



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: January 26, 2010

FR: Executive Director

RE: Recommendation on Oakland Airport Connector

Background

As we informed you last week, the Federal Transit Administration (FTA) has raised a number of issues regarding BART's compliance with Title VI of the Civil Rights Act in general and in connection with the construction and operation of the Oakland Airport Connector (OAC) project. As a result, FTA is willing to consider only a *conditional* award of federal funds to the project, subject to BART submitting and completing an "action plan" to correct any Title VI deficiencies.

The \$70 million in federal American Recovery and Reinvestment Act (ARRA) funds that MTC has programmed to the project are subject to a statutory obligation deadline of March 5, 2010. The risk with the proposed conditional award of ARRA funds to OAC is that the money could be lost to the region if BART subsequently fails to comply with the conditions of award and remedy any Title VI deficiencies. To quote from the FTA letter we received on January 15th:

If BART were to fail in any respect to make progress or to meet its deadlines as established in the action plan, FTA would have to de-obligate the ARRA funds for the Project and would be prohibited by law from re-obligating those funds to alternative projects in the San Francisco Bay Area.

Title VI Issues

It is not MTC's role to conduct or pre-judge the Title VI analyses that BART must undertake to satisfy the proposed FTA conditional award. Nor is MTC a party to discussions between FTA and BART over the development of the "action plan" that will outline the Title VI scope of work. It is essential, however, for MTC to have some understanding of the scope of the issues involved so that we can assess the likelihood that BART can comply with the conditional award and thus avoid a potential loss of ARRA funds to the region.

From our reading of FTA Title VI guidelines and the information that BART has submitted for federal review to date, it would appear that there are at least two avenues for Title VI inquiry: (1) Does the construction of the OAC project have a disproportionate impact on minority or low-income populations residing in the corridor? (2) Will the change in service from a bus to rail airport connection have a disproportionate impact on minority or low-income patrons of the service?

On the issue of construction impacts, the FTA Title VI guidelines instruct project sponsors to consider these impacts as part of the environmental review process conducted under the National Environmental Protection Act. BART in fact included such a Title VI analysis in the project's Environmental Impact Statement (EIS), and FTA's July 2002 action approving a record of decision on the EIS contained the following finding:

From these analyses, FTA has determined that minority populations and low-income populations will not be subjected to disproportionately high and adverse health or environmental effects through the construction and operation of the Project, and furthermore, that all people within the study area will enjoy significantly improved mobility as a result of the Project.

With respect to the second area regarding a Title VI evaluation of service changes, FTA's guidelines require an analysis of three possible types of service alterations: changes in route, span of service, or fares. Since the OAC rail project will neither materially change the route nor hours of service of the existing AirBART bus service connecting the BART Coliseum station to the Oakland International Airport, the likely focus of the Title VI analysis will be the proposed higher fare for the rail service.

In 2009, the AirBART bus service averaged 2,100 passengers per day. According to a survey of AirBART passengers conducted in 2006, about 90% of AirBART riders are air travelers flying in or out of the airport, an additional 5% work at the airport, and the remaining 5% fall into the category of "other". According to the same on-board survey, 39% of AirBART passengers had annual household incomes of \$100,000 or more, 27% had household incomes between \$50,000 and \$100,000, 21% had household incomes below \$50,000, and the remaining 12% of respondents declined to answer.

There is no available data on the ethnicity of AirBART passengers, which BART will probably need to remedy when it conducts the Title VI service change analysis in the coming months. According to a 2007 MTC survey, however, the ethnicity of BART passengers (from which AirBART draws its patronage) generally tracks the ethnic breakdown for the region's population for Whites and Asians, while Latinos are underrepresented in BART's ridership and African Americans are overrepresented.

In their September 2009 Title VI complaint and in public statements during the past week, project opponents have stated their belief that the Title VI service change analysis also should include an examination of alternatives to the OAC rail project, such as a Bus Rapid Transit service. It is our understanding of FTA regulations and guidance, however, that such a project "alternatives analysis" is beyond the scope of the Title VI service change analysis. An evaluation of project alternatives was included in the EIS for the OAC project, and we believe that FTA's approval of that EIS in 2002 – as well as a supplemental EIS in 2007 – should close the door on reexamination of capital project alternatives to OAC.

Risk Assessment

It would appear that BART has fulfilled its responsibilities to conduct a Title VI analysis of OAC construction-related impacts. BART had planned on conducting the Title VI service change analysis at a later date closer to actually commencing the rail service in 2013, but is prepared to complete the analysis now at FTA's direction. Based on the available passenger survey data as well as the data gaps referenced above, it would seem that BART should be able to complete the analysis in relatively short order and that any disproportionate impacts to minority or low-income AirBART riders could be reasonably mitigated.

Thus, based on the evidence available to us today, MTC staff has concluded that the risk of FTA de-obligating the \$70 million in ARRA funds should be manageable. Of course, additional Title VI or other unrelated issues unknown to us at present could increase that risk. In addition, it can be expected that opponents of the OAC project will participate vigorously in the Title VI review process and could seek to appeal any favorable FTA finding in other political or legal venues. In light of all those possibilities, nonetheless, we believe that the risk of continuing to proceed with the OAC project is a reasonable one to take.

We must also weigh the risks of pursuing an alternative course of action. If MTC were to withdraw the \$70 million in ARRA funds from the OAC project and redistribute the money to other transit projects in the region, the following other risks could occur: FTA could withdraw other federal funds and financing proposed for the OAC project; BART could be unable to award the OAC contract to the winning bidder and could lose \$30 million in estimated savings contained in that bid; and several hundred new local construction jobs per year associated with the OAC project could be lost.

Staff Recommendation

In broad terms, there are two options for Commission action today. First, the Commission could reaffirm its commitment of ARRA funds to the OAC project and accept the risk that the funds could be lost to the region if BART fails to remedy any Title VI deficiencies to FTA's satisfaction. Second, the Commission could withdraw the ARRA funds from the OAC project and instead program the money to the Tier 2 list of rehabilitation and preventive maintenance projects that we identified several months ago in case OAC encountered project delivery problems. As you may recall, the Tier 2 funding list was assigned by formula among the various Bay Area transit operators, with the four largest recipients being San Francisco Muni at \$17 million, BART at \$17 million, VTA at \$12 million, and AC Transit at \$7 million.

Staff recommends that you choose a modified version of Option 1 subject to the following condition: *that BART submit and FTA approve the "action plan" to correct any Title VI deficiencies by February 16, 2010. If favorable FTA action has not occurred by that date, then the \$70 million in ARRA funds would be re-directed by operation of the attached MTC Resolution No. 3942 to the Tier 2 projects, which should allow enough time for those projects to meet the March 5th obligation deadline.*

Commission
January 26, 2010
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If the Commission instead prefers to adopt Option 2, MTC Resolution No. 3855, Revised (and its companion TIP amendment, MTC Resolution No. 3875, Revised, also attached) would authorize the immediate re-direction of the ARRA funds to the Tier 2 projects. We would be happy to respond to your questions or concerns.



Steve Heminger

Attachments

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RESOLUTIONS
FOR
OPTION 1

Date: January 27, 2010
W.I.: 1512
Referred by:
Revised:

ABSTRACT

Resolution No. 3942

This resolution reaffirms the programming of \$70 million of American Recovery and Reinvestment Act (ARRA) funds to the BART Oakland Airport Connector (OAC) project, as set forth in MTC Resolution 3885, Revised, subject to FTA's approval of a BART action plan for Title VI compliance by February 16, 2010. If such plan is not approved by that date, then Resolution 3885, Revised shall be amended as set forth in Attachment 1 to this resolution, effective February 17, 2010, and Resolution 3875, Revised shall be amended as set forth in Attachment 2 to this resolution, effective February 17, 2010, to move \$70 million in ARRA Transit Capital Assistance funding from the OAC project to the Tier 2 system preservation projects.

