e.g., planning, financial, operations, project development, procurement specialists, information technology, etc.).
- Cost associated with separate agency procurements vs. standard regional specifications should be better understood.

32

Service Design and Delivery

- The region has incomplete information about current ridership and emerging transit markets
- Disconnect between local and regional service objectives
- May need to reconsider transit expansion investments in order to focus first on high-value capital solutions that improve existing services.
- Need to consider alternatives where standard fixed route isn't cost-effective; more flexible work rules are needed to implement these service options.
- Operating restrictions (limited "open-door" policies) inhibit efficient coordination across jurisdictions.
- Should be open to alternatives; transit doesn't necessarily make sense in every location.

33

Governance

- High financial and service delivery cost to support multiple layers of decision-making.
- The Bay Area should establish a service delivery system at the right scale to match customer demand based on a clear hierarchy of regional and local markets and align decision-making accordingly, for example:
 - Regional/sub-regional – Rail, BRT, Express Bus, related feeder services and complementary paratransit
 - Local – city-focused circulators, demand-response, social service coordination, etc.
- Streamlined decision-making over a larger service area makes sense for a region of this size
- On the other hand, changes in decision-making structure will be too challenging if not connected to a broader agreement on service hierarchy.

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Regional Rail Network

- 1 --- BART: East Contra Costa Extension
- 2 --- ACE: Increased Service
- 3 --- BART: Rail Right-of-Way Preservation
- 4 --- Dumbarton Rail
- 5 --- BART: Fremont/Warm Springs to San Jose Extension
- 6 --- Caltrain: Rapid Rail/Electrification & Extension to Downtown SF/Transbay Transit Center
- 7 --- Caltrain: Express Service
- 8 --- SMART (Sonoma-Marín Rail)
- 9 --- Capitol Corridor: Increased Service
- 10 --- BART: Oakland Airport Connector



BREAK

What would it take to change course?

SFMTA and SCVTA Examples

37

2007: Santa Clara VTA Comprehensive Operation Analysis
2008: SF MTA Transit Effectiveness Project

Objectives

1. Increase ridership and improve productivity through efficient use and distribution of resources.
2. Heavy emphasis on outreach and data collection to identify changes in market demand.
3. Develop cost-effective changes in how service is delivered, including elimination and consolidation of unproductive routes
4. Reinvest savings to improve service reliability and convenience and attract new riders
5. Identify transit-supportive infrastructure improvements



38

Next Steps

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What we need to do to be successful...

- Stakeholder Outreach
 - Build on Transportation 2035 efforts
 - Substantial investment in outreach and inclusion of multiple stakeholders to set objectives for the region's transit network:
 - Transit riders
 - Transit Policy Board members
 - Business
 - Labor
 - Environment
 - Paratransit and transit accessibility
 - Bike/Pedestrian
 - Academia/research
- Gather data on current ridership and future markets
 - Build on current efforts (Bay Area travel survey/Updated regional model)
 - Passenger counts and on-board surveys

40

Transit Executive Oversight Committee

1. **Geographic balance**
2. **Mix of large and small agencies**
3. **Agencies with recent experience conducting system effectiveness and consolidation analyses**
4. **General manager/CEO participation**

Current Membership

SFMTA - Nathaniel Ford
Samtrans - Michael Scanlon
AC Transit - Rick Fernandez
Solano TA - Daryl Halls
WestCAT - Charlie Anderson
Jeanne Krieg - ECCTA

VTA - Michael Burns
BART - Dorothy Dugger
Santa Rosa City Bus - Bob Dunlavey
CCCTA - Rick Ramacier
MTC - Steve Heminger

41

Proposed Project Approach

| | |
|---|---|
| 1) Review and implement recommendations from recently completed analyses | <ul style="list-style-type: none">▪ VTA and SF MTA Effectiveness Analyses▪ Solano County Consolidation Analysis▪ Regional Rail Plan - Governance |
| 2) Perform fact-based financial analysis of cost containment strategies | <ul style="list-style-type: none">▪ Internal cost containment▪ Administrative efficiencies across multiple operators▪ Special focus on inefficient work rules |

42

Proposed Approach (continued)

| | |
|---|--|
| <p>3) Perform comprehensive service analyses, where needed</p> | <ul style="list-style-type: none"> ▪ Proposed sub-regional evaluations: <ul style="list-style-type: none"> ▪ Inner East Bay - AC Transit, BART, WestCAT, Union City ▪ Peninsula - Caltrain, Samtrans, BART, SFMTA, and VTA ▪ Transbay bus service ▪ Marin/Sonoma Corridor ▪ Regional ADA paratransit service delivery |
| <p>4) Evaluate regional governance options to correlate with service improvements</p> | <ul style="list-style-type: none"> ▪ Outside, independent review of decision-making structures, recognizing organizational, financial, and operational differences among existing transit agencies |

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Proposed Approach (continued)

| | |
|--|---|
| <p>5) Conduct regional pricing analysis</p> | <ul style="list-style-type: none"> ▪ Analysis of regional fare structure options and complementary pricing strategies (e.g. parking and congestion pricing) to encourage transit ridership while supporting agency budgets |
| <p>6) Identify complementary transit element to "Freeway Performance Initiative"</p> | <ul style="list-style-type: none"> ▪ Understand how changes to physical infrastructure and operating policies could increase transit's effectiveness and propose priority investments |
| <p>7) Develop Financial Plan and Implementation Strategy</p> | <ul style="list-style-type: none"> ▪ Set priorities for implementation based on results of above analyses. ▪ Determine required financial investment. ▪ Define a road map for implementation. |

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Preliminary Schedule

| | |
|--------------------------------------|--|
| October 2009 | Commission Workshop/Direction for Transit Sustainability Project (TSP) |
| November - December 2009 | Oversight Committee reviews and finalizes TSP scope Partnership Board review |
| January 2010 | MTC Operations Committee confirms work plan, schedule, budget and stakeholder participation plan |
| February 2010 thru April 2011 | Conduct stakeholder participation program Complete financial, service and governance analyses |
| Summer 2011 | Confirm most promising efforts for more detailed implementation planning |
| Fall 2011 | Draft policy and service recommendations, implementation priorities, and financial plan |
| Winter 2011 | Complete outreach/public review process Commission adoption |

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Proposed Budget

| Funding Source | Amount |
|--|----------------------|
| FTA Section 5303 (Carryover/FY2010/FY2011) | \$2.3 million |
| RM2 Integrated Fare Study (match) | \$0.2 million |
| Total | \$2.5 million |

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Raise New Transit Revenues

Even with increased productivity, new revenue sources need to be secured.

Options include:

- **Concept 1: Regional Gas Tax**
 - Secure voter approval of a regional gas tax in 2012
 - 10 cent (maximum authority) would raise roughly \$300 million annually
 - Regional gas tax would likely need to support both transit and road needs
- **Concept 2: STA "Back Pay"**
 - \$720 million owed the Bay Area based on state diversions
- **Concept 3: Federal Operating Program**

Establish a new transit baseline, based on results of the Sustainability Project, to which to apply these new revenues.

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Gas Tax Polling

- General trend is more favorable opinion of increased gas tax
- Most recent poll focused on climate change strategies

| Year of Poll* | Gas Tax Amount | Response | | |
|---------------|----------------|----------|--------|------------------------|
| | | Support | Oppose | No Opinion |
| 1997 | 10¢ | 19% | 75% | 6% |
| 2001 | 10¢ | 23% | 76% | 1% |
| 2003 | 5¢ | 46% | 48% | 7% |
| 2007 | 25¢ | 46% | 30% | 2% (23% = Possibly) |

*Wording of questions varied by poll, so results not directly comparable from year to year

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MTC's Current Authority

- **Leverage Opportunities: Approaching \$1 billion annually**

| Revenue Options | Annual Amount, in Millions |
|---------------------|----------------------------|
| FTA (Capital) | 350 |
| STA (currently \$0) | 150 |
| TDA | 300 |
| RM2 (operations) | 40 |
| Total | 840 |

- **Limited Experience with Enforcement of Coordination Requirements**

- In 1992, MTC withheld STA funds from BART due to lack of revenue sharing agreement with AC Transit
- Negotiated agreement subsequently to allocate BART STA funds to AC Transit continues in effect (\$5.5 million in FY2009)

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Moving Forward

- **The road could be long – focus on “Progress not Perfection”**
- **Goal is not just to save money – but reinvest to improve overall system effectiveness**
- **Allocate future funding to implement more rational and cost-effective delivery strategies identified through this project.**

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End of Presentation

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2009

Item Number 4a

Subject: New Federal Transportation Act – Update on Proposal for Cycle 1 Programming and Cycle 2 Framework

Background: The current federal surface transportation act, Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) expired on September 30, 2009, and the region has programmed and delivered all of its apportionments. Staff estimates that up to \$1.4 billion will be available for programming over six years under the new federal surface transportation act.

In response to comments heard to date from the Bay Area Partnership and our transportation stakeholders, Attachment B presents a revised proposal. The good news is that an additional \$14 million is available as a result of this region's success in delivering STP/CMAQ funded projects relative to other regions in California. This has reduced the obligation authority carryover that the region owes, which is now made available to advance a larger portion of the Climate Initiatives Program during the Cycle 1 period. Staff has also moved \$31 million for the Freeway Performance Initiative (FPI) from Cycle 1 to "anticipated" funding, thereby freeing up additional Cycle 1 capacity for all core programs distributed on a RTP pro-rata share basis. Because of the timing of the need, transit rehabilitation receives its pro-rata share during Cycle 2. The result will be more resources for all core programs, except FPI, during Cycles 1 and 2.

The revised staff proposal addresses each of the stated programming principles noted below:

- Required payback of Obligation Authority (\$54 million)
- Maintain on-going programs (\$206 million)
- Seize opportunity to deliver system-wide improvements (\$222 million)
- Fund other core Transportation 2035 categories (\$848 million)
- Fund strategic investments and regional commitments (\$71 million)

The Climate Initiatives Program Working Group has met twice and established overall program objectives. The four Climate Initiative components currently under consideration include: 1) Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Program Evaluation including a focus on Safe Routes to Transit. The scope and funding amount by program element are still being refined and will be presented in December.

The Working Group will be meeting one last time in November to finalize the approach and recommend funding levels for the program. This will inform the final New Act framework and Cycle 1 funding element.

The revised funding proposal will be presented to the Bay Area Partnership and MTC's advisory committees during November and early December, continuing consultation that began in June. In December, staff will present the overall New Act funding framework and Cycle 1 funding commitments for Committee review and recommendation to the full Commission for approval.

Issues: See attached memo.

Recommendation: Information only.

Attachments: Staff Memorandum, Attachment A (Letters), Attachment B (Chart)



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Programming and Allocations Committee

DATE: November 4, 2009

FR: Executive Director

RE: New Federal Transportation Act – Update on Proposal for Cycle 1 Programming and Cycle 2 Framework

This memorandum provides an update on the development of the New Federal Transportation Act Cycle 1 programming and Cycle 2 framework proposal. Staff proposes deferring approval of the overall proposal until December to provide additional time for stakeholder review.

Background

In September, staff presented a proposal to the Committee presenting an overall framework to direct roughly \$1.4 billion of estimated funds over the six-year New Surface Transportation Authorization Act (New Act). At that meeting, the Committee heard numerous requests from a broad spectrum of stakeholders for higher levels of funding, especially for rehabilitation needs and for the Climate Initiatives Program – both major emphasis areas in the of Transportation 2035 (T2035). Additionally, the Committee directed that a subcommittee be established to explore the specific needs and objectives of the Climate Initiatives Program, in order to better inform overall New Act investment decisions.

In October, the Commission approved the roughly \$100 million for Cycle 1 regional planning and operations programs to move forward, because of ongoing cash flow needs and the non-controversial nature of these investments.

Comments Received

Since the staff proposal was presented in September, several additional comments (Attachment A) have been received and are summarized below:

- More Funding for “Fix-it-First”: The Local Streets and Roads Working Group offered a “fix-it-first” alternative proposal, which would shift an additional funding increment to the Local Streets and Roads Program and Transit Capital Rehabilitation Program from other core programs, as well as partially defer the Freeway Performance Initiative. The City of Orinda sent a letter, as well, asking that MTC shift as much funding as possible to streets and roads rehabilitation needs.
- More Funding for Transportation for Livable Communities (TLC): MTC’s Advisory Council recommended an increase of Cycle 1 TLC grants from \$78 million to a minimum of \$100 million.
- Postpone Commission Action until December 2009: The Partnership Technical Advisory Committee requested a deferral of the approval of Cycle 1 and the New Act framework until the December meeting. This would allow them the opportunity to respond further to any decisions coming from the Climate Initiatives Working Group.