This resolution includes the following attachments:

- Attachment 1 – MTC Resolution 3885, Revised
- Attachment 2 – MTC Resolution 3875, Revised

Further discussion of the conditional reaffirmation of programming of American Recovery and Reinvestment Act funds to the Oakland Airport Connector project is contained in the MTC Executive Director's Memorandum to the Commission dated January 26, 2010.

Date: January 27, 2010
W.I.: 1512
Referred By:

RE: Conditional Reaffirmation of American Recovery and Reinvestment Act Funding for the BART Oakland Airport Connector Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3942

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of American Recovery and Reinvestment Act of 2009 (ARRA) funded projects; and

WHEREAS, MTC, in cooperation with the Bay Area Partnership, developed policies and a program of projects to be funded with federal Surface Transportation Program and Federal Transit Administration formula funds in the ARRA for inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC identified a set of Tier 1 projects for amendment into the Transportation Improvement Program (TIP), as set forth in Resolution 3885; and

WHEREAS, Federal Transit Administration formula funds in the ARRA must be obligated in executed grants by March 5, 2010 or they will be redistributed to other regions of the country that have met that obligation deadline; and

WHEREAS, ARRA funds were programmed to the BART Oakland Airport Connector project (OAC project) in Resolution 3885, Revised; and

WHEREAS, the OAC project is in the 2009 Transportation Improvement Program (TIP), as set forth in MTC Resolution 3875, Revised; and

WHEREAS, the Federal Transit Administration (FTA) has notified BART that it must submit an acceptable Title VI action plan in order to receive a conditional approval of the ARRA grant for the OAC project; and

WHEREAS, BART has re-confirmed its commitment to delivering the OAC project and pledges to submit an acceptable Title VI action plan to FTA and to meet all of its implementation obligations and deadlines; now therefore be it

RESOLVED that MTC reaffirms its support for programming \$70 million of ARRA FTA funds to the OAC project as set forth in MTC Resolution 3885, Revised, as last amended on December 19, 2009, subject to FTA approving a BART Title VI action plan by February 16, 2010; and be it further

RESOLVED that should FTA fail to approve an action plan by February 16, 2010 as confirmed by the Executive Director, then Resolution 3885, Revised shall be amended effective February 17, 2010 to move \$70 million of ARRA Transit Capital Assistance funding from the OAC project to the Tier 2 system preservation project list as set forth in Attachment 1 to this resolution, and the TIP as set forth in Resolution 3875, Revised, shall be amended effective February 17, 2010 as set forth in Attachment 2 to this resolution; and be it further

RESOLVED that Attachments 1 and 2 to this resolution shall not be effective if FTA approves BART's Title VI action plan by February 16, 2010; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution to the Federal Transit Administration, BART, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on January 27, 2009

Date: February 25, 2009
W.I.: 1512
Referred by: PAC
Revised: 03/25/09-C 04/22/09-C
05/27/09-C 07/22/09-C
12/16/09-C 2/17/10-C

ABSTRACT

Resolution No. 3885, Revised

This resolution adopts the policy and programming for the American Recovery and Reinvestment Act (ARRA) Program. The policy contains the project categories that are to be funded with FY 2008-09 ARRA program funds for inclusion in the 2009 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A - American Recovery and Reinvestment Act Policy and Programming
- Attachment B - Tier 1 Programming
- Attachment C - Tier 2 Programming

This resolution was revised on March 25, 2009 to make minor project modification as identified by the project sponsors, in particular, the federal agencies clarified that ADA operating expenses would be allowed for up to 10% of the funding so some changes take into account this added flexibility.

This resolution was revised on April 22, 2009 to make minor project modifications to local streets and roads projects identified by the project sponsors and to elevate the non-system preservation projects from Tier 2 to Tier 1 to allow programming these projects in the TIP (Attachments B-1 and B-2). The revision also made changes to several SFMTA projects in the transit system preservation category. Lastly, the Tier 2 streets and road system preservation contingency list (Attachment C-1) was superseded by Resolution No. 3896, which directed \$23 million to streets and road preservation projects, thereby meeting the Tier 2 commitments. Attachment C-1 is therefore no longer needed and is deleted.

This resolution was revised on May 27, 2009 to authorize the Executive Director or designee to revise Attachment B as necessary to reflect the programming of funds as projects are revised in the TIP.

ABSTRACT

MTC Resolution No. 3885, Revised

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This resolution was revised on July 22, 2009 to move \$70 million in funding for the Oakland Airport Connector non-system preservation project from Tier 2 to Tier 1, having confirmed that the project has met the specified conditions in the resolution.

This resolution was revised on December 16, 2009 to authorize staff to add any ARRA funds subject to redirection after December 31, 2009 to a prioritized list of projects at the Executive Director's discretion; to add new projects funded with cost savings from the ARRA Local Streets and Roads System Preservation Program as identified by the County CMAs; to direct unused program funds to a ready-to-go project in Marin county; to approve extensions on contract award and obligation deadlines for various projects; and make minor project modifications to the ARRA Public Transit System Preservation Projects program as identified by the project sponsors.

MTC approved Resolution 3942 on January 27, 2010, to revise this resolution effective February 17, 2010, to move \$70 million in ARRA Transit Capital Assistance funding from the Oakland Airport Connector non-system preservation project to the Tier 2 system preservation projects. This amendment shall not take effect if FTA approves BART's action plan for Title VI compliance by February 16, 2010.

Further discussion of the American Recovery and Reinvestment Act Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated February 11, 2009, the Deputy Executive Director Memorandum to the Commission dated February 25, 2009, the Executive Director Memorandum to the Commission dated March 25, 2009, and January 26, 2010, the Deputy Executive Director Memoranda to the Commission dated July 8, 2009, and the Programming and Allocations Committee Summary sheets dated April 8, 2009, May 13, 2009, July 8, 2009, and December 9, 2009.

American Recovery and Reinvestment Act (ARRA) Program Programming Schedule	
February 6, 2009	Partnership Board meeting
February 10, 2009	MTC Joint Advisors meeting
February 11, 2009	Programming and Allocations Committee review of regional programming proposal
February 17, 2009	Enactment of the ARRA
February 25, 2009	Commission approval of ARRA program and accompanying TIP amendment
March 5, 2009	PES/Field Review Documents Submittal Deadline – LS&R System Preservation Projects
April 30, 2009	60-day NEPA clearance and Final PS&E Package Deadline – LS&R System Preservation
May 31, 2009	90-day Obligation (E-76) Deadline – LS&R System Preservation Projects 90-day Grant Award Deadline – Transit System Preservation Projects
June 30, 2009	Conditions met – Non-System Preservation Projects
September 30, 2009	210-day Contract Award Deadline – LS&R System Preservation Projects
November 30, 2009	270-day Obligation/Grant Award Deadline – All Non-System Preservation Projects 270-day Contract Award Deadline – Transit System Preservation Projects
December 31, 2009	300-day Contract Award Deadline – All Non-System Preservation Projects
March 5, 2010	ARRA obligation deadline for remaining funds (1 year)
June 30, 2010	Contract Award Deadline for all remaining funds including ARRA STP flex funds

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act
Federal Transit Administration Formula Program
TIER 1
February 17, 2010

Strategic Investments

Project Title	Implementing Agency	TIP ID	Tier 1 ARRA Funding
Non-System Preservation Project			\$70,000,000
Oakland Airport Connector	BART	BRT990002	\$70,000,000

ARRA - Public Transit Strategic Investments Total \$ -

Project Title	Implementing Agency	TIP ID No.	Tier 1 ARRA Funding
Public Transit System Preservation Projects			\$271,036,357
AC Transit			
Preventive Maintenance	AC Transit	REG090019	\$23,165,013
ADA Paratransit Operations	AC Transit	REG090019	\$2,573,890
Preventive Maintenance	AC Transit	REG090064	\$6,014,363
ADA Paratransit Operations	AC Transit	REG090064	\$668,263
SUBTOTAL			\$32,421,529

BART			
Preventive Maintenance	BART	REG090023	\$10,000,000
480V Switchgear Replacement	BART	REG090023	\$20,000,000
Pleasant Hill Crossover Project	BART	REG090023	\$13,000,000
		REG090019,	
Balboa Station Walkway Safety Project	BART	REG090020,	
		REG090021,	
		REG090023	\$2,000,000
Replacement of anodes and anode cables on the Transbay Tube	BART	REG090021,	
		REG090023	\$5,184,119
Coverboards Replacement	BART	REG090020	\$4,184,120
Capacity Interior Reconfiguration for 105 cars	BART	REG090020	\$1,050,000
		REG090019,	
Floor and Seat Cushion Replacement for 50 cars	BART	REG090020,	
		REG090023	\$2,550,000
		REG090019,	
Replacement of Auxilliary Power Supply Equipment (APSE) on 30 C-1 cars	BART	REG090020	\$4,800,000
Between-Car Barriers	BART	REG090019	\$2,300,000
Project Development for Concord Shop Wheel Truing Machine	BART	REG090019	\$300,000
Additional Coverboards Replacement	BART	REG090064	\$6,000,000
Additional APSE units for 40 more C-1 cars	BART	REG090064	\$6,400,000
Additional Floor and Seat Cushion Replacements for 50 more cars	BART	REG090064	\$2,550,000
Additional Car Capacity Interior Reconfiguration for 100 more cars	BART	REG090064	\$1,000,000
48V Power Supplies for Station Communications	BART	REG090064	\$1,022,051
SUBTOTAL			\$82,340,290

Caltrain			
Track and Infrastructure Rehabilitation	Caltrain	REG090011,	
		REG090024	\$7,309,632
San Mateo County Railroad Bridge Replacement	Caltrain	REG090011	\$1,809,632
Replacement of Operations Control Center System	Caltrain	REG090011	\$2,900,000
Bike Racks	Caltrain	REG090011	\$200,000
San Mateo County Railroad Bridge Replacement	Caltrain	REG090064	\$2,684,596
SUBTOTAL			\$13,094,228

GGBHTD			
Refurbish One Ferry Boat	GGBHTD	REG090019,	
		REG090014	\$8,566,469
Automated Vehicle Location System	MCTD	REG090019	\$250,000
Mobile Data Terminals for Paratransit Fleet	MCTD	REG090019	\$360,000
Data Management System	MCTD	REG090019	\$250,000
Bus Wash Racks/Water Reclamation System	GGBHTD	REG090064	\$2,447,279
SUBTOTAL			\$11,873,748

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SFMTA

LRV Doors and Steps Reconditioning	SFMTA	REG090019	\$9,000,000
Motor Coach Component Life-Cycle Rehabilitation	SFMTA	REG090019	\$15,355,979
Operating Assistance	SFMTA	REG090019	\$6,700,000
Central Control & Communications Interim Line Management Center	SFMTA	REG090019	\$400,000
ATCS Inductive Loop Cable In The Muni Metro Subway	SFMTA	REG090019	\$1,000,000
Capital Planning and Grant Management Application	SFMTA	REG090019	\$250,000
Bus Yard Workstation Station Replacement	SFMTA	REG090019	\$100,000
Cable Car Kiosks	SFMTA	REG090019	\$350,000
Change Machines	SFMTA	REG090019	\$40,000
Miscellaneous Preventive Maintenance of Track Switches	SFMTA	REG090019	\$1,000,000
Replace Fare Collection Equipment	SFMTA	REG090019	\$11,000,000
Infrastructure & Facility Enhancement and Maintenance	SFMTA	REG090019	\$4,050,001
Preventive Maintenance	SFMTA	REG090019	\$18,000,000
LRV Truck Rebuild Program - Phase I	SFMTA	REG090064	\$13,158,767
Preventive Maintenance	SFMTA	REG090064	\$4,300,000

SUBTOTAL			\$84,704,747
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Samtrans

Replacement of up to 132 buses	Samtrans	REG090019	\$3,090,442
Preventive Maintenance	Samtrans	REG090019	\$4,000,000
ADA Paratransit Set-Aside	Samtrans	REG090019	\$787,827
Replacement of up to 137 buses	Samtrans	REG090064	\$2,045,371

SUBTOTAL			\$9,923,640
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VTA

107 Hybrid 40' Bus Replacements	VTA	REG090011, REG090022	\$42,402,372
Bus Stop Enhancements	VTA	REG090011	\$351,844
Operating Assistance	VTA	REG090011	\$4,750,468
107 Hybrid 40' Bus Replacements	VTA	REG090064	\$12,251,784

SUBTOTAL			\$59,756,468
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ACE

Midlife Overhaul of 5 ACE locomotives	ACE	REG090024	\$2,954,552
Midlife Overhaul of 5 ACE locomotives	ACE	REG090064	\$763,107

SUBTOTAL			\$3,717,659
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CCCTA

Preventive Maintenance	CCCTA	REG090020	\$4,265,594
Preventive Maintenance	CCCTA	REG090064	\$1,107,398

SUBTOTAL			\$5,372,992
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ECCTA

Preventive Maintenance FY09/10	ECCTA	REG090021	\$2,811,232
Replace Support Vehicles w/ Hybrids	ECCTA	REG090021	\$252,000
IT Structure - Replace all Office Hardware & Software	ECCTA	REG090021	\$1,000,000
IT Structure - Replace all Office Hardware & Software	ECCTA	REG090064	\$500,000
Resurface Bus Parking Lot	ECCTA	REG090064	\$468,120
Replace Shop Lifts	ECCTA	REG090064	\$86,768

SUBTOTAL			\$5,118,120
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Fairfield

FAST Preventive Maintenance	Fairfield	REG090018	\$826,080
MCI bus repower (9)	Fairfield	REG090018	\$144,000
Bus Purchase/replacements (3)	Fairfield	REG090018	\$417,747
GFI Fareboxes/counters for transit vehicles	Fairfield	REG090018	\$1,577,660
Operating Assistance	Fairfield	REG090018	\$313,498
Bus Purchase/replacements (6)	Fairfield	REG090064	\$788,484

SUBTOTAL			\$3,928,469
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LAVTA

Rehabilitation Projects	LAVTA	REG090017	\$1,023,000
Preventive Maintenance	LAVTA	REG090017, REG090020	\$1,678,997
ADA Paratransit	LAVTA	REG090020	\$300,222
ADA Paratransit	LAVTA	REG090064	\$77,905
Preventive Maintenance	LAVTA	REG090064	\$701,141