November 4, 2009

Page 2 of 4

Further, other letters supported: 1) more funding for Climate Initiatives; 2) funding for the Freeway Performance Initiative (FPI) at the staff proposed level of \$222 million; and 3) new strategic investments to fund the next phase of the I-80/I-680/SR 12 Interchange project in Solano County and the third segment of the Route 4 Bypass in Contra Costa County.

Climate Initiatives Working Group

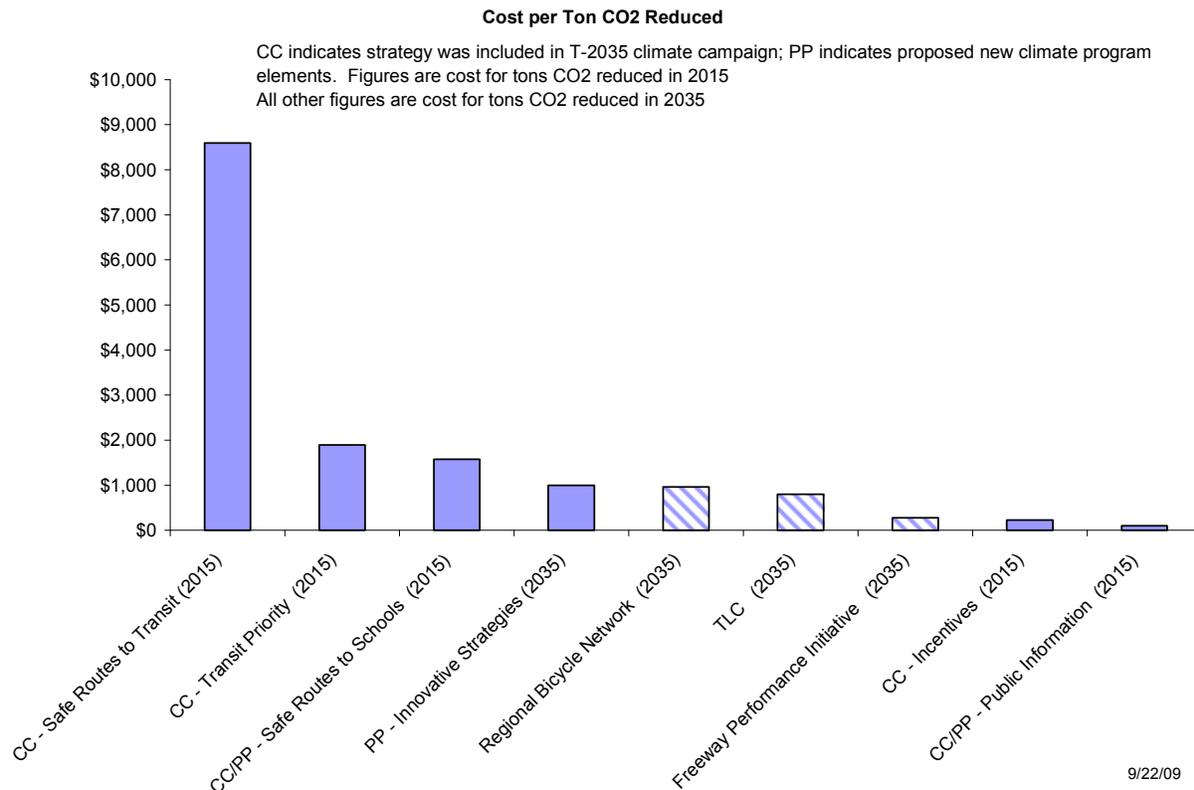
The Climate Initiative Working Group met twice during October to develop a scope and funding proposal for the Climate Initiatives Program. The working group includes Commissioners Haggerty and Kinsey, MTC staff, and staff representatives from the Air District, Solano Transportation Authority (representing CMAs), County Connection (representing the transit operators), Transform, and Joint Policy Committee.

The group has discussed guiding principles, including the need to take immediate action to reduce transportation-related emissions with a focus on strategies that reduce vehicle miles traveled and encourage the use of cleaner fuels. The principles also identified the importance of building a knowledge base through evaluation that informs the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan; encouraging innovation and partnerships among business, academic and government sectors; and increasing public awareness and encouraging specific actions to reduce greenhouse gas emissions.

To follow-up on requests at the September Committee meeting, the working group also reviewed background information regarding the cost effectiveness of various programs for reducing CO₂ emissions. The chart on the next page illustrates the cost per ton of CO₂ reduced as analyzed in the Transportation 2035 project performance assessment. This analysis projected tons of CO₂ reduced in 2035 for most investments and tons of CO₂ reduced in 2015 for the climate campaign, which was proposed as a 5-year program. The chart shows the disaggregated results for the various elements of the T2035 climate campaign. To clarify, the analysis for FPI captures any short trips that might be stored on the ramps or diverted from the freeway to local roads due to the increased time it takes to get on a freeway with metered ramps. The assumptions underlying this analysis are based on data collected by FHWA from ramp metering and freeway traffic operation systems around the country.

It is worth noting that several programs not bearing the “climate change” label – such as TLC and FPI – fall in the same general range for cost-effective CO₂ reduction as programs that are being considered for formal inclusion in the new Climate Initiative Program.

November 4, 2009
Page 3 of 4



The four Climate Initiative program components currently under consideration include: 1) Outreach; 2) Safe Routes to Schools; 3) Innovation Grants; and 4) Program evaluation including a focus on Safe Routes to Transit. The scope and funding amount by program element is still being refined and will be presented in December. The Working Group will meet one more time in November to finalize the approach and recommend funding levels for the program.

Revised New Act Proposal

In response to comments heard from the Partnership and our transportation stakeholders, Attachment B presents a revised proposal. The table below illustrates the changes from the September proposal for both Cycle 1 and the ARRA Backfill in the near-term (FY2010 through FY 2012) and the total new commitment, including anticipated revenues.

| T 2035 Core Programs | Cycle 1 and ARRA Backfill | | | Total New Commitment | | |
|--|---------------------------|------------|-----------|----------------------|--------------|-----------|
| | September | Revised | Change | September | Revised | Change |
| Freeway Performance Initiative (FPI) | 136 | 105 | (31) | 222 | 222 | - |
| Climate Initiatives | 59 | 80 | 21 | 148 | 162 | 14 |
| Regional Bicycle Program | 24 | 27 | 3 | 67 | 67 | - |
| Transportation for Livable Communities (TLC) | 78 | 85 | 7 | 223 | 223 | - |
| Transit Capital Rehabilitation | - | - | - | 164 | 164 | - |
| Local Streets and Roads Rehabilitation* | 86 | 100 | 14 | 232 | 232 | - |
| Total | 383 | 397 | 14 | 1,056 | 1,070 | 14 |

*\$6 million of this increase is directed to Transit Capital Rehabilitation in Cycle 2 to align with the timing of the need.

The good news is that an additional \$14 million is available as a result of this region's success in delivering STP/CMAQ funded projects relative to other regions in California. This has reduced

November 4, 2009

Page 4 of 4

the obligation authority carryover, which the revised proposal makes available to advance a larger portion of the Climate Initiatives Program during the Cycle 1 period.

Staff also proposes moving \$31 million for the Freeway Performance Initiative (FPI) from Cycle 1 to “anticipated” funding, thereby freeing up additional Cycle 1 capacity for all core programs distributed on a RTP pro-rata share basis. This change responds attempts to strike a balance between the objective of accelerating benefits from the FPI program and comments that FPI should also rely, in part, on anticipated revenues similar to other core program areas. Because of the timing of the need, transit rehabilitation receives its pro-rata share during Cycle 2. The result will be more resources for all core programs, except FPI, during Cycles 1 and 2. In terms of the total commitments proposed, the commitments are maintained for all core programs with the additional capacity directed to the Climate Initiative Program to better align with the Transportation 2035 assumed front loading of this program in the first five years.

The revised staff proposal addresses each of the stated programming principles noted below:

- **Required payback of Obligation Authority (\$54 million)**
- **Maintain on-going programs (\$206 million)**
- **Seize opportunity to deliver system-wide improvements (\$222 million)**
- **Fund other core Transportation 2035 categories (\$848 million)**
- **Fund strategic investments and regional commitments (\$71 million)**

Next Steps

The revised funding proposal will be presented to the Bay Area Partnership and MTC’s advisory committees during November and early December, continuing consultation that began in June. In December, staff will bring the overall New Act funding framework and Cycle 1 funding commitments, including more detail on the Climate Initiative Program, to this Committee and to the Commission for approval.

Steve Heminger

Attachments

Attachment B

New Transportation Authorization Act-- STP/CMAQ with ARRA Backfill Outlay (all amounts in millions \$)

| Program and Project Investments Described in attached summary | Committed ARRA Programming | New Commitments | | | | | Anticipated Revenue ² | Total New Commitment |
|--|----------------------------------|----------------------------|-----------------------|------------------------|--|-----|-------------------------------------|-------------------------|
| | | ARRA ¹ Backfill | STP/CMAQ Cycle 1 | STP/CMAQ/TE Cycle 2 | ARRA Backfill & STP/ CMAQ/TE Total | | | |
| | 08/09 | 08/09 | 09/10 - 10/11 - 11/12 | 12/13 - 13/14 - 14/15 | 09/10-14/15 | | | |
| Estimated Apportionment Revenues | 662 | 113 | 485 | 568 | 1,166 | 235 | 1,401 | |
| Annual Programs | | | | | | | | |
| 1 Required SAFETEA OA Carryover | | | 54 | | 54 | | 54 | |
| 2 On-Going Regional Planning | | | 23 | 25 | 48 | | 48 | |
| 3 On-Going Regional Operations | | | 84 | 74 | 158 | | 158 | |
| Total | | | 161 | 99 | 260 | | 260 | |
| T 2035 Core Programs | | | | | | | | |
| 4 Focus 1 Freeway Performance Initiative (FPI) | 19 | 74 | 31 | 86 | 191 | 31 | 222 | |
| 5 Focus 2 Climate Initiatives ³ | | | 80 | 34 | 114 | 48 | 162 | |
| 6 Focus 2 Regional Bicycle Program | 10 | 8 | 19 | 20 | 47 | 19 | 67 | |
| 7 Focus 2 Transportation for Livable Communities (TLC) | | | 85 | 96 | 181 | 42 | 223 | |
| 8 Focus 3 Transit Capital Rehabilitation | 286 | | | 125 | 125 | 39 | 164 | |
| 9 Focus 3 Local Streets and Roads Rehabilitation ⁴ | 145 | | 100 | 77 | 177 | 55 | 232 | |
| Total | 461 | 82 | 316 | 438 | 835 | 235 | 1,070 | |
| Strategic Investments | | | | | | | | |
| 10 Safety Projects (Vasco Road and North Bay counties) | 13 | | | | | | | |
| 11 Express Lane Network (580 and 237/880) | 14 | | | | | | | |
| 12 Transit Expansion (Oakland Airport Connector) | 70 | | | | | | | |
| 13 Advance Prop 1B Construction (Caldecott Tunnel) | 105 | | | | | | | |
| 14 Corridor Mobility (SCL I/C Imps) | | 32 | | | 32 | | 32 | |
| 15 MTC Res 3814 Transit Payback Commitment | | | | 31 | 31 | | 31 | |
| 16 Trade Corridor (Richmond Rail Connector) | | | 8 | | 8 | | 8 | |
| Total | 201 | 32 | 8 | 31 | 71 | | 71 | |
| Grand Total | 662 | 114 | 485 | 568 | 1,166 | 235 | 1,401 | |

¹ \$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M for Caldecott Tunnel and \$7.5M for TE)

² Anticipated revenues are based on a 10% annual authorization increase as compared to the assumed 4% in the base proposal over six years. Portion available for Cycle 1 programming is \$60 million from apportionments over the first three years.

³ Includes \$20M for SFgo

⁴ Includes PTAP and FAS of \$28M



SOLANO TRANSPORTATION AUTHORITY

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September 4, 2009

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

RECEIVED

RE: Proposition 1B CMIA "Replacement Funds" - Request to Fund the Next Phase of the I-80/I-680/SR 12 Interchange Project

SEP 11 2009

Dear Steve:

MTC

Since 2001, STA has taken an active role in working with Caltrans and the Metropolitan Transportation Commission (MTC) to deliver improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex in Solano County. Its regional significance is demonstrated by its high percentage of inter-county travel while also providing an important connection between the Bay Area and Sacramento, the Sierra Nevada and Lake Tahoe regions.

Due to the overall magnitude of the I-80/I-680/SR 12 Interchange improvements, estimated at \$1.7 billion, the project must be completed in phases and STA has been continually developing and refining a financial plan to complete improvements to the I-80/I-680/SR 12 Interchange Complex. As a result of MTC applying recent legislation regarding these ARRA funds to several key Bay Area projects (per Resolution 3896), it is our understanding that MTC expects to receive approximately \$110 million that the Commission may use for flexible allocations for regional priority projects. STA would like to request the Commission's consideration for allocating \$47.5 million in ARRA funds to match the \$122 million in I-80 corridor CMIA, Bridge Toll, and State Transportation Improvement Program (STIP) funds to implement the next phase of the improvements to the I-80/I-680/SR 12 Interchange. STA staff has discussed this proposal with CTC and Caltrans staff and they are both supportive of recommending that \$23.66 million of CMIA I-80 corridor savings be committed to the next phase of the I-80/I-680/SR 12 Interchange project, provided MTC is supportive of dedicating the ARRA funds to the project. With the collective funding support of all three agencies, this would fund the next strategic improvement phase for the interchange.

Strategic Delivery of the I-80/I-680/SR12 Interchange Improvements

To date, STA, Caltrans and MTC, working together, have delivered or are in the process of delivering the following fully funded phases of the Interchange project:

- I-80 Auxiliary Lane Project (Completed Fall 2004)
- I-80 High Occupancy Vehicle (HOV) Lanes Project (Under Construction)
- North Connector Project - East Segment (Under Construction)
- I-80 Eastbound Cordelia Truck Scales Relocation Project (Construction Scheduled for 2011)

Next Phase - I-80/I-680/SR12 Interchange Improvements

The next phase includes 3 separate construction packages as follows (shown on the attached project fact sheet):

- I-80 WB to SR12 (W) WB Connector (Construction 2012)
- I-680 Red Top Road Interchange (Shovel Ready 2012)
- I-80 WB to I-680 SB Connector (Shovel Ready 2013)

STA Ltr. to MTC's SHeminger dated Sept. 4, 2009

RE: Proposition 1B CMIA "Replacement Funds"—Request to Fund the Next Phase of the I-80/I-680/SR 12 Interchange Project

The Next Phase has several major benefits:

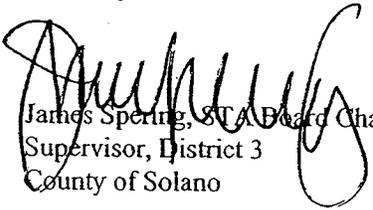
- The construction of the I-80 WB to SR12 (W) WB Connector and I-80 WB to I-680 SB Connector would provide significant safety and operational benefits to I-80 Westbound traffic during the AM peak.
- The project will improve mobility by improving traffic operations through this stretch of I-80.
- The planned improvements will also improve reliability through a corresponding operational benefit of reducing the likelihood of incidents in the corridor.
- The new WB I-80 to SR12 (W) WB Connector will complement the current CMIA – Jameson Canyon Project and will allow the traveling public to receive increased benefits from that CMIA transportation investment.
- The I-680 Red Top Road Interchange will provide the local connectivity to the new I-80 WB to I-680 SB Connector and Cordelia, as well as facilitate the construction of the future I-680 NB to I-80 Eastbound and I-680 NB to SR12 (W) Connectors.

Securing the \$47.5 million assumes that the \$11.412 million in STIP funds that is assumed in the financial plan is allocated by the California Transportation Commission (CTC). These additional funds would ensure the I-80 WB to SR12 (W) WB Connector begins construction by 2012, I-680 Red Top Road Interchange is shovel ready in 2012, pending construction funds, and the I-80 WB to I-680 SB Connector is shovel ready in 2013, pending construction funds.

In summary, the STA is requesting the Commission's continued assistance in delivering this critical project by approving the use of \$47.5 million in ARRA funds to leverage \$23.66 million in CMIA I-80 Corridor savings and to implement this next phase of the I-80/I-680/SR 12 Interchange Improvements. STA remains strongly committed to expediting the implementation of the I-80/I-680/SR 12 Interchange Improvements.

If you have any questions, please contact me or Daryl Halls, STA's Executive Director at (707) 424-6075.

Sincerely,



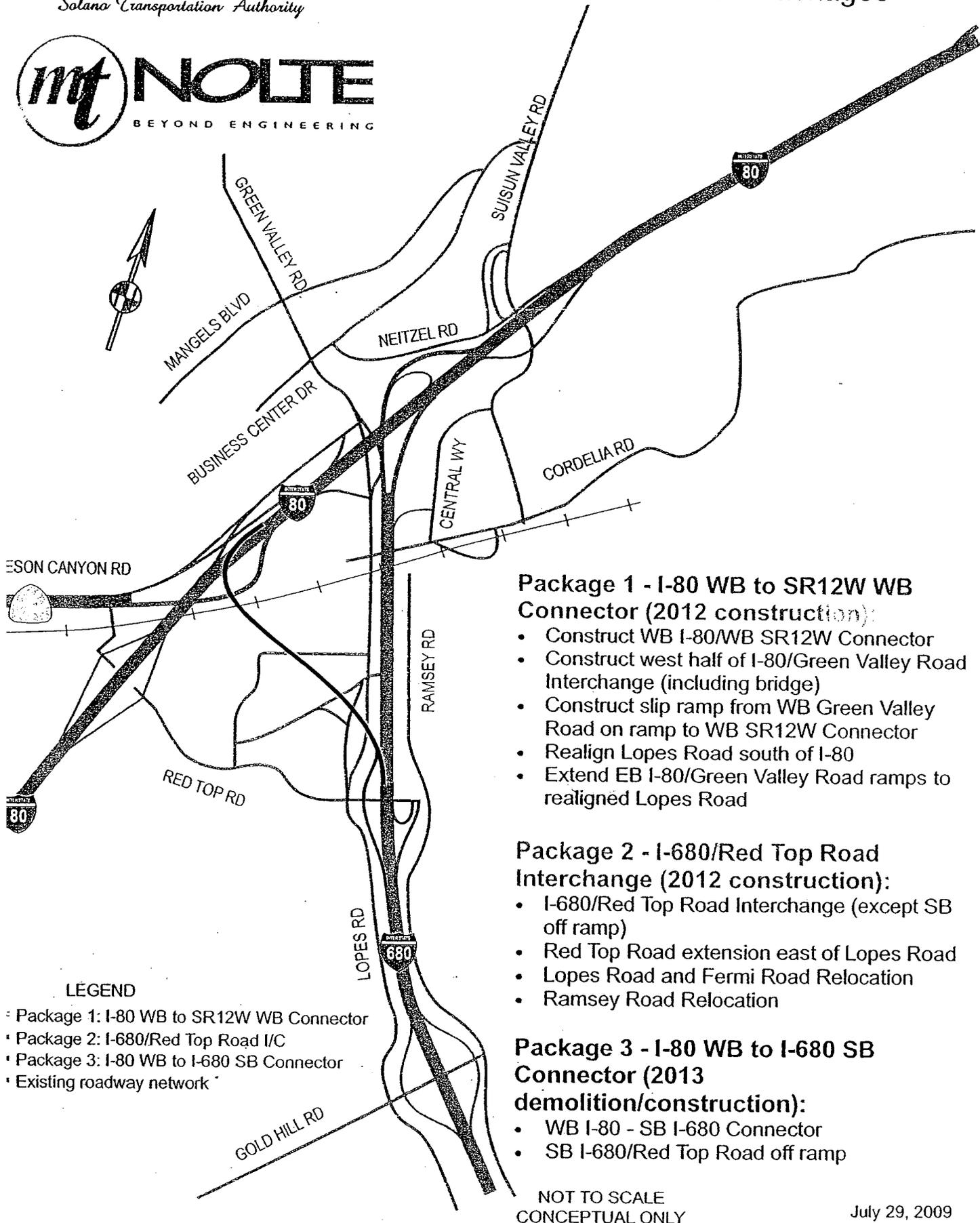
James Sperry, STA Board Chair
Supervisor, District 3
County of Solano

Attachments

cc: STA Board Members
Bimla Rhinehart, California Transportation Commission (CTC)
Randy Iwasaki, Caltrans Director
Bijan Sartipi, Director, Caltrans District 4



I-80/I-680/SR12 Interchange Project First Three Construction Packages



July 29, 2009

I-80 / I-680 / SR 12 Interchange Project
Schedule and Funding Needs for First Three Construction Packages
August 5, 2009

| Project Package | 2009 | | | | 2010 | | | | 2011 | | | | 2012 | | | | 2013 | | | | 2014 | | | | 2015 | | | | 2016 | | | | 2017 | | Total Funding Required |
|---------------------------------|-------|----|----|----|---------------|----|----|----|-------------------------|----|----|----|--------------|----|----|----|--------------------------------------|----|----|----|--------------------------|----|----|----|-------|----|----------------|----|-------|----|---------------|--|-------|--|------------------------|
| | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | | | | | |
| | FY 09 | | | | FY 10 | | | | FY 11 | | | | FY 12 | | | | FY 13 | | | | FY 14 | | | | FY 15 | | | | FY 16 | | | | FY 17 | | |
| I-80 WB to SR-12 W WB Connector | | | | | \$6 million | | | | Preliminary Engineering | | | | | | | | | | | | | | | | | | | | | | \$111 million | | | | |
| | | | | | | | | | \$7.5 million | | | | Final Design | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | \$15 million | | | | R/W, Utility Relocation & Mitigation | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | \$82.5 million | | | | Construction & Advertise | | | | | | | | | | | | | | |
| I-680 Red Top Road I/C | | | | | \$3.5 million | | | | Preliminary Engineering | | | | | | | | | | | | | | | | | | \$69.3 million | | | | | | | | |
| | | | | | | | | | \$3.3 million | | | | Final Design | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | \$20 million | | | | R/W, Utility Relocation & Mitigation | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | \$42.5 million | | | | Advertise & Construction | | | | | | | | | | | | | | |
| I-80 WB to I-680 SB Connector | | | | | \$4 million | | | | Preliminary Engineering | | | | | | | | | | | | | | | | | | \$147 million | | | | | | | | |
| | | | | | | | | | \$6 million | | | | Final Design | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | \$56 million | | | | R/W, Utility Relocation & Mitigation | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | \$21 million | | | | | | | | | | | | | | |

I-80/I-680/SR12 Interchange - PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange
 Agency: Solano Transportation Agency

Project ID: 7
 Plan Date: 10-Aug-09

| Fund Source | Phase | Prior | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | Future Committed | TOTAL |
|---|----------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|------------------|---------|
| COMMITTED FUNDING PLAN | | | | | | | | | | | | |
| I-80 WB to SR12W WB Connector | | | | | | | | | | | | |
| BR Tolls | ENV | | 6,000 | | | | | | | | | 6,000 |
| BR Tolls | PS&E | | | | | 7,478 | | | | | | 7,478 |
| BR Tolls | R/W | | | | | 15,000 | | | | | | 15,000 |
| STIP/CT | CON | | | | | | 11,412 | | | | | 11,412 |
| CMIA I-80 Corridor Savings | CON | | | | | | 23,610 | | | | | 23,610 |
| MTC - CMIA | CON | | | | | | 47,500 | | | | | 47,500 |
| I-680 Red Top Rd Interchange | | | | | | | | | | | | |
| BR Tolls | ENV | | | 3,500 | | | | | | | | 3,500 |
| BR Tolls | PS&E | | | | | 3,300 | | | | | | 3,300 |
| BR Tolls | R/W | | | | | 20,000 | | | | | | 20,000 |
| BR Tolls/Federal/STIP/Local | CON | | | | | | 42,500 | | | | | 42,500 |
| I-80 WB to I-680 SB Connector | | | | | | | | | | | | |
| BR Tolls | ENV | | | 4,000 | | | | | | | | 4,000 |
| BR Tolls | PS&E | | | | | 6,000 | | | | | | 6,000 |
| BR Tolls | R/W | | | | | | 41,758 | | | | | 41,758 |
| BR Tolls/Federal/STIP/Local | Utilities/Perm | | | | | | 14,242 | | | | | 14,242 |
| BR Tolls/Federal/STIP/Local | CON | | | | | | | 81,000 | | | | 81,000 |
| UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING) | | | | | | | | | | | | |
| Federal, State - Interchange (CP 1) | CON | | | | | | | | | | | 327,300 |
| TOTAL | | | | | | | | | | | | |
| | | Prior | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | Future Committed | TOTAL |
| | | | 6,000 | | 7,500 | 51,778 | 181,022 | 81,000 | | | | 327,300 |

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&E), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).