SUBTOTAL			\$3,781,265
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NCTPA			
VINE Capital Rolling Stock	NCTPA	REG090013, REG090016	\$2,000,000
Trancas/29 Park & Ride Lot	NCTPA	REG090016	\$779,727
VINE PMI Tools & Equipment	NCTPA	REG090064	\$400,000
VINE Bus Rehab	NCTPA	REG090064	\$321,312
SUBTOTAL			\$3,501,039
Santa Rosa CityBus			
Hybrid Bus Purchase	Santa Rosa CityBus	REG090012	\$200,851
ADA Paratransit Operations	Santa Rosa CityBus	REG090012	\$428,913
Preventive Maintenance	Santa Rosa CityBus	REG090012	\$3,173,360
Transit Enhancements	Santa Rosa CityBus	REG090012	\$62,442
Operating Assistance	Santa Rosa CityBus	REG090012	\$624,418
Hybrid Bus Purchase	Santa Rosa CityBus	REG090064	\$983,249
SUBTOTAL			\$5,272,382
Sonoma County Transit			
Preventive Maintenance	Sonoma County Transit	REG090012	\$1,350,000
CNG Bus Purchase	Sonoma County Transit	REG090012	\$605,044
CNG Bus Purchase	Sonoma County Transit	REG090064	\$448,161
SUBTOTAL			\$2,403,205
Union City			
Replacement Buses (2)	Union City	REG090019	\$297,060
Replacement Buses (2)	Union City	REG090064	\$77,123
SUBTOTAL			\$374,183
City of Vacaville			
Fixed Route bus replacement	City of Vacaville	REG090015	\$1,734,372
Vacaville Intermodal Station	City of Vacaville	REG090015	\$482,702
Vacaville Intermodal Station	City of Vacaville	SOL050013	\$527,655
SUBTOTAL			\$2,744,729
City of Vallejo			
Rehab/Preventive Maintenance	City of Vallejo	REG090016, REG090019	\$3,238,768
Ferry Terminal ADA, Rehab	City of Vallejo	REG090019	\$800,000
Bus Maintenance Facility	City of Vallejo	REG090019	\$812,324
Repower Ferry Engines	City of Vallejo	REG090019	\$2,000,000
Operating Assistance	City of Vallejo	REG090016, REG090019	\$761,232
Fueling Station Upgrade	City of Benicia	REG090016	\$57,000
Replace 12 Bus Shelters	City of Benicia	REG090016	\$68,400
Operating Assistance	City of Benicia	REG090016	\$6,600
Vallejo Station	City of Vallejo	SOL950035	\$2,009,466
SUBTOTAL			\$9,753,790
WestCat			
Preventive Maintenance	WestCat	REG090019	\$761,237
Preventive Maintenance	WestCat	REG090064	\$107,637
Facility Upgrade	WestCat	REG090064	\$90,000
SUBTOTAL			\$958,874
ARRA - Public Transit System Preservation Total			\$ 341,036,357
ARRA - Public Transit System Preservation and Strategic Investments Total			\$ 341,036,357

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act
Federal Transit Administration Formula Program
TIER 2
February 17, 2010

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Tier 2 - Strategic Investments

Project Title	Implementing Agency	Tier 2 ARRA Funding
Non-System Preservation Project		\$70,000,000
Oakland Airport Connector	BART	\$70,000,000

Tier 2 Contingency List - All Tier 2 Contingency List System Preservation Projects are funded & moved to Tier 1 (Attachment B-2)

Project Title	Implementing Agency	Tier 2 ARRA Funding
Public Transit System Preservation Projects		\$70,000,000
AC Transit		
Preventive Maintenance	AC Transit	\$6,682,626
SUBTOTAL		\$6,682,626
BART		
Additional Coverboards Replacement	BART	\$6,000,000
Additional APSE units for 40 more C-1 cars	BART	\$6,400,000
Additional Floor and Seat Cushion Replacements for 50 more cars	BART	\$2,550,000
Additional Car Capacity Interior Reconfiguration for 100 more cars	BART	\$1,000,000
48V Power Supplies for Station Communications	BART	\$1,022,051
SUBTOTAL		\$16,972,051
Caltrain		
San Mateo County Railroad Bridge Replacement	Caltrain	\$2,684,596
SUBTOTAL		\$2,684,596
GGBHTD		
Bus Wash Racks/Water Reclamation System	GGBHTD	\$2,447,279
SUBTOTAL		\$2,447,279
SFMTA		
LRV Truck Rebuild Program—Phase I	SFMTA	\$13,158,767
Preventive Maintenance	SFMTA	\$4,300,000
SUBTOTAL		\$17,458,767
Samtrans		
Replacement of up to 137 buses	Samtrans	\$2,045,371
SUBTOTAL		\$2,045,371
VTA		
107 Hybrid 40' Bus Replacements	VTA	\$12,251,784
SUBTOTAL		\$12,251,784
ACE		
Midlife Overhaul of 5 ACE locomotives	ACE	\$763,107
SUBTOTAL		\$763,107
CCCTA		
Preventive Maintenance	CCCTA	\$1,107,398
SUBTOTAL		\$1,107,398
ECCTA		
IT Structure—Replace all Office Hardware & Software	ECCTA	\$500,000
Resurface Bus Parking Lot	ECCTA	\$468,120
Replace Shop Lifts	ECCTA	\$86,768
SUBTOTAL		\$1,054,888

Fairfield			
Bus Purchase/replacements (6)	Fairfield		\$788,484
SUBTOTAL			\$788,484
LAVTA			
ADA Paratransit	LAVTA		\$77,905
Preventive Maintenance	LAVTA		\$701,141
SUBTOTAL			\$779,046
NCTPA			
VINE PMI Tools & Equipment	NCTPA		\$400,000
VINE Bus Rehab	NCTPA		\$321,312
SUBTOTAL			\$721,312
Santa Rosa CityBus			
Hybrid Bus Purchase	Santa Rosa CityBus		\$983,249
SUBTOTAL			\$983,249
Sonoma County Transit			
CNG Bus Purchase	Sonoma County Transit		\$448,161
SUBTOTAL			\$448,161
Union City			
Replacement Buses (2)	Union City		\$77,123
SUBTOTAL			\$77,123
City of Vacaville			
Vacaville Intermodal Station	City of Vacaville		\$527,655
SUBTOTAL			\$527,655
City of Vallejo			
Vallejo Station	City of Vallejo		\$2,009,466
SUBTOTAL			\$2,009,466
WestCat			
Preventive Maintenance	WestCat		\$107,637
Facility Upgrade	WestCat		\$90,000
SUBTOTAL			\$197,637
ARRA—Public Transit System Preservation Total		\$-	70,000,000

Attachment 2

Date: May 28, 2008
W.I.: 1512
Referred by: PAC
Revised: 12/17/08-C 02/25/09-C
04/22/09-C 05/27/09-C
06/24/09-C 07/22/09-C
09/23/09-C 10/28/09-C
11/18/09-C 12/16/09-C
02/17/10-C

ABSTRACT

Resolution No. 3875, Revised

This resolution adopts the 2009 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussions of the programming and subsequent revisions are contained in the Programming and Allocations Committee summary sheets dated May 14, 2008, December 10, 2008, February 11, 2009, April 8, 2009; the Planning Committee summary sheet dated April 10, 2009; and the Programming and Allocations summary sheets dated May 13, 2009, June 10, 2009, July 8, 2009, September 9, 2009, October 14, 2009, November 4, 2009 and December 9, 2009; and the MTC Executive Director's Memorandum to the Commission dated January 27, 2010.

This resolution was revised as outlined below. Additional information for each revision is included in attachment B: 'Revisions to the 2009 TIP'.