CONTRA COSTA
 transportation
 authority

September 16, 2009

COMMISSIONERS:

María Viramontes,
 Chair

Bert Taylor,
 Vice Chair

Robert Abelson

William Americh

John Balico

Isaac Bonilla

David Durant

Michael Glover

Michael Kee

Kevin Metcalf

John Pierce

Steve Heminger, Executive Director
 Metropolitan Transportation Commission
 101 Eighth Street
 Oakland, CA 94607-4700

RE: CMIA "Replacement Funds" For Application of AB XXX20 ARRA Funds –
 Request to Fund the Final Paving Overlay for the Route 4 Bypass, Segment 3

Dear Director Heminger:

The Authority appreciates MTC's efforts to keep the critically important Caldecott project on schedule through your Commission's approval of MTC Resolution 3896 in April, allocating \$105 million to the Caldecott Tunnel Fourth Bore project from "state-based" ARRA funds made available to you through AB 3X 20. In concert with the State's commitment of an additional \$92.7 million, the aggregate \$208 million commitment to replace otherwise uncertain State funds allowed the project to be put out to bid in a timely way. We look forward to receiving the bids on September 29th, with the expectation that construction can start expeditiously on this long-anticipated project later this fall.

In return for applying the AB 3X 20 ARRA funds to the Caldecott and other projects, Resolution 3896 indicates that MTC expects to receive, in the future, approximately \$157 million in replacement CMIA bond funds that the commission may use for more flexible allocations. We recognize that the allocation of ARRA funds to the Caldecott has allowed the project to move forward when it would otherwise still be waiting for State funding commitments to materialize. We also appreciate that the Commission separately allocated \$10 million in regional ARRA funds to the Vasco Road Safety improvements. Consequently, we wish to make a modest request for the Commission's consideration in future allocation of ARRA Replacement funds.

Specifically, we request the Commission's consideration for funding of the final paving overlay for the third segment of the Route 4 Bypass from the replacement CMIA bond funds, at a cost of \$4 million per the attached description of the project. The final overlay is ready to go to construction and has three major benefits:

- When the overlay is completed, truck traffic can be moved to the third segment of the Bypass, thereby significantly reducing truck traffic and safety problems in downtown Brentwood (while the segment is open to vehicular traffic, trucks are not allowed pending that final overlay);

Bert K. McCleary
 Executive Director

78 Buskirk Ave.
 Suite 100

San Ramon Hill
 94523

PHONE:
 510/256-4700

FAX:
 510/256-4701

WWW:
 www.ccta.net

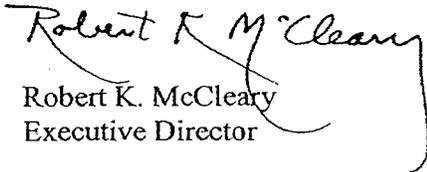
Steve Heminger
 September 16, 2009
 Page 2

- The California Department of Transportation (Caltrans) has been an active partner with the Route 4 Bypass Authority on all aspects of this project. Completion of the Segment 3 overlay project is necessary before Caltrans can accept this new roadway into the state highway system and relinquish existing substandard State Route 4 to Contra Costa County and the communities of Oakley and Brentwood; and
- Relinquishment of the existing Route 4 will benefit Oakley and Brentwood, allowing them to better plan their local downtowns and manage local traffic.

The SR 4 Bypass Project is an important segment of the regionally important SR 4 corridor that connects Interstate 680 in central Contra Costa County with Interstate 580 in Alameda County via Vasco Road (future SR 84), the Port of Stockton via SR 4 across the Delta and Interstates 5 and 580 via the Bryon Highway (future SR 239).

We thank you in advance for the Commission's consideration. Please let us know if there is any additional information that we can provide, and whether there will be a more formal application process for the replacement funds over the next few months.

Sincerely,



Robert K. McCleary
 Executive Director

cc: Senator Mark DeSaulnier
 Assemblywoman Joan Buchanan
 Assemblyman Tom Torlakson
 Amy Worth, Metropolitan Transportation Commission
 Federal Glover, Metropolitan Transportation Commission
 Maria Viramontes, Chair, Contra Costa Transportation Authority;
 Authority members
 Supervisor Susan Bonilla, Chair, Contra Costa Board of Supervisors
 Mary Piepho, Contra Costa Board of Supervisors
 Jim Frazier, Chair, Route 4 Bypass Authority
 Randy Iwasaki, Director, Caltrans
 Bijan Sartipi, District Director, Caltrans
 Julie Bueren, Public Works Director, Contra Costa County
 Linda Best, Executive Director, Contra Costa Council
 Dale Dennis, Route 4 Bypass Authority
 John Cunningham, TRANSPLAN

Attachment

Project Fact Sheet

- Project Name:** SR4 Bypass: Segment 3 Overlay and Flashing Beacons Project
- Project Sponsor:** SR 4 BYPASS AUTHORITY
- Project Type:** EXPRESSWAY and CONVENTIONAL HIGHWAY
- Project Scope:** SR4 Bypass Segment 3: Overlay 5.5 miles of Segment 3 of the SR4 Bypass with Rubberized Asphalt Concrete (RAC), install a median soft barrier and flashing beacons in advance of signalized intersections. Segment 3 of the SR4 Bypass extends from Balfour Road in Brentwood to Vasco Road in unincorporated Contra Costa County and along Marsh Creek Road from Bypass Road to Byron Highway (SR4) in unincorporated Contra Costa County.
- Need/Purpose:** Provide pavement improvements on 5.5 miles of Segment 3 of the SR4 Bypass with the RAC overlay and improve safety with the installation of the median soft barrier and flashing beacons (which will alert the traveling public that they are approaching a signalized intersection). This portion of East Contra Costa County experiences heavy fog conditions and the flashing beacons would address safety concerns due to heavy fog.
- Current Status:** Environmental document has been completed. Design is completed and Project is ready to go to construction.
- Issues:** None at this time.
- Project Support:** Great project support. It will be critical to construct this project in the near future. The RAC overlay will provide pavement improvement and the installation of the median soft barrier and flashing beacons will address safety concerns. Segment 3 of the SR4 Bypass (East Contra Costa County) experiences heavy fog conditions and the flashing beacons would address safety concerns by alerting the traveling public that they are approaching a signalized intersection.
- Cost Estimate:**

| Cost Estimate (Current Dollars) | |
|---------------------------------|------------------|
| Design | \$.13 M |
| Construction | \$ 3.37 M |
| Construction Mgmt | \$.50 M |
| TOTAL | \$ 4.00 M |

re Members

American Lung Association
California
www.californialung.org

Bayview Hunters Point
Community Advocates
hunterspoint@sbcglobal.net

Breathe California
www.ggbreathe.org

Friends of the Earth
www.foe.org

Natural Resources Defense
Council
www.nrdc.org

Children's Earth
Foundation
www.ucefoundation.org

RAMP: Regional Asthma
Management & Prevention
www.rampasthma.org

Sierra Club
www.sierraclub.org

TRANSDEF
www.transdef.org

Association of Concerned Scientists
www.ucsusa.org

East Oakland Environmental
Defenders Project
www.eoedp.org

September 18, 2009

Chairman Scott Haggerty and Members of the Commission
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RECEIVED

SEP 25 2009

MTC

Dear Chairman Haggerty and Members of the Commission,

The Bay Area Clean Air Task Force (BACATF), a coalition of environmental, transportation, and public health organizations working to improve air quality in order to improve public health, is writing to express our deep concern over the level of funding that the Metropolitan Transportation Commission (MTC) is proposing to give to the Transportation Climate Action Campaign. The climate action campaign is critical to achieving the region's goals of reducing air pollution and greenhouse gases, and providing equitable and healthy transportation choices for Bay Area residents.

BACATF recognizes the serious public health crisis caused by exposure to air pollution in the Bay Area, including increased rates of lung cancer, hospitalizations due to asthma, heart disease and diabetes. Asthma already affects one in five children in many parts of the Bay Area. Rising temperatures from global warming will worsen air pollution and health impacts. Global warming will have the greatest impacts on our most vulnerable communities, low income communities and communities of color who already share a disproportionate burden from air pollution exposures.

Several of our member organizations worked with MTC to ensure that adequate funding was included in the regional transportation plan to prioritize needed projects for safe walking, cycling and transit access to reduce air pollution and greenhouse gases. These measures were subsequently included in the Bay Area Air Quality Management District's proposed control strategies in the Clean Air Plan. By pushing back the implementation of the climate action campaign by five years, MTC is not only jeopardizing the region's ability to meet its air pollution reduction goals, but fails to respond to the urgency of the global warming crisis. Recent research shows that climate change is accelerating, and rapid reductions in greenhouse gases are needed immediately.

The MTC must not back pedal on its commitment to fund climate protection campaigns by prioritizing ramp meters at the expense of public health. The Transportation Climate Action Campaign will lay the groundwork for ongoing and vitally needed climate change measures that will reduce air pollution and greenhouse gases, and promote healthier communities. Please provide full funding for this critical initiative, starting immediately.

Sincerely,

Jenny Bard

Andy Katz

Jenny Bard
Co-Chair

Andy Katz
Co-Chair

CC: Dave Cortese, Association of Bay Area Governments
Jack Broadbent, BAAQMD
Steve Heminger, MTC

STP/CMAQ Cycle 1 and 2 Programming Proposal Local Streets and Roads Working Group

What do increased transit ridership, efficient goods movement, bicycle and pedestrian access, Focused Growth, and any freeway congestion management program have in common? Their success all rest upon the foundation of a functioning street and road network. Maintenance of the existing street and road network is not about expanding roadway capacity in order to create an environment conducive for driving. It is about preserving the base upon which *all modes of travel* rely. If investment in the existing street and road network is continuously deferred in favor of enhancement programs or expansion projects, the foundation will continue to deteriorate—to the ultimate detriment of all other transportation priorities.

MTC has requested that the region's transportation stakeholders serving in the various working groups that advise the Partnership Board develop proposals that reflect their preferred options for the programming of STP and CMAQ funds over the next six years. Attachment A is a proposal developed by the Local Street and Road Working Group (LSRWG) that reflects one of the main themes of the recently adopted *Transportation 2035* plan—"Fix-it-First". An explanation of the proposal is provided in detail below. Additional justification for the LSRWG framework is also provided.

LSRWG Proposal:

- Keep funding for the Freeway Performance Initiative (FPI) whole at \$222 million by providing \$31 million in funding off the top of the "anticipated" revenue. Reduce funding for FPI in the first cycle from \$62 million to \$39 million and from \$89 million to \$78 million in the second cycle.

Rationale

- The program consists of multiple IT projects at multiple, widely separated locations. While reducing the program in the first cycle, the \$113 million (\$39 million in Cycle 1 funds plus \$74 million in ARRA Backfill funds) investment still represents a significant investment.
- MTC staff includes \$235 million in "anticipated" revenue in their latest programming framework. Staff proposal states "Portion available for Cycle 1 Programming is \$60 million from apportionments over the first three years."
- Reducing the amount of CMAQ used for FPI in the first and second cycles would free up more of this fund source for other programs that can use it and in turn, would free STP funds to be used to further "Fix It First" goals.

September 21, 2009

- Increase funding for Regional Streets and Roads Rehabilitation to \$109 million in the first cycle and \$91 million in the second cycle.

Rationale

- Supports “Fix it First” philosophy
 - Recognizes need for early investment to maximize investment savings and minimize further deterioration of the region’s local streets and roads conditions
 - Recognizes a higher cost benefit through early investment
 - Recognizes proven track record of ability to deliver projects in a timely manner
 - Local Roads maintenance / rehabilitation did not receive a proportional share of ARRA funding
- Distribute “Anticipated” funding to reflect *Transportation 2035* investment commitments which results in increasing the commitment of “anticipated” revenue for streets and roads to \$89 million and transit rehabilitation to \$74 million.

Rationale

- Per *Transportation 2035*, 80 percent of “Anticipated” revenue should go towards maintenance of the existing system. Anticipated revenue represents funding above and beyond what was projected to be available from specified sources. These funds could take the form of existing programs. The MTC staff proposal indicates that the anticipated revenue included in the programming framework is based on more revenue becoming available than what had been projected in the Plan from the STP/CMAQ fund source. The LSRWG proposal appropriately distributes these funds according to the investment framework put forth in the Plan for anticipated revenues after deducting \$31 million from the total in order to fund the FPI program at staff’s proposed level.
- While funding is reduced in the LSRWG proposal for several of the core programs, additional funding for maintenance of the transit system and for the roadways required by transit, bicyclists and pedestrians, cannot be seen as being at cross-purposes with Climate Initiatives, TLC or the Regional Bike Program.

Further Justification for the LSRWG Proposal

Existing resources to fund the maintenance of the existing street and road network in the Bay Area fall short by more than \$200 million per year. The California Assembly’s reversal of the recent proposed raid of local gas tax subvention funds to help cover the State budget deficit—while a welcome turn of events—merely keeps the region’s local street and road network at the same place it was at the time *Transportation 2035* (T2035) was developed—underfunded by 50% of what is needed to bring conditions up to a pavement condition index (PCI) of 75 over the next 25 years. Without additional funding, the street and road network in the Bay Area is projected to deteriorate from the current PCI of 64, to 42 by the year 2032.

Transportation 2035

MTC Commissioners recognized that it makes no sense to spend limited regional transportation resources to enhance or expand on an existing foundation that will continue to deteriorate if not addressed. The "Fix it First" philosophy that was made prominent in T2035 reflects that recognition.

During the T2035 investment trade-off discussions, local public works representatives stressed the need to invest *early* if the \$7 billion dollar regional commitment to street and road maintenance were to be effective in preventing further deterioration of the region's average street and road condition over the course of the Plan period. Early investment in street and road maintenance has been found to have a benefit to cost ratio of five to one. While other strategic investments in the Plan may have a higher calculated benefit cost ratio than maintenance of the existing system, the scale of the savings that can be realized by investing early in the existing infrastructure far exceeds anything else. The existing street and road capital maintenance funding shortfall is \$18 billion. Every billion dollars that is invested in preservation of the system will save five billion in long-term costs associated with deferring needed maintenance. In addition to the enormous savings this represents for the region's taxpayers, it also impacts the level of regional resources that will be available to invest in other transportation priorities.

While it has been said many times by MTC staff and it is understood that T2035 is a plan and not a programming document, it is difficult to see the point of such a plan when right out of the starting gate the priorities and actual funding streams deviate sharply from the framework established.

Also understood is the fact that funding sources often come with restrictions and will not necessarily flex to conform neatly to the goals and commitments outlined in the Plan. This is why it is critical that where flexible funding sources are available, that they are applied appropriately according to the priorities that the region has set and with consideration of the types of fund sources that are likely to be available in the future. To this end, the Congestion Management / Air Quality Program (CMAQ) funds currently proposed in the MTC Staff's Plan for the Freeway Performance Initiative (FPI) should be directed in larger proportions to programs uniquely eligible for these funds, such as the Transportation for Livable Communities (TLC) Program. This would allow the Surface Transportation Program (STP) funds to be spent on Local Streets and Roads Maintenance to achieve the "Fix it First" goal. Because, outside of the recent American Recovery and Reinvestment Act (ARRA) program, *known* regional discretionary revenue sources that can be applied against the local streets and roads maintenance shortfall consist of exactly one: Surface Transportation Program (STP) funds. Therefore, it is our position that these funds be used to prioritize the "Fix it First" goals set forth in T2035, as opposed to programming funds into a strategic investment such as the Freeway Performance Initiative which is more rightly viewed as a long range goal.

Project Delivery

The Bay Area Region, through MTC's leadership, has been successful in meeting "timely use of funds" requirements by delivering street and road system preservation projects ahead of Federal deadlines. These efforts provided opportunities for our region to secure additional STP/CMAQ funding from other parts of the state that did not deliver their projects in a timely manner. The end results were additional streets and roads rehabilitation projects that provided Bay Area

September 21, 2009

residents with pavement and safety improvements which includes such components as American with Disability Act curb ramp installations. We encourage that these policies continue and that Cycle 2 Funding allocations be conditioned on programs ability to deliver their projects in a timely manner.

Regional Investments since the Adoption of T2035

Prior to approval of the federal economic stimulus act, local jurisdictions submitted a list of approximately \$1 billion "shovel-ready" projects that were deemed deliverable within the time frames being considered for the legislation. Of the \$662 million in ARRA funding that was or will be at MTC's discretion to distribute, \$145 million has been obligated for street and road maintenance and rehabilitation. That amount is less than 22% of the total and far less than the 43% share of "anticipated" revenues that T2035 said would be going to fund the local street and road maintenance shortfall. While not all the region's share of the ARRA funding was eligible for street and road maintenance expenditure, there were clearly opportunities to fund streets and roads at a far greater level than what has been achieved.

In addition to the ARRA funding, MTC staff's proposal for the first and second cycles of STP/CMAQ funding falls short of targets identified in T2035.

Following is a comparison of the T2035 investment framework and the actual investment practice that has been applied with the ARRA funding and is being proposed by MTC staff for the ARRA backfill funding from the State in combination with the STP/CMAQ Cycles 1 & 2 program. It illustrates how far the region has strayed, the calculated difference between the investments identified in the Plan and the actual percentages that have been received or are being proposed for local streets and roads.

Transportation 2035 vs. Actual / Planned Investment Comparison

| Funding Source | T2035* | Actual / Planned | Diff. In Dollars (Billions) |
|---|--------|------------------|-----------------------------|
| Anticipated / Unspecified | 43.4% | 21.9% | \$ 0.142 |
| STP/CMAQ* | 25.5% | 21.7% | \$ 0.030 |
| <i>Total Amount Behind / Needed to be On Par with Plan:</i> | | | \$ 0.172 |

*Does not assume the front-loading of climate initiative funding

Therefore, if T2035 is to have any significance at all, actual funding practice should more closely resemble its investment framework.

(Amounts in Millions)

| | Committed ARRA Programming | MTC Staff Proposal - 09/09/09 | | | | | | LSRWG Proposal - 09/21/09 | | | | | |
|--|----------------------------|-------------------------------|------------------|---------------------|-----------------------------------|----------------------------------|----------------------|----------------------------|------------------|------------------|--------------------------------|----------------------------------|----------------------|
| | | ARRA ¹ Backfill | STP/CMAQ Cycle 1 | STP/CMAQ/TE Cycle 2 | ARRA Backfill & STP/CMAQ/TE Total | Anticipated Revenue ² | Total New Commitment | ARRA ¹ Backfill | STP/CMAQ Cycle 1 | STP/CMAQ Cycle 2 | ARRA Backfill & STP/CMAQ Total | Anticipated Revenue ² | Total New Commitment |
| Estimated Apportionment Revenues | 662 | 113 | 485 | 568 | 1,166 | 235 | 1,401 | 113 | 485 | 568 | 1,166 | 235 | 1,401 |
| Annual Programs | | | | | | | | | | | | | |
| 1 Required SAFETEA OA Carryover | | | 68 | | 68 | | 68 | | 68 | | 68 | | 68 |
| 2 On-Going Regional Planning | | | 23 | 25 | 48 | | 48 | | 23 | 25 | 48 | | 48 |
| 3 On-Going Regional Operations | | | 84 | 74 | 158 | | 158 | | 84 | 74 | 158 | | 158 |
| <i>Subtotal Annual Programs</i> | 0 | 0 | 175 | 99 | 274 | 0 | 274 | 0 | 175 | 99 | 274 | 0 | 274 |
| 2035 Core Programs | | | | | | | | | | | | | |
| 4 Focus 1 Freeway Performance Initiative (FPI) | 119 | 74 | 62 | 86 | 222 | | 222 | 74 | 59 | 78 | 191 | 81 | 222 |
| 5 Focus 2 Climate Initiative ³ | | | 59 | 34 | 93 | 55 | 148 | | 59 | 34 | 93 | 55 | 148 |
| 6 Focus 2 Regional Bicycle Program | 10 | 8 | 16 | 20 | 44 | 22 | 66 | 8 | 16 | 20 | 44 | 22 | 66 |
| 7 Focus 2 Transportation for Livable Communities (TLC) | | | 78 | 96 | 174 | 49 | 223 | | 78 | 96 | 174 | 49 | 223 |
| 8 Focus 3 Transit Capital Rehabilitation | 286 | | 119 | 119 | 119 | 45 | 164 | | | 119 | 119 | 45 | 164 |
| 9 Focus 3 Regional Streets and Roads Rehabilitation ⁴ | 145 | | 86 | 83 | 169 | 63 | 232 | | 109 | 71 | 200 | 69 | 289 |
| <i>Subtotal Core Programs</i> | 460 | 82 | 301 | 438 | 821 | 234 | 1055 | 82 | 301 | 438 | 821 | 235 | 1056 |
| Strategic Investments | | | | | | | | | | | | | |
| 10 Safety Projects (Vasco Road and North Bay Counties) | 13 | | | | | | | | | | | | |
| 11 Express Lane Network (580 and 237/880) | 14 | | | | | | | | | | | | |
| 12 Transit Expansion -- Oakland Airport Connector | 70 | | | | | | | | | | | | |
| 13 Advance Prop 1B (Caldecott Tunnel) | 105 | | | | | | | | | | | | |
| 14 Corridor Mobility (SCL, I/C Imps) | | 32 | | | 32 | | 32 | 32 | | | 32 | | 32 |
| 15 MTC Res. 3814 Transit Payback Commitment | | | | 31 | 31 | | 31 | | | 31 | 31 | | 31 |
| 16 Trade Corridor (Richmond Rail Connector) | | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 |
| <i>Subtotal Strategic Investments</i> | 202 | 32 | 8 | 31 | 71 | | 71 | 32 | 8 | 31 | 71 | | 71 |
| Grand Total | 662 | 114 | 484 | 568 | 1,166 | | 1,400 | 114 | 484 | 568 | 1,166 | | 1,401 |

¹\$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M for Caldecott Tunnel and \$7.5M for TE)

²Anticipated revenues are based on a 10% annual authorization increase as compared to the assumed 4% in the base proposal over six years. Portions available for Cycle 1 programming is \$60 million from apportionments over the first three years.

³Includes \$20M for SFgo.

⁴Includes PTAP and FAS of \$28M



Commissioners; S. Haggerty, A. Fleener, A. Bockelman
TFWG Item 6
copy Craig Koss
Dec PAC

22 orinda way • orinda • california • 94563

October 19, 2009

Scott Haggerty, Chairman
Metropolitan Transportation Commission
101 8th Street
Oakland, California 94607

RECEIVED
OCT 21 2009

METROPOLITAN TRANSPORTATION
COMMISSION

Chairman Haggerty:

We understand the Metropolitan Transportation Commission is weighing the priorities for Federal funds for streets and roads.

Our message is simple – we urge you to shift as much of this funding as possible to local streets and roads.

We have shovel-ready projects to address key arterials critical to both our citizens and those of surrounding jurisdictions.

Applying Federal funds at the local level will best target the worst infrastructure problems and create the greatest value for the dollars.

Thank you for your consideration,

Orinda Citizens' Infrastructure Oversight Commission:

Sandy Roadcap, Chairman
Richard Nelson, Vice-Chairman
Alex Evans
Robert McCleary
Craig Jorgens
Dennis Fay
David Gamson

cc: Mayor Sue Severson
Vice-Mayor Thomas T. McCormick
Councilmember Steve Glazer
Councilmember Victoria Smith
Councilmember Amy Worth
City Manager Janet Keeter
Director of Public Works and Engineering Services Chuck Swanson

| | | | | | |
|---|--|--|--|--|--|
| General Information (925) 253-4200 (ph) (925) 254-9158 (fax) | Administration (925) 253-4220 (ph) (925) 254-2068 (fax) | Planning (925) 253-4210 (ph) (925) 253-7719 (fax) | Parks & Recreation (925) 254-2445 (ph) (925) 253-7716 (fax) | Police (925) 254-6820 (ph) (925) 254-9158 (fax) | Public Works (925) 253-4231 (ph) (925) 253-7699 (fax) |
|---|--|--|--|--|--|



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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TDD/TTY 510.817.5769
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E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Programming and Allocations Committee

DATE: October 19, 2009

FR: MTC Advisory Council

RE: Recommended Increase in TLC Cycle 1 Grant Funding

Background

The Transportation for Livable Communities grants has become an effective measure for communities to plan for and invest in transit-adjacent land use developments. As the next round of grant recipient selections will take place in the coming months, the Advisory Council recommends that **funding of the Cycle 1 TLC grant allocation be budgeted at \$100 million** to enhance the region's ability to reduce greenhouse gas emissions associated with the projected employment and population growth in the nine Bay Area counties.

Discussion

The TLC Cycle 1 grant funding currently being considered by the MTC Programming and Allocations Committee for FY 2009/10 through 2011/12 is in the amount of \$78 million. This sum of \$78 million has to be further allocated: \$52 million (2/3) MTC regional grant program and \$26 million (1/3) CMA grant program. The \$52 million MTC regional grant funds are further sub-allocated to two programs: Station Area Planning and separately to TLC grants.

AB 32 and SB375 has increased demand by municipalities to invest in planning for transportation and land use linkages and to secure funding to build those linkages. In our opinion, Cycle 1 funds are insufficient to meet the demand for land use studies, station-area planning, CMA TLC grants and MTC's TLC infrastructure investments.

Recommendation

The Advisory Council recommends **an increase of Cycle 1 TLC grants from \$78 million to a minimum of \$100 million** to be made available to municipalities for TLC planning and capital grants focused on linkages between land use and transportation, subsequent infrastructure investments and CMA land use planning grants.

Drafted by: Eli Naor, Chair, Transportation and Land Use Subcommittee; submitted through Cathy Jackson, Chair, MTC Advisory Council.