2009 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
09-01	Admin. Modification	29	\$2,880,741	12/15/2008	12/16/2008
09-02	Amendment	72	\$28,081,615	12/17/2008	01/23/2009
09-03	Admin. Modification	15	\$361,802	01/29/2009	02/10/2009
09-04	Amendment	64	\$303,471,101	02/25/2009	03/17/2009
09-05	Amendment	0	\$1,188,148,640	02/25/2009	03/17/2009
09-06	AQ Amendment	151	\$12,507,578,454	04/22/2009	05/29/2009
09-07	Amendment	26	\$485,263,640	02/25/2009	03/17/2009

2009 TIP Revisions (continued)

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
09-08	Admin. Modification	6	\$3,150,000	03/17/2009	03/18/2009
09-09	Admin. Modification	17	\$13,711,731	04/09/2009	04/13/2009
09-10	Admin. Modification	17	\$7,871,342	04/10/2009	04/13/2009
09-11	Admin. Modification	2	\$4,100,000	04/16/2009	04/16/2009
09-12	Admin. Modification	21	\$1,919,712	04/22/2009	04/24/2009
09-13	Amendment	6	\$17,137,154	04/22/2009	06/10/2009
09-14	Amendment	27	\$6,591,745	04/22/2009	06/10/2009
09-15	Admin. Modification	41	\$20,376,754	06/03/2009	06/04/2009
09-16	Admin. Modification	8	\$6,794,240	05/22/2009	05/27/2009
09-17	Amendment	28	\$7,716,699	05/27/2009	06/23/2009
09-18	Amendment	34	\$76,464,607	05/27/2009	07/08/2009
09-19	Admin. Modification	24	\$12,048,719	06/29/2009	06/30/2009
09-20	Amendment	18	\$5,041,183	06/24/2009	07/21/2009
09-21	Admin. Modification	13	\$2,146,482	07/13/2009	07/13/2009
09-22	Amendment	19	\$449,128,391	07/22/2009	08/21/2009
09-23	Amendment	85	\$437,928,801	07/22/2009	08/14/2009
09-24	Admin. Modification	10	\$1,465,021	07/23/2009	07/23/2009
09-25	Admin. Modification	16	\$6,218,251	08/06/2009	08/10/2009
09-26	Admin. Modification	17	\$3,553,253	08/20/2009	08/20/2009
09-27	Amendment	16	\$57,660,000	09/23/2009	10/27/2009
09-28	Admin. Modification	25	\$1,668,172	09/16/2009	09/17/2009
09-29	Admin. Modification	58	\$806,640	11/10/2009	11/12/2009

2009 TIP Revisions (continued)

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
09-30	Amendment	48	\$4,768,053	10/28/2009	12/10/2009
09-31	Amendment	74	\$23,763,429	11/18/2009	01/07/2010
09-32	Admin. Modification	46	\$400,799	12/09/2009	12/10/2009
09-33	Amendment	42	\$145,413,145	12/16/2009	Pending
09-34	Admin. Modification	12	\$2,399,951	12/17/2009	12/17/2009
09-35	Admin. Modification	6	\$587,000	12/22/2009	12/22/2009
09-36	Admin. Modification			Pending	Pending
09-37	Amendment	3	\$129,500,000	Pending	
09-38	Amendment	1	\$270,000,000	Pending	
09-39	Amendment	4	\$70,000,000	Pending	
Total		1101	\$16,306,117,267		

Revision 09-39 shall be submitted, only if FTA has not by February 16, 2010, approved BART's action plan for Title VI compliance.

prepared and able to respond to tight deadlines. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Potential Jobs Bill Funding Revenues	
Fund Type	Amount
FHWA Administered Funds (State, and Regional, STP, and TE)	\$438,517,792
Total	\$438,517,792

Potential Jobs Bill Lump Sum or Grouped Listings (Locally-funded)	
Project Type	Amount
Various Local Road Rehabilitation and Maintenance	\$117,000,000
Various Safety Projects	\$5,000,000
Various Bicycle and Pedestrian Projects	\$7,500,000
Total	\$129,500,000

Revision 09-38 is an amendment approved by the MTC Commission on January 27, 2010, with final approval by FTA expected in early February, 2010. The revision would amend in potential FTA revenues for a future Jobs Bill as well as a locally-funded lump sum or Grouped Listing for rehabilitation projects as shown in the table below. While under normal operating procedures, staff would not recommend amending in federal revenues for new programs until they have been secured through final federal approval, we have been advised by both Caltrans and FHWA that this deviation from typical practice will be allowed in order to be prepared and able to respond to tight deadlines. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Potential Jobs Bill Funding Revenues	
Fund Type	Amount
FTA Administered Funds	\$343,148,640
Total	\$343,148,640

Potential Jobs Bill Lump Sum or Grouped Listings (Locally-funded)	
Project Type	Amount
Various Transit Rehabilitation and Maintenance	\$270,000,000
Total	\$270,000,000

Revision 09-39 is an amendment approved by the MTC Commission on January 27, 2010, with final approval by FHWA/FTA expected in early February, 2010. It revises four projects with a net increase in programming of \$70 million. The revision removes \$70 million in American

Reinvestment and Recovery Act (ARRA) Transit Capital Assistance Funding from the BART sponsored Oakland Airport Connector project, and adds \$70 million in Other Local funding in its place. The revision reprograms the \$70 million of FTA ARRA funds in three projects as adopted by the Commission (Tier 2 projects):

- \$67,462,879 to a new grouped listing of Transit operations and rehabilitation projects
- \$527,655 to the Vacaville Intermodal Station project
- \$2,009,466 to the Vallejo Ferry Terminal Inter-modal Facility

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

Revision 09-39 shall be submitted, only if FTA has not by February 16, 2010, approved BART's action plan for Title VI compliance.

RESOLUTIONS
FOR
OPTION 2

Date: February 25, 2009
W.I.: 1512
Referred by: PAC
Revised: 03/25/09-C 04/22/09-C
05/27/09-C 07/22/09-C
12/16/09-C 2/17/10-C

ABSTRACT

Resolution No. 3885, Revised

This resolution adopts the policy and programming for the American Recovery and Reinvestment Act (ARRA) Program. The policy contains the project categories that are to be funded with FY 2008-09 ARRA program funds for inclusion in the 2009 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A - American Recovery and Reinvestment Act Policy and Programming
- Attachment B - Tier 1 Programming
- Attachment C - Tier 2 Programming

This resolution was revised on March 25, 2009 to make minor project modification as identified by the project sponsors, in particular, the federal agencies clarified that ADA operating expenses would be allowed for up to 10% of the funding so some changes take into account this added flexibility.

This resolution was revised on April 22, 2009 to make minor project modifications to local streets and roads projects identified by the project sponsors and to elevate the non-system preservation projects from Tier 2 to Tier 1 to allow programming these projects in the TIP (Attachments B-1 and B-2). The revision also made changes to several SFMTA projects in the transit system preservation category. Lastly, the Tier 2 streets and road system preservation contingency list (Attachment C-1) was superseded by Resolution No. 3896, which directed \$23 million to streets and road preservation projects, thereby meeting the Tier 2 commitments. Attachment C-1 is therefore no longer needed and is deleted.

This resolution was revised on May 27, 2009 to authorize the Executive Director or designee to revise Attachment B as necessary to reflect the programming of funds as projects are revised in the TIP.

ABSTRACT

MTC Resolution No. 3885, Revised

Page 2

This resolution was revised on July 22, 2009 to move \$70 million in funding for the Oakland Airport Connector non-system preservation project from Tier 2 to Tier 1, having confirmed that the project has met the specified conditions in the resolution.

This resolution was revised on December 16, 2009 to authorize staff to add any ARRA funds subject to redirection after December 31, 2009 to a prioritized list of projects at the Executive Director's discretion; to add new projects funded with cost savings from the ARRA Local Streets and Roads System Preservation Program as identified by the County CMAs; to direct unused program funds to a ready-to-go project in Marin county; to approve extensions on contract award and obligation deadlines for various projects; and make minor project modifications to the ARRA Public Transit System Preservation Projects program as identified by the project sponsors.

This resolution was revised on January 27, 2010, to move \$70 million in ARRA Transit Capital Assistance funding from the Oakland Airport Connector non-system preservation project to the Tier 2 system preservation projects.