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

October 22, 2009

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Attention: The Honorable Scott Haggerty, Chair

Subject: Support for the MTC proposal for STP/ CMAQ and ARRA Backfill of \$222M
for the Freeway Performance Initiative

Dear Chairman Haggerty;

The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County and is responsible for programming the San Mateo County discretionary State and Federal Transportation funds and coordinating these with the Local Sales Tax Measure Strategic Plan.

C/CAG is a strong supporter of establishing a high priority for Intelligent Transportation System (ITS) solutions, since ITS can be implemented much faster with the highest return on investment of any transportation solution. Therefore, C/CAG strongly supports the MTC staff proposal for \$222M of ARRA Backfill and STP/ CMAQ funding for the Freeway Performance Initiative (FPI). Key justification for this support is as follows.

- 1- ITS solutions have the highest return on investment and should be a priority for funding.
- 2- Ramp metering is a proven effective solution and should be expanded as proposed in the Freeway Performance Initiative.
- 3- It takes much less time to implement ITS solutions.
- 4- FPI projects will provide improved operations of the freeway with a resulting pollution and climate benefit.
- 5- Don't take funds from FPI to put on a program with a lower return on investment.

Given that FPI has the highest cost effectiveness this should be the last program that funds are reduced to address other needs. Therefore, it is requested that the Metropolitan Transportation Commission (MTC) approve the MTC Staff recommendation to provide \$222M for the Freeway Performance Initiative from STP/ CMAQ and the ARRA Backfill. Your consideration of this request is appreciated. If there are any questions please contact Richard Napier at 650 599-1420.



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Memorandum

TO: Transit Finance Working Group

DATE: November 4, 2009

FR: Glen Tepke

RE: Bus Emission Filter Upgrades

Background

This item is a follow-up to the discussion at the October TFWG meeting of the need for replacing Cleaire Longview bus emission reduction devices that were funded under a regional program in FY04 and FY05, and potential funding for replacements. The devices are now reaching or approaching the end of their five-year warranty period. New replacement filters also provide greater NOx reduction benefits than the original devices.

MTC staff had estimated that about 1,300 of the 1,600 devices procured under the program were still in service. Replacing all 1,300 would cost approximately \$19 million. MTC staff requested the following information from the affected operators:

- The quantity of buses with installed Cleaire Longview devices still in service, by model (standard transit bus vs. over-the-road coach) and model year; and
- How each operator intends to address the replacement of the devices.

Operator Responses to Survey of Filter Replacement Needs

MTC received a variety of responses regarding the quantity of buses with devices installed, and the need to replace the devices:

- ECCTA, SFMTA and VTA staff questioned the need for wholesale replacement of the devices, suggesting that the useful life of the devices was substantially longer than the five-year warranty period, and that it would be more cost-effective to replace devices that fail on an as-needed basis than to proactively replace all devices.
- AC Transit staff indicated that in addition to replacing currently installed devices, the agency needs to procure 71 additional devices under the CARB regulation that requires one older bus to be retrofitted for each new bus purchased that does not meet CARB's 2009 engine emission standards. In addition, AC Transit may need to procure another 51 filters if a

device is certified for their remaining buses (the 51 contingency filters are not included in the summary table below).

- Golden Gate Transit staff indicated that in addition to their currently installed Cleaire devices, the agency needs to replace 80 other PM devices, but planned to replace only the “brick” rather than the entire device, at a reduced cost of approximately \$8,000 per brick.
- SFMTA staff indicated that they did not need to replace filters, other than replacing failed devices as needed, but did want to establish an inventory of spare filters that would be installed when filters were removed for maintenance. Establishing a 10% spare ratio would require approximately 40 filters (preliminary estimate).
- ECCTA and LAVTA staff indicated they had sufficient funding in place to cover their device replacement needs.
- Several operators indicated that they did not need to replace devices because the buses are scheduled to be retired within the next few years.
- Other operators verified or corrected the inventory of installed devices, and indicated they would need additional funding to replace the devices.

CARB Requirements for Replacing Emission Reduction Devices

In response to the questions from ECCTA, SFMTA, and VTA staff regarding the need to replace the devices, MTC contacted CARB staff to get clarification on CARB’s useful life and replacement requirements for retrofit devices. CARB staff (Kathleen Mead, Manager, Retrofit Implementation Section) reported that:

- CARB’s verification of a device is good for the life of the device, i.e., there is no time limit on the verification.
- CARB does not have a maximum useful life requirement after which the device must be replaced.
- As long as operators maintain the device in like-new condition, the device is verified until a component fails that cannot be replaced by the manufacturer.
- If a major component fails that cannot be replaced by the manufacturer, the entire device must be replaced.
- When performing maintenance/replacing parts, operators must go through the manufacturer and not mix parts from other manufacturers.
- Retrofit devices must remain in service until the engine is replaced with an engine that meets the 2010 engine emission standards.

- If operators obtain devices that are verified for greater-than-required NO_x reduction before 2013, they may be eligible for credits (extensions) for compliance with the CARB fleet rule.

Operators with specific questions about CARB policy are encouraged to contact CARB staff directly for further clarification.

Replacement Program Proposal

Under the current TCP policy, replacement of emission devices would be considered preventive maintenance and treated as Score 9 if an operator were to request funding for a replacement project from the TCP program. In light of the need to replace filters by some of the region's operators at a time when preventive maintenance budgets are under severe stress due to state budget cuts and the recession, MTC proposes to amend the policy to create an emission reduction device replacement program. The elements of this proposal attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NO_x reductions on the one hand, and making the most effective use of the region's limited capital funds on the other.

- Requests to replace emission filters or filter components in order to maintain compliance with or exceed CARB requirements would be treated as Score 16.
- In order to be treated as Score 16, replacement filters must be installed on buses that are scheduled to remain in service until at least 2014.
- Requests to procure spare filters up to 10% of the current inventory would be treated as Score 16.
- Funding under the emission reduction device replacement program would require a 50% local match, rather than the standard 20%. The intent of this element is to encourage operators to replace filters only when necessary and to align with the original policy that had regional contribution to NO_x reduction and local contribution for PM reduction.
- Participation in the program would be entirely voluntary.

Based on the responses to the survey of filter needs summarized in the table, approximately 585 replacement or spare filters could be funded under the program, with a total cost of approximately \$8.4 million. Based on the proposed 50% match requirement, the program would require approximately \$4.2 million in regional funds. The purpose of

Estimated Emission Device Replacement/Spares Costs

| Operator | No. of Buses | Est. Device Repl. Cost |
|---------------------|--------------|------------------------|
| AC Transit | 267 | \$3,826,110 |
| CCCTA | 71 | \$1,017,430 |
| Fairfield Transit | 19 | \$272,270 |
| Golden Gate Transit | 61 | \$869,280 |
| LAVTA | - | \$0 |
| SFMTA | 40 | \$573,200 |
| SamTrans | 55 | \$788,150 |
| Santa Clara VTA | - | \$0 |
| Santa Rosa City Bus | 6 | \$85,980 |
| Tri-Delta | - | \$0 |
| Vallejo Transit | 52 | \$745,160 |
| WestCat | 14 | \$200,620 |
| Total | 585 | \$8,378,200 |

the table is to estimate the total funding needed for the program, not to define eligibility or assign funding amounts to particular operators. Any operator with filter procurement needs could request funding, including those that indicated that they presently have no plans to replace filters.

Funding for the proposed emission reduction device replacement program would come from the difference between the amount of FY10 5307 apportionments assumed in the TCP program and the actual apportionments, which should be known later this year. The FY10 DOT appropriations bill currently pending in Congress has a 4.5% increase over FY09 appropriations for 5307 vs. 2.0% assumed in the TCP program. If the increase in appropriations translates into an equal increase in apportionments, the region would receive \$5.5 million in additional funding. MTC would solicit requests for filter procurement projects in conjunction with the FY10 POP amendment. If FY10 5307 funds are insufficient to fund the requested projects, MTC would work with operators to defer funding until FY11.

MTC requests input and the concurrence of the TFWG with the proposed emission reduction device replacement program.



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Memorandum

TO: Transit Finance Working Group

DATE: November 4, 2009

FR: Sri Srinivasan

RE: TIP Update

2009 TIP Revisions

TIP Revision 09-31 – In-Process

Revision No. 09-31 is an amendment that revises 74 projects with a net increase in funding of approximately \$23.8 million. The significant changes in the amendment are as follows:

- Deletes 63 completed projects from the TIP (42 local streets and roads projects, 2 highway projects; and 19 transit projects)
- Adds one new MTC managed grouped listing for New Freedom funds for FY08 and FY09 for large urbanized areas totaling \$5.8 million
- Adds \$6.4 million in ARRA TIGGER funds to the AC Transit sponsored Zero Emission Bus Advanced Demonstration project
- Updates the funding plan for the San Mateo County Traffic Incident Management project to add \$1M in RIP funds from the Willow Road Interchange project (SM010047); \$500K in RIP funds, \$2.3M in TLSP funds and \$4 million in Other Local funds
- Updates back-up list and project cost of the Caltrans managed Grouped Listing for railroad crossings to include \$6.6 million in Section 130 Funds in FY 2010.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The revision is on schedule to be approved by the commission on November 18, 2009 and final federal approval is expected in early January 2009.

TIP Revision 09-30 – Pending

Revision No. 09-30 is an amendment that revises 48 projects with a net increase in funding of approximately \$4.8 million. Among these changes, the amendment:

- Deletes thirty completed projects from the TIP (twenty local streets and roads projects and ten transit projects) and the Golden Gate Transit project to replace 34 - 1991 40' TMC buses (MRN050023) because all the funds (\$8,293,951 in FY 2009 Section 5307 funds and \$2,073,488 of corresponding local match) are being transferred to the Facilities Rehabilitation Project (MRN050025).
- Adds one new Caltrans managed SHOPP Grouped Listing for Highway Maintenance with four projects totaling \$19.1 million.
- Updates the back-up list and project costs of four Caltrans managed SHOPP Grouped Listings.
 - Mandates and Prop 1B decrease by \$52.9 million to remove a state cash funded project from the TIP, because it does not need federal reimbursement).
 - Emergency response increases by \$23.9 million due increase in construction costs for various projects.
 - Collision Reduction increases by \$17.9 million.
 - Mobility decreases by \$6.3 million

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The MTC Commission approved revision 09-30 on October 28, 2009 and final federal approval is expected in early December 2009.

TIP Revision 09-29 - In-process.

TIP Revision 09-28 - Approved

Revision No. 09-28 is an administrative modification that revises 25 projects with a net increase in funding of approximately \$1.7 million. Among other changes, the revision updates 11 Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and use the recent FTA operations flexibility. The revision also updates the funding plans of various projects including changes in the US 101 Doyle Drive Replacement project (\$12.2M in CON phase funds being reprogrammed to ROW phase to address corresponding change in cost for the phases) and I-580 TriValley Corridor - EB HOV/HOT Lanes project (\$7.5M in CON phase funds being reprogrammed to PE phase). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-28 was approved by the MTC Deputy Executive Director on September 16, 2009 and final Caltrans approval was received on September 17, 2009.

TIP Revision 09-27 - Pending

Revision No. 09-27 is an amendment that revises 15 projects with a net decrease in funding of approximately \$58.5 million. Among other changes, the amendment:

- Adds three new projects into the TIP (two planning projects and one local road rehabilitation project)
- Deletes two projects from the TIP: The Grand/MacArthur Blvd Corridor Improvements project because the funds are being used for the new Study Contra Flow Lanes on Bay Bridge project; and the Alameda-Oakland Ferry Main Street Barge project because the listing was a duplicate of an existing project.
- Updates the back-up list and project costs of four Caltrans managed SHOPP Grouped Listings.
 - Collision Reduction increases by \$62.9 million with the addition of several projects including safety projects on SR84 and SR152 totaling \$60 million.
 - Emergency Response increases by \$43.2 million with the addition of several projects including a \$16 million safety project on Route 580.
 - Bridge Preservation decreases by \$151.1 million to remove duplicate programming in the back-up listing of about \$140 million;
 - Roadway Preservation decreases by \$18.5 million.
- Updates the back-up list and project cost of the Grouped Listing funded with FTA 5307 ARRA funds for the Concord Urbanized Area to add operating assistance projects.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-27 was approved by the MTC Commission on September 23, 2009, Caltrans approval was received on September 28, 2009 and final federal approval is expected in October 2009.

TIP Revision 09-26 - Approved

Revision No. 09-26 is an administrative modification that revises 17 projects with a net decrease in funding of approximately \$3.6 million. Among other changes, the revision updates six Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings. The revision also updates six Caltrans managed Grouped Listings. Another significant change in this revision is the update to the funding plan of the Sonoma Marin Area Rail Corridor project by removing \$5 million in FTA section 5309 funds that were not allocated. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-26 was approved by the MTC Deputy Executive Director on August 20, 2009 and final Caltrans approval was received on August 20, 2009.

TIP Revision 09-25 - Approved

Revision No. 09-25 is an administrative modification that makes revisions to 16 projects with a net increase in funding of approximately \$6.2 million. Among other changes, the revision updates the project costs of thirteen regional planning projects to include STP or CMAQ funds and updates the local matching funds. The funding plan of AC Transit's Preventive Maintenance program was updated to include \$1.8 million in FTA 5307 funds transferred in from the AC Transit Facilities Upgrade project. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-25 was approved by the MTC Executive Director on August 6, 2009 and final Caltrans approval was received on August 10, 2009.

All prior revisions have been approved and projects in all the revisions can be viewed at:

<http://www.mtc.ca.gov/funding/tip/revisions.htm> The FMS system has also been updated to reflect the approvals received. If you have any questions regarding any TIP project, please contact Sri Srinivasan at (510) 817-5793 or ssrini@mtc.ca.gov.



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Memorandum

TO: Transit Finance Working Group

DATE: November 4, 2009

FR: Sri Srinivasan

RE: 2011 TIP Development – Data Clean Up – RTP Data

Background:

The Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for Air Quality Conformity purposes, during the four-year period from FY 2008-09 through FY 2011-12. MTC is required to prepare and adopt an updated TIP every two years.

In order to make the TIP development process easier, we are looking to "clean up" the TIP in advance of the 2011 TIP development that will take place next year. This process will involve several steps; the first step was to archive projects from the TIP (Deadline was October 30, 2009).

The second step is to ensure that for all the projects that remain in the TIP, the data contained is valid. In light of the fact that the TIP is data intensive, the data cleanup process is a series of steps, the first of which is checking for RTP consistency.

Of the approximately 1263 active projects in the TIP, 199 projects have invalid/inconsistent RTP information, where the RTP Title is "Warning: This project is not part of T-2035 RTP" It is important to correct this information because federal regulations require that only projects consistent with the Regional Transportation Plan (RTP) are to be included in the TIP. RTP consistency means that 1) the scope of the project in the TIP and the RTP title are consistent with one another and 2) the project costs in the TIP do not exceed those in the RTP's financially constrained investment plan.

Next Steps:

Attached is a list of all the active projects in the TIP with invalid RTP information. The steps to follow are listed below.

- 1) Log into FMS and go to the Project Search Page
- 2) Select the project
- 3) Review the RTP ID, RTP Title, RTP cost on the General Information page
- 4) If the title is inconsistent, please click on the link to the T-2035 RTP project list (it will open a PDF document) and identify the correct RTP ID.
- 5) Please choose the appropriate RTP ID in drop down menu

- 6) This will automatically populate the RTP Title and RTP Cost fields. Please enter the RTP page number as well (as seen in the PDF).
- 7) Submit the revision by November 30, 2009

Universal Application

| | |
|---------------------|---------------------------------|
| TIP ID | BRT975004 |
| County | San Mateo |
| Project name | San Francisco Airport Extension |

General Information - Step 1 of 7

Next Save Cancel

*Project Name (Not to exceed 50 characters) San Francisco Airport Extension

*Primary Program Being Modified FTA Earmarks

*County San Mateo

*Sponsor Bay Area Rapid Transit District (BART)

*Implementing Agency Bay Area Rapid Transit District (BART)

*Reason for Revision (Not to exceed 255 characters) Archive project from the TIP because the project has been completed and is open to traffic

*Description of Change (Not to exceed 2000 characters) Archive project from the TIP because the project has been completed and is open to traffic

*Is project completed/open for traffic Yes

RTP Cycle T2035 - Current RTP Cycle

[View Projects and RTP Ids in the T-2035 Plan](#)

*RTP ID 22424

RTP Title WARNING: This project is not part of the T-2035 RTP

RTP Project Cost \$0

RTP Page Number

*These fields must be inputted before the application c

Next Save Cancel

**Link to
T-2035
RTP
Project
List**

Thank you for your continued efforts with the TIP. If you have any questions, please contact Sri Srinivasan at (510) 817-5793 or ssrini@mtc.ca.gov.



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Memorandum

TO: Transit Finance Working Group

DATE: November 4, 2009

FR: Amy Burch

RE: Prop 1B Update: Transit (PTMISEA) and Transit Security (CTS GP)

Programming of Remaining FY 2007-08 and FY 2008-09 PTMISEA Funds

Bay Area agencies with remaining FY 2007-08 and FY 2008-09 PTMISEA funds submitted their allocation requests to Caltrans by the November 1st deadline. Thank you to those agencies with remaining funds for making the deadline, given the short time frame.

After the Commission's November 18, 2009 meeting, MTC staff will forward Resolution 3880, revised to Caltrans. Resolution 3880, revised serves as the regional board action for population-based fund requests for PTMISEA. The Programming and Allocations Committee (PAC) is reviewing Resolution 3880, revised today; the PAC agenda is available on the MTC website at: <http://www.mtc.ca.gov/meetings/agendas.htm>. Also, Attachment A is the November 4, 2009 PAC summary for the Prop 1B Transit: Remaining FY 2007-08 and FY 2008-09 Population-based Funds Allocation Requests. The recommended projects are listed below:

Lifeline/Small Operators (\$2.5 million)

- 1) Santa Clara County Hybrid Bus Replacement (\$2.3 million)
- 2) Tri Delta Bus Shelters (\$0.2 million)*
- 3) Healdsburg Bus Purchase (\$53,767)*

Urban Core (\$2.4 million)

- 1) San Francisco Central Subway (\$1.1 million)
- 2) BART to Warm Springs (\$1.3 million)

FY 2009-10 Appropriations

The FY 2009-10 PTMISEA appropriations – \$350 million statewide – may be available for programming by December, 2009. On October 11, 2009, the Governor signed AB 1072 into law. AB 1072 requires agencies to submit allocation request plans for the remainder of the program. After the State Controller's Office (SCO) issues formula calculations, Caltrans will provide further direction – likely either later this month or December. MTC staff will keep the TFWG informed on future deadlines. Attachments B and C are the summaries of PTMISEA appropriations for the Bay Area.

Caltrans Contacts for PTMISEA

Jayne Desormier is the new contact person for questions relating to PTMISEA, and she can be reached at 916.657.4679 and jayne_desormier@dot.ca.gov. Feel free to contact Joan Musillani as well at 916.654.9495 and joan_musillani@dot.ca.gov.

Prop 1B Transit Security – CTSGP-CTAF

Bay Area operators have received conditional awards for Transit Security grants totaling \$21.2 million for FY 2008-09 (see Attachment D). MTC anticipates that these funds will be paid after the next bond sale, which may not occur until next year. Transit Security projects did not receive any funds from the recent bond sale.

Jason Peery is the contact for CTSGP, and can be reached at 916.324.5947 and jason.peery@calema.ca.gov.

Feel free to contact me at 510-817-5735 and aburch@mtc.ca.gov or Kenneth Folan at 510-817-5804 and kfolan@mtc.ca.gov with questions regarding the Prop 1B Transit and Transit Security Programs.

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2009

Item Number 2d

MTC Resolution 3880, Revised

Subject: Proposition 1B - Transit: Remaining FY 2007-08 and FY 2008-09 Population-based Funds Allocation Requests

Background: In June 2007, MTC adopted the Proposition 1B Regional Transit Program (Resolution 3814), including the programming of \$347 million in state bond funds available to the region by the State Transit Assistance population-based formula over 10 years. To date, MTC has approved and submitted approximately \$86 million in population-based funding for Bay Area projects in FY 2007-08 and FY 2008-09. The region's remaining balance through FY 2008-09 totals about \$5 million in available population-based funds.

Summary: To meet Proposition 1B timely-use-of-funds requirements, remaining FY 2007-08 and FY 2008-09 funds must be requested by November 1st, 2009. This request for remaining funds is subject to Commission approval, and staff will forward the Commission's action to Caltrans on November 19, 2009. Staff recommends requesting the remaining \$5 million in allocations for the projects listed below:

Lifeline/Small Operators (\$2.5 million)

- 1) Santa Clara County (\$2.3 million)
- 2) Tri Delta Bus Shelters (\$0.2 million)*
- 3) Healdsburg Bus Purchase (\$53,767)*

Urban Core (\$2.4 million)

- 1) San Francisco Central Subway (\$1.1 million)
- 2) BART to Warm Springs (\$1.3 million)

**These projects were previously submitted and either a portion or all of their requested funds are listed within the FY 2008-09 allocations in Attachment A.*

The program is summarized in the following chart.

| (\$ in millions) Category | Total Program | Allocated FY 2007-08 | Allocated FY 2008-09 | Recommended Remaining FY 07-08, 08-09 | Total Allocated (If Action Approved) |
|------------------------------|------------------|-------------------------|-------------------------|---|--|
| Lifeline | 112 | 17.4 | 7.9 | 2.5 | 27.8 |
| Urban Core | 203 | 33.7 | 19.0 | 2.4 | 55.1 |
| Small Operators | 32 | 5.3 | 3.0 | ** | 8.3 |
| Total | 347 | 56.4 | 29.9 | 5.0 | 91.2 |

***Small Operators remaining funds total \$14,767.*

The allocation requests are based on the programming framework established by the Commission under Resolution 3814, submittal requests from project sponsors, and the allocation principles described in Attachment B to Resolution 3880.

Issues:

- 1) This programming action ensures all available funds are requested by advancing \$2.4 million in the Urban Core category from the Lifeline category. The advance will be repaid to the Lifeline category in the FY 2009-10 programming cycle, subject to availability of funds.
- 2) State bond funds are currently unavailable due to the state's fiscal crisis. Bay Area transit operators have not yet received roughly \$10 million in FY 2008-09 approved allocations due to the bond freeze. Today's \$5 million request will be added to this backlog. Once the State has bond funding to allow new projects and grants to proceed, these Proposition 1B projects will receive their funding.
- 3) Allocation requests are subject to review by Caltrans and approval by the State Controller's Office. Resolution 3880 authorizes the Executive Director to make administrative changes to existing allocation requests up to \$1 million and authorize new allocations up to \$0.5 million, as necessary, based on sponsor requests and the state's review. The goal is to expedite review of non-substantive program changes.

Recommendation: Refer Resolution No. 3880, Revised to the Commission for approval.