Further discussion of the American Recovery and Reinvestment Act Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated February 11, 2009, the Deputy Executive Director Memorandum to the Commission dated February 25, 2009, the Executive Director Memorandum to the Commission dated March 25, 2009, and January 26, 2010, the Deputy Executive Director Memoranda to the Commission dated July 8, 2009, and the Programming and Allocations Committee Summary sheets dated April 8, 2009, May 13, 2009, July 8, 2009, and December 9, 2009.

American Recovery and Reinvestment Act (ARRA) Program Programming Schedule	
February 6, 2009	Partnership Board meeting
February 10, 2009	MTC Joint Advisors meeting
February 11, 2009	Programming and Allocations Committee review of regional programming proposal
February 17, 2009	Enactment of the ARRA
February 25, 2009	Commission approval of ARRA program and accompanying TIP amendment
March 5, 2009	PES/Field Review Documents Submittal Deadline – LS&R System Preservation Projects
April 30, 2009	60-day NEPA clearance and Final PS&E Package Deadline – LS&R System Preservation
May 31, 2009	90-day Obligation (E-76) Deadline – LS&R System Preservation Projects 90-day Grant Award Deadline – Transit System Preservation Projects
June 30, 2009	Conditions met – Non-System Preservation Projects
September 30, 2009	210-day Contract Award Deadline – LS&R System Preservation Projects
November 30, 2009	270-day Obligation/Grant Award Deadline – All Non-System Preservation Projects 270-day Contract Award Deadline – Transit System Preservation Projects
December 31, 2009	300-day Contract Award Deadline – All Non-System Preservation Projects
March 5, 2010	ARRA obligation deadline for remaining funds (1 year)
June 30, 2010	Contract Award Deadline for all remaining funds including ARRA STP flex funds

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act
Federal Transit Administration Formula Program
TIER 1
January 27, 2010

Strategic Investments

Project Title	Implementing Agency	TIP ID	Tier 1 ARRA Funding
Non-System Preservation Project			\$70,000,000
Oakland Airport Connector	BART	BRT990002	\$70,000,000

ARRA - Public Transit Strategic Investments Total \$ -

Project Title	Implementing Agency	TIP ID No.	Tier 1 ARRA Funding
Public Transit System Preservation Projects			\$271,036,357
AC Transit			
Preventive Maintenance	AC Transit	REG090019	\$23,165,013
ADA Paratransit Operations	AC Transit	REG090019	\$2,573,890
Preventive Maintenance	AC Transit	REG090064	\$6,014,363
ADA Paratransit Operations	AC Transit	REG090064	\$668,263
SUBTOTAL			\$32,421,529

BART			
Preventive Maintenance	BART	REG090023	\$10,000,000
480V Switchgear Replacement	BART	REG090023	\$20,000,000
Pleasant Hill Crossover Project	BART	REG090023	\$13,000,000
Balboa Station Walkway Safety Project	BART	REG090019, REG090020, REG090021, REG090023	\$2,000,000
Replacement of anodes and anode cables on the Transbay Tube	BART	REG090021, REG090023	\$5,184,119
Coverboards Replacement	BART	REG090020	\$4,184,120
Capacity Interior Reconfiguration for 105 cars	BART	REG090020	\$1,050,000
Floor and Seat Cushion Replacement for 50 cars	BART	REG090019, REG090020, REG090023	\$2,550,000
Replacement of Auxilliary Power Supply Equipment (APSE) on 30 C-1 cars	BART	REG090019, REG090020	\$4,800,000
Between-Car Barriers	BART	REG090019	\$2,300,000
Project Development for Concord Shop Wheel Truing Machine	BART	REG090019	\$300,000
Additional Coverboards Replacement	BART	REG090064	\$6,000,000
Additional APSE units for 40 more C-1 cars	BART	REG090064	\$6,400,000
Additional Floor and Seat Cushion Replacements for 50 more cars	BART	REG090064	\$2,550,000
Additional Car Capacity Interior Reconfiguration for 100 more cars	BART	REG090064	\$1,000,000
48V Power Supplies for Station Communications	BART	REG090064	\$1,022,051
SUBTOTAL			\$82,340,290

Caltrain			
Track and Infrastructure Rehabilitation	Caltrain	REG090011, REG090024	\$7,309,632
San Mateo County Railroad Bridge Replacement	Caltrain	REG090011	\$1,809,632
Replacement of Operations Control Center System	Caltrain	REG090011	\$2,900,000
Bike Racks	Caltrain	REG090011	\$200,000
San Mateo County Railroad Bridge Replacement	Caltrain	REG090064	\$2,684,596
SUBTOTAL			\$13,094,228

GGBHTD			
Refurbish One Ferry Boat	GGBHTD	REG090019, REG090014	\$8,566,469
Automated Vehicle Location System	MCTD	REG090019	\$250,000
Mobile Data Terminals for Paratransit Fleet	MCTD	REG090019	\$360,000
Data Management System	MCTD	REG090019	\$250,000
Bus Wash Racks/Water Reclamation System	GGBHTD	REG090064	\$2,447,279
SUBTOTAL			\$11,873,748

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SFMTA

LRV Doors and Steps Reconditioning	SFMTA	REG090019	\$9,000,000
Motor Coach Component Life-Cycle Rehabilitation	SFMTA	REG090019	\$15,355,979
Operating Assistance	SFMTA	REG090019	\$6,700,000
Central Control & Communications Interim Line Management Center	SFMTA	REG090019	\$400,000
ATCS Inductive Loop Cable In The Muni Metro Subway	SFMTA	REG090019	\$1,000,000
Capital Planning and Grant Management Application	SFMTA	REG090019	\$250,000
Bus Yard Workstation Station Replacement	SFMTA	REG090019	\$100,000
Cable Car Kiosks	SFMTA	REG090019	\$350,000
Change Machines	SFMTA	REG090019	\$40,000
Miscellaneous Preventive Maintenance of Track Switches	SFMTA	REG090019	\$1,000,000
Replace Fare Collection Equipment	SFMTA	REG090019	\$11,000,000
Infrastructure & Facility Enhancement and Maintenance	SFMTA	REG090019	\$4,050,001
Preventive Maintenance	SFMTA	REG090019	\$18,000,000
LRV Truck Rebuild Program - Phase I	SFMTA	REG090064	\$13,158,767
Preventive Maintenance	SFMTA	REG090064	\$4,300,000
SUBTOTAL			\$84,704,747

Samtrans

Replacement of up to 132 buses	Samtrans	REG090019	\$3,090,442
Preventive Maintenance	Samtrans	REG090019	\$4,000,000
ADA Paratransit Set-Aside	Samtrans	REG090019	\$787,827
Replacement of up to 137 buses	Samtrans	REG090064	\$2,045,371
SUBTOTAL			\$9,923,640

VTA

107 Hybrid 40' Bus Replacements	VTA	REG090011,	
		REG090022	\$42,402,372
Bus Stop Enhancements	VTA	REG090011	\$351,844
Operating Assistance	VTA	REG090011	\$4,750,468
107 Hybrid 40' Bus Replacements	VTA	REG090064	\$12,251,784
SUBTOTAL			\$59,756,468

ACE

Midlife Overhaul of 5 ACE locomotives	ACE	REG090024	\$2,954,552
Midlife Overhaul of 5 ACE locomotives	ACE	REG090064	\$763,107
SUBTOTAL			\$3,717,659

CCCTA

Preventive Maintenance	CCCTA	REG090020	\$4,265,594
Preventive Maintenance	CCCTA	REG090064	\$1,107,398
SUBTOTAL			\$5,372,992