Attachment: MTC Resolution No. 3880, Revised

Updated: October 26, 2009

DRAFT - POPULATION-BASED PROPOSITION 1B - PTMISEA

| Investment Category | Estimated Prop 1B Total | FY 2007-08 | | | FY 2008-09 | | | | | G=C-F | Available for Programming <i>Estimated</i> FY 2009-10 Appropriation | |
|--|----------------------------|----------------------------|---------------------------------|--|-------------------|-------------------|------------------|-------------------|------------------|-------------------|---|-------|
| | | FY 2007-08 Appropriated | Actual Allocations (Paid) | CARRYOVER Unallocated FY 2007-08 | A | B | C=A+B | D | E | | | F=D+E |
| | | | | | | | | | | | | |
| Lifeline | | | | | | | | | | | | |
| Alameda | 30,688,000 | 1,734,416 | 5,098,588 | | 0 | | | | | - | 2,872,181 | |
| Contra Costa | 14,000,000 | 791,248 | | 212,018 | 1,804,823 | 2,016,841 | 1,716,841 | 100,000 | 1,816,841 | 200,000 | 1,310,302 | |
| Marin | 3,024,000 | 170,910 | | 45,796 | 389,842 | 435,638 | 435,638 | | 435,638 | (0) | 283,025 | |
| Napa | 1,904,000 | 107,610 | | 28,834 | 245,456 | 274,290 | 274,290 | | 274,290 | 0 | 178,201 | |
| San Francisco* | 16,912,000 | 955,828 | | 256,123 | 2,180,226 | 2,436,349 | 1,365,610 | | 1,365,610 | 1,070,739 | 1,582,844 | |
| San Mateo | 7,952,000 | 449,429 | | 120,426 | 1,025,140 | 1,145,566 | 100,000 | 900,000 | 1,000,000 | 145,566 | 744,251 | |
| Santa Clara | 24,304,000 | 1,373,607 | | 368,063 | 3,133,173 | 3,501,236 | | | - | 3,501,236 | 2,274,684 | |
| Solano | 6,160,000 | 348,149 | | 93,288 | 794,122 | 887,410 | 587,410 | 300,000 | 887,410 | (0) | 576,533 | |
| Sonoma | 7,056,000 | 398,789 | | 106,857 | 909,631 | 1,016,488 | 967,488 | | 967,488 | 49,000 | 660,392 | |
| MTC - Regional Projects** | | 12,278,000 | 12,278,000 | | - | | | | | | | |
| Subtotal - Lifeline Program | 112,000,000 | 18,607,987 | 17,376,588 | 1,231,399 | 10,482,412 | 11,713,817 | 5,447,277 | 1,300,000 | 6,747,277 | 4,966,540 | 10,482,412 | |
| *In FY 2008-09, MTC approved San Francisco Lifeline projects totaling \$2,436,344. However, Caltrans only approved \$212,000 for project work scheduled for completion within 6 months. SF project sponsors need to reapply to Caltrans when contract award is within 6 months of funding cycle. | | | | | | | | | | | | |
| **MTC Regional Projects funded with 1B to free up STA funds for Lifeline. | | | | | | | | | | | | |
| Urban Core Transit Improvements | | | | | | | | | | | | |
| BART Seismic | 24,000,000 | | 24,000,000 | | | | | | - | - | | |
| San Francisco Muni Central Subway | 100,000,000 | | | | 15,000,000 | | 15,000,000 | | 15,000,000 | - | | |
| Santa Clara VTA Line 522/523 BRT | 45,000,000 | | 9,726,977 | | | | | | - | - | | |
| BART to Warm Springs | 17,000,000 | | | | | | | | - | - | | |
| East Contra Costa BART Extension | 17,000,000 | | | | 3,999,373 | | 3,999,373 | | 3,999,373 | - | | |
| Subtotal - Urban Core | 203,000,000 | 33,726,977 | 33,726,977 | 0 | 18,999,373 | 18,999,373 | 0 | 18,999,373 | 0 | 0 | 18,999,373 | |
| Small Operators/North Counties | | | | | | | | | | | | |
| Marin | 3,404,473 | 565,629 | 565,629 | 0 | 318,635 | | | 318,635 | 318,635 | - | 318,635 | |
| Napa | 1,806,699 | 300,170 | 300,170 | 0 | 169,094 | | 169,094 | | 169,094 | - | 169,094 | |
| Solano (includes Vallejo) | 5,682,360 | 944,083 | 944,082 | 0 | 531,829 | | | 531,829 | 531,829 | - | 531,829 | |
| Sonoma | 6,449,431 | 1,071,526 | 1,071,526 | 0 | 603,621 | | 131,237 | 457,617 | 588,854 | 14,767 | 603,621 | |
| CCCTA | 6,555,668 | 1,089,177 | 1,089,177 | 0 | 613,564 | | 613,564 | | 613,564 | - | 613,564 | |
| ECCTA | 3,654,151 | 607,111 | 607,111 | 0 | 342,003 | | 342,003 | | 342,003 | - | 342,003 | |
| LAVTA | 2,583,887 | 429,294 | 429,294 | 0 | 241,834 | | 241,834 | | 241,834 | - | 241,834 | |
| Union City | 956,272 | 158,878 | 158,878 | 0 | 89,500 | | 89,500 | | 89,500 | - | 89,500 | |
| WestCat | 907,058 | 150,701 | 150,701 | 0 | 84,894 | | 84,894 | | 84,894 | - | 84,894 | |
| Subtotal - Small Operators/North Counties | 32,000,000 | 5,316,568 | 5,316,568 | 0 | 2,994,975 | 1,672,126 | 1,308,081 | 2,980,207 | 14,767 | 14,767 | 2,994,974 | |
| Population-based Total | 347,000,000 | 57,651,532 | 56,420,133 | 1,231,399 | 32,476,760 | 26,118,776 | 2,608,081 | 28,726,857 | 4,981,307 | 32,476,760 | | |

FY 2007-08 CARRYOVER Funds are available for allocation until June 30, 2010, and available for encumbrance and liquidation until June 30, 2012.

FY 2008-09 Funds are available for allocation until June 30, 2010, and available for encumbrance and liquidation until June 30, 2014.

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Updated: October 26, 2009

DRAFT - REVENUE-BASED PROPOSITION 1B - PTMISEA

| Agency | Estimated Prop 1B Total | FY 2007-08 | | | | | FY 2008-09 | | | | Available for Programming |
|----------------------------|----------------------------|----------------------------|---------------------------------|---|-----------------------|--|-------------------|-------------------|-------------------|-------------------|------------------------------|
| | | FY 2007-08 Appropriated | Actual Allocations (Paid) | Approved by Caltrans - Postponed to Future Cycle | Actual + Postponed | CARRYOVER Unallocated FY 2007-08 | B | C | D | A+B-C-D | |
| | | | | | | | | | | | |
| Alameda CMA - for ACE | 1,699,328 | 283,155 | 283,155 | | 283,155 | 0 | 159,509 | | 159,509 | 0 | 159,509 |
| Benicia | 129,528 | 21,583 | 21,583 | | 21,583 | 0 | 12,158 | | | 12,158 | 12,158 |
| Caltrain | 41,108,705 | 6,849,847 | 6,849,847 | | 6,849,847 | 0 | 3,858,715 | | | 3,858,715 | 3,858,715 |
| CCCTA | 5,117,254 | 852,676 | 852,676 | | 852,676 | 0 | 480,337 | 480,337 | | 0 | 480,337 |
| Dixon | 41,542 | 6,922 | 6,922 | | 6,922 | 0 | 3,900 | 3,900 | | 0 | 3,900 |
| ECCTA | 2,076,372 | 345,981 | 345,981 | | 345,981 | 0 | 194,901 | 194,901 | | 0 | 194,901 |
| Fairfield* | 724,664 | 120,749 | | 120,749 | 120,749 | 0 | 68,021 | 68,021 | | 0 | 68,021 |
| GGBHTD | 35,123,114 | 5,852,482 | 5,852,482 | | 5,852,482 | 0 | 3,296,871 | 2,163,666 | 1,133,205 | 0 | 3,296,871 |
| Healdsburg | 11,217 | 1,869 | | | 0 | 1,869 | 1,053 | | | 2,922 | 1,053 |
| LAVTA | 1,606,102 | 267,621 | 267,621 | | 267,621 | 0 | 150,759 | 150,759 | | 0 | 150,759 |
| NCPTA | 429,082 | 71,497 | 71,497 | | 71,497 | 0 | 40,276 | 40,276 | | 0 | 40,276 |
| SamTrans | 48,424,898 | 8,068,927 | 8,068,927 | | 8,068,927 | 0 | 4,545,458 | 2,568,430 | | 1,977,028 | 4,545,458 |
| Santa Rosa | 1,099,151 | 183,149 | 183,149 | | 183,149 | 0 | 103,173 | 103,173 | | 0 | 103,173 |
| Sonoma County Transit | 1,392,500 | 232,029 | 232,029 | | 232,029 | 0 | 130,708 | 130,708 | | 0 | 130,708 |
| Union City | 411,210 | 68,519 | 68,519 | | 68,519 | 0 | 38,599 | 38,599 | | 0 | 38,599 |
| Vallejo | 5,933,235 | 988,641 | 988,641 | | 988,641 | 0 | 556,930 | 556,930 | | 0 | 556,930 |
| VTA | 143,993,645 | 23,993,323 | 9,251,713 | 14,386,746 | 23,638,459 | 354,864 | 13,516,126 | | 10,226,675 | 3,644,315 | 13,516,126 |
| VTA - for ACE | 2,371,371 | 395,136 | | | 0 | 395,136 | 222,592 | | | 617,728 | 222,592 |
| WestCAT | 2,484,810 | 414,038 | 414,038 | | 414,038 | 0 | 233,239 | 233,239 | | 0 | 233,239 |
| SUBTOTAL | 294,177,728 | 49,018,144 | 33,758,780 | 14,507,495 | 48,266,275 | 751,869 | 27,613,325 | 6,732,939 | 11,519,389 | 10,112,866 | 27,613,325 |
| AC Transit | 94,030,133 | 15,668,020 | 15,668,020 | | 15,668,020 | 0 | 8,826,245 | 8826245 | 0 | 0 | 8,826,245 |
| BART | 235,238,734 | 39,197,278 | 39,197,278 | | 39,197,278 | 0 | 22,080,949 | 22,080,949 | 0 | 0 | 22,080,949 |
| SFMTA | 309,462,843 | 51,565,067 | 50,365,000 | 1,200,000 | 51,565,000 | 67 | 29,048,079 | 16,700,000 | 12,300,000 | 48,146 | 29,048,079 |
| SUBTOTAL | 638,731,711 | 106,430,365 | 105,230,298 | 1,200,000 | 106,430,298 | 67 | 59,955,273 | 47,607,194 | 12,300,000 | 48,146 | 59,955,273 |
| Revenue-based Total | 932,909,439 | 155,448,509 | 138,989,078 | 15,707,495 | 154,696,573 | 751,936 | 87,568,598 | 54,340,133 | 23,819,389 | 10,161,013 | 87,568,598 |

FY 2007-08 CARRYOVER Funds are available for allocation until June 30, 2010.

FY 2008-09 Funds are available for allocation until June 30, 2010 also.

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| Bay Area's Share of Transit Security Funding in Proposition 1B ~ FY2008-09 | | | | | | | | |
|--|--|---|--|---|---|---|---------------------------------------|--|
| | FY08-09 Eligible Allocation | | Carryover from FY07-08 | | FY07-08 + 08-09 | Total Requested in Round One (Received Conditional Award) | Total Available in Future (Carryover) | Total Population-Based Available (Carryover) |
| | Revenue Based Formula GC 8879.58(a)(3) | Population Based Formula GC 8879.58(a)(2) | Revenue Based Formula GC 8879.58(a)(3) | Population Based Formula GC 8879.58(a)(2) | Total Funding Available (Revenue + Population)* | | | |
| Statewide Share | 30,000,000 | 30,000,000 | 30,000,000 | 30,000,000 | 120,000,000 | | | |
| MTC Share | 15,548,491 | 5,766,503 | 15,548,491 | 5,766,503 | 42,629,988 | | | |
| Alameda CMA - Corresponding to ACE | 28,322 | 10,504 | 28,322 | 10,504 | 77,652 | | 77,652 | 21,008 |
| Benicia | 2,159 | 801 | 2,159 | 801 | 5,919 | | 5,919 | 1,601 |
| Caltrain | 685,145 | 254,101 | | | 939,246 | 939,246 | | |
| CCCTA | 85,288 | 31,631 | | | 116,918 | 116,918 | | |
| Dixon | 692 | 257 | 692 | 257 | 1,898 | | 1,898 | 514 |
| ECCTA | 34,606 | 12,834 | 34,606 | 12,834 | 94,881 | 47,440 | 47,441 | 12,834 |
| Fairfield | 12,078 | 4,479 | | 4,479 | 21,036 | 21,036 | | |
| GGBHTD | 585,385 | 217,103 | | | 802,488 | 802,488 | | |
| Healdsburg | 187 | 69 | 187 | 69 | 513 | | 513 | 139 |
| LAVTA | 26,768 | 9,928 | | 9,928 | 46,624 | 46,624 | | |
| NCPTA | 7,151 | 2,652 | 51 | 2,652 | 12,507 | | 12,507 | 5,304 |
| SamTrans | 807,082 | 299,324 | | | 1,106,406 | 1,106,406 | | |
| Santa Rosa | 18,319 | 6,794 | | | 25,113 | 25,113 | | |
| Sonoma County Transit | 23,208 | 8,607 | | | 31,816 | 31,816 | | |
| Union City | 6,854 | 2,542 | 6,854 | 2,542 | 18,791 | | 18,791 | 5,084 |
| Vallejo | 98,887 | 36,675 | 98,887 | 36,675 | 271,123 | 135,562 | 135,561 | 36,675 |
| SCVTA | 2,399,894 | 890,054 | | | 3,289,948 | 3,289,948 | | |
| SCVTA - Corresponding to ACE | 39,523 | 14,658 | 39,523 | 14,658 | 108,362 | | 108,362 | 29,316 |
| WestCAT | 41,413 | 15,359 | | | 56,773 | 56,773 | | |
| SUBTOTAL | 4,902,962 | 1,818,372 | 211,281 | 95,400 | 7,028,015 | 6,619,370 | 408,644 | 112,474 |
| Alameda-Contra Costa Transit District | 1,567,169 | 581,219 | | | 2,148,388 | 2,148,388 | | |
| Bay Area Rapid Transit District | 3,920,646 | 1,454,058 | | | 5,374,704 | 5,374,704 | | |
| City of San Francisco (MUNI) | 5,157,714 | 1,912,853 | | | 7,070,567 | 7,070,567 | | |
| SUBTOTAL | 10,645,529 | 3,948,131 | | | 14,593,659 | 14,593,659 | | |
| TOTAL | 15,548,491 | 5,766,503 | 211,281 | 95,400 | 21,621,674 | 21,213,029 | 408,644 | 112,474 |

Note:

Per OHS California Transit Security Grant Program guidelines (pp. 5 and 6).

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