ECCTA

Preventive Maintenance FY09/10	ECCTA	REG090021	\$2,811,232
Replace Support Vehicles w/ Hybrids	ECCTA	REG090021	\$252,000
IT Structure - Replace all Office Hardware & Software	ECCTA	REG090021	\$1,000,000
IT Structure - Replace all Office Hardware & Software	ECCTA	REG090064	\$500,000
Resurface Bus Parking Lot	ECCTA	REG090064	\$468,120
Replace Shop Lifts	ECCTA	REG090064	\$86,768
SUBTOTAL			\$5,118,120

Fairfield

FAST Preventive Maintenance	Fairfield	REG090018	\$826,080
MCI bus repower (9)	Fairfield	REG090018	\$144,000
Bus Purchase/replacements (3)	Fairfield	REG090018	\$417,747
GFI Fareboxes/counters for transit vehicles	Fairfield	REG090018	\$1,577,660
Operating Assistance	Fairfield	REG090018	\$313,498
Bus Purchase/replacements (6)	Fairfield	REG090064	\$788,484
SUBTOTAL			\$3,923,469

LAVTA

Rehabilitation Projects	LAVTA	REG090017	\$1,023,000
Preventive Maintenance	LAVTA	REG090017,	
		REG090020	\$1,678,997
ADA Paratransit	LAVTA	REG090020	\$300,222
ADA Paratransit	LAVTA	REG090064	\$77,905
Preventive Maintenance	LAVTA	REG090064	\$701,141
SUBTOTAL			\$3,781,265

Revised: 03/25/09-C

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NCTPA

VINE Capital Rolling Stock	NCTPA	REG090013,	
Trancas/29 Park & Ride Lot	NCTPA	REG090016	\$2,000,000
VINE PMI Tools & Equipment	NCTPA	REG090064	\$779,727
VINE Bus Rehab	NCTPA	REG090064	\$400,000
SUBTOTAL			\$3,201,039

Santa Rosa CityBus

Hybrid Bus Purchase	Santa Rosa CityBus	REG090012	\$200,851
ADA Paratransit Operations	Santa Rosa CityBus	REG090012	\$428,913
Preventive Maintenance	Santa Rosa CityBus	REG090012	\$3,173,360
Transit Enhancements	Santa Rosa CityBus	REG090012	\$62,442
Operating Assistance	Santa Rosa CityBus	REG090012	\$624,418
Hybrid Bus Purchase	Santa Rosa CityBus	REG090064	\$983,249
SUBTOTAL			\$5,272,382

Sonoma County Transit

Preventive Maintenance	Sonoma County Transit	REG090012	\$1,350,000
CNG Bus Purchase	Sonoma County Transit	REG090012	\$605,044
CNG Bus Purchase	Sonoma County Transit	REG090064	\$448,161
SUBTOTAL			\$2,403,205

Union City

Replacement Buses (2)	Union City	REG090019	\$297,060
Replacement Buses (2)	Union City	REG090064	\$77,123
SUBTOTAL			\$374,183

City of Vacaville

Fixed Route bus replacement	City of Vacaville	REG090015	\$1,734,372
Vacaville Intermodal Station	City of Vacaville	REG090015	\$482,702
Vacaville Intermodal Station	City of Vacaville	SOL050013	\$527,655
SUBTOTAL			\$2,744,729

City of Vallejo

Rehab/Preventive Maintenance	City of Vallejo	REG090016,	
Ferry Terminal ADA, Rehab	City of Vallejo	REG090019	\$3,238,768
Bus Maintenance Facility	City of Vallejo	REG090019	\$800,000
Repower Ferry Engines	City of Vallejo	REG090019	\$812,324
Operating Assistance	City of Vallejo	REG090016,	
Fueling Station Upgrade	City of Vallejo	REG090019	\$2,000,000
Replace 12 Bus Shelters	City of Benicia	REG090016	\$761,232
Operating Assistance	City of Benicia	REG090016	\$57,000
Vallejo Station	City of Benicia	REG090016	\$68,400
	City of Vallejo	SOL950035	\$6,600
SUBTOTAL			\$2,009,466
			\$9,753,790

WestCat

Preventive Maintenance	WestCat	REG090019	\$761,237
Preventive Maintenance	WestCat	REG090064	\$107,637
Facility Upgrade	WestCat	REG090064	\$90,000
SUBTOTAL			\$958,874

ARRA - Public Transit System Preservation Total**\$ 341,036,357****ARRA - Public Transit System Preservation and Strategic Investments Total****\$ 341,036,357**

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act
Federal Transit Administration Formula Program
TIER 2
January 27, 2010

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Revised: 03/25/09-C
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07/22/09-C
1/27/10-C

Tier 2 - Strategic Investments

Project Title	Implementing Agency	Tier 2 ARRA Funding
Non-System Preservation Project		\$70,000,000
Oakland Airport Connector	BART	\$70,000,000

Tier 2 Contingency List - All Tier 2 Contingency List System Preservation Projects are funded & moved to Tier 1 (Attachment B-2)

Project Title	Implementing Agency	Tier 2 ARRA Funding
Public Transit System Preservation Projects		\$70,000,000
AC Transit		
Preventive Maintenance	AC Transit	\$6,682,626
SUBTOTAL		\$6,682,626
BART		
Additional Coverboards Replacement	BART	\$6,000,000
Additional APSE units for 40 more C-1 cars	BART	\$6,400,000
Additional Floor and Seat Cushion Replacements for 50 more cars	BART	\$2,550,000
Additional Car Capacity Interior Reconfiguration for 100 more cars	BART	\$1,000,000
48V Power Supplies for Station Communications	BART	\$1,022,051
SUBTOTAL		\$16,972,051
Caltrain		
San Mateo County Railroad Bridge Replacement	Caltrain	\$2,684,596
SUBTOTAL		\$2,684,596
GGBHTD		
Bus Wash Racks/Water Reclamation System	GGBHTD	\$2,447,279
SUBTOTAL		\$2,447,279
SFMTA		
LRV Truck Rebuild Program - Phase I	SFMTA	\$13,158,767
Preventive Maintenance	SFMTA	\$4,300,000
SUBTOTAL		\$17,458,767
Samtrans		
Replacement of up to 137 buses	Samtrans	\$2,045,371
SUBTOTAL		\$2,045,371
VTA		
107 Hybrid 40' Bus Replacements	VTA	\$12,251,784
SUBTOTAL		\$12,251,784
ACE		
Midlife Overhaul of 5 ACE locomotives	ACE	\$763,107
SUBTOTAL		\$763,107
CCCTA		
Preventive Maintenance	CCCTA	\$1,107,398
SUBTOTAL		\$1,107,398
ECCTA		
IT Structure - Replace all Office Hardware & Software	ECCTA	\$500,000
Resurface Bus Parking Lot	ECCTA	\$468,120
Replace Shop Lifts	ECCTA	\$86,768
SUBTOTAL		\$1,054,888

Fairfield		
Bus Purchase/replacements (6)	Fairfield	\$788,484
SUBTOTAL		\$788,484
LAVTA		
ADA Paratransit	LAVTA	\$77,905
Preventive Maintenance	LAVTA	\$701,141
SUBTOTAL		\$779,046
NCTPA		
VINE PMI Tools & Equipment	NCTPA	\$400,000
VINE Bus Rehab	NCTPA	\$321,312
SUBTOTAL		\$721,312
Santa Rosa CityBus		
Hybrid Bus Purchase	Santa Rosa CityBus	\$983,249
SUBTOTAL		\$983,249
Sonoma County Transit		
ENG Bus Purchase	Sonoma County Transit	\$448,161
SUBTOTAL		\$448,161
Union City		
Replacement Buses (2)	Union City	\$77,123
SUBTOTAL		\$77,123
City of Vacaville		
Vacaville Intermodal Station	City of Vacaville	\$527,655
SUBTOTAL		\$527,655
City of Vallejo		
Vallejo Station	City of Vallejo	\$2,009,466
SUBTOTAL		\$2,009,466
WestCat		
Preventive Maintenance	WestCat	\$107,637
Facility Upgrade	WestCat	\$90,000
SUBTOTAL		\$197,637
ARRA—Public Transit System Preservation Total	\$-	70,000,000

Date: May 28, 2008
W.I.: 1512
Referred by: PAC
Revised: 12/17/08-C 02/25/09-C
04/22/09-C 05/27/09-C
06/24/09-C 07/22/09-C
09/23/09-C 10/28/09-C
11/18/09-C 12/16/09-C
01/27/10-C

ABSTRACT

Resolution No. 3875, Revised

This resolution adopts the 2009 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussions of the programming and subsequent revisions are contained in the Programming and Allocations Committee summary sheets dated May 14, 2008, December 10, 2008, February 11, 2009, April 8, 2009; the Planning Committee summary sheet dated April 10, 2009; and the Programming and Allocations summary sheets dated May 13, 2009, June 10, 2009, July 8, 2009, September 9, 2009, October 14, 2009, November 4, 2009 and December 9, 2009; and the MTC Executive Director's Memorandum to the Commission dated January 27, 2010.

This resolution was revised as outlined below. Additional information for each revision is included in attachment B: 'Revisions to the 2009 TIP'.

2009 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
09-01	Admin. Modification	29	\$2,880,741	12/15/2008	12/16/2008
09-02	Amendment	72	\$28,081,615	12/17/2008	01/23/2009
09-03	Admin. Modification	15	\$361,802	01/29/2009	02/10/2009
09-04	Amendment	64	\$303,471,101	02/25/2009	03/17/2009
09-05	Amendment	0	\$1,188,148,640	02/25/2009	03/17/2009
09-06	AQ Amendment	151	\$12,507,578,454	04/22/2009	05/29/2009
09-07	Amendment	26	\$485,263,640	02/25/2009	03/17/2009

2009 TIP Revisions (continued)

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
09-08	Admin. Modification	6	\$3,150,000	03/17/2009	03/18/2009
09-09	Admin. Modification	17	\$13,711,731	04/09/2009	04/13/2009
09-10	Admin. Modification	17	\$7,871,342	04/10/2009	04/13/2009
09-11	Admin. Modification	2	\$4,100,000	04/16/2009	04/16/2009
09-12	Admin. Modification	21	\$1,919,712	04/22/2009	04/24/2009
09-13	Amendment	6	\$17,137,154	04/22/2009	06/10/2009
09-14	Amendment	27	\$6,591,745	04/22/2009	06/10/2009
09-15	Admin. Modification	41	\$20,376,754	06/03/2009	06/04/2009
09-16	Admin. Modification	8	\$6,794,240	05/22/2009	05/27/2009
09-17	Amendment	28	\$7,716,699	05/27/2009	06/23/2009
09-18	Amendment	34	\$76,464,607	05/27/2009	07/08/2009
09-19	Admin. Modification	24	\$12,048,719	06/29/2009	06/30/2009
09-20	Amendment	18	\$5,041,183	06/24/2009	07/21/2009
09-21	Admin. Modification	13	\$2,146,482	07/13/2009	07/13/2009
09-22	Amendment	19	\$449,128,391	07/22/2009	08/21/2009
09-23	Amendment	85	\$437,928,801	07/22/2009	08/14/2009
09-24	Admin. Modification	10	\$1,465,021	07/23/2009	07/23/2009
09-25	Admin. Modification	16	\$6,218,251	08/06/2009	08/10/2009
09-26	Admin. Modification	17	\$3,553,253	08/20/2009	08/20/2009
09-27	Amendment	16	\$57,660,000	09/23/2009	10/27/2009
09-28	Admin. Modification	25	\$1,668,172	09/16/2009	09/17/2009
09-29	Admin. Modification	58	\$806,640	11/10/2009	11/12/2009

2009 TIP Revisions (continued)

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
09-30	Amendment	48	\$4,768,053	10/28/2009	12/10/2009
09-31	Amendment	74	\$23,763,429	11/18/2009	01/07/2010
09-32	Admin. Modification	46	\$400,799	12/09/2009	12/10/2009
09-33	Amendment	42	\$145,413,145	12/16/2009	Pending
09-34	Admin. Modification	12	\$2,399,951	12/17/2009	12/17/2009
09-35	Admin. Modification	6	\$587,000	12/22/2009	12/22/2009
09-36	Admin. Modification			Pending	Pending
09-37	Amendment	3	\$129,500,000	Pending	
09-38	Amendment	1	\$270,000,000	Pending	
09-39	Amendment	4	\$70,000,000	Pending	
Total		1101	\$16,306,117,267		

prepared and able to respond to tight deadlines. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Potential Jobs Bill Funding Revenues	
Fund Type	Amount
FHWA Administered Funds (State, and Regional, STP, and TE)	\$596,574,240
Total	\$596,574,240

Potential Jobs Bill Lump Sum or Grouped Listings (Locally-funded)	
Project Type	Amount
Various Local Road Rehabilitation and Maintenance	\$117,000,000
Various Safety Projects	\$5,000,000
Various Bicycle and Pedestrian Projects	\$7,500,000
Total	\$129,500,000

Revision 09-38 is an amendment approved by the MTC Commission on January 27, 2010, with final approval by FTA expected in early February, 2010. The revision would amend in potential FTA revenues for a future Jobs Bill as well as a locally-funded lump sum or Grouped Listing for rehabilitation projects as shown in the table below. While under normal operating procedures, staff would not recommend amending in federal revenues for new programs until they have been secured through final federal approval, we have been advised by both Caltrans and FHWA that this deviation from typical practice will be allowed in order to be prepared and able to respond to tight deadlines. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Potential Jobs Bill Funding Revenues	
Fund Type	Amount
FTA Administered Funds	\$343,148,640
Total	\$343,148,640

Potential Jobs Bill Lump Sum or Grouped Listings (Locally-funded)	
Project Type	Amount
Various Transit Rehabilitation and Maintenance	\$270,000,000
Total	\$270,000,000

↘ Revision 09-39 is an amendment approved by the MTC Commission on January 27, 2010, with final approval by FHWA/FTA expected in early February, 2010. It revises four projects with a net increase in programming of \$70 million. The revision removes \$70 million in American

Reinvestment and Recovery Act (ARRA) Transit Capital Assistance Funding from the BART sponsored Oakland Airport Connector project, and adds \$70 million in Other Local funding in its place. The revision reprograms the \$70 million of FTA ARRA funds in three projects as adopted by the Commission (Tier 2 projects):

- \$67,462,879 to a new grouped listing of Transit operations and rehabilitation projects
- \$527,655 to the Vacaville Intermodal Station project
- \$2,009,466 to the Vallejo Ferry Terminal Inter-modal Facility

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

TIP Revision Summary
2009-39

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Transit					
BRT990002	Bay Area Rapid Transit District (BART)	BART Oakland Airport Connector	Fund source change: Change the fund source for \$70M in ARRA funds to Other Local funds subject to Commission approval	\$0	0.0%
REG090064	Various Agencies	Group Listing-ARRA Transit Ops & Rehab	Amend in new grouped listing of Transit operations and Rehabilitation Projects that receive \$67,462,879 in FTA 5307 ARRA funds that have been redirected from the Oakland Airport Connector project	\$67,462,879	~%
SOL050013	Vacaville	Vacaville Intermodal Station	Add in \$527,655 in 5307 ARRA funds that have been redirected from the Oakland Airport Connector project.	\$527,655	4.1%
SOL950035	Vallejo	Vallejo Ferry Terminal Inter-modal Facility	Add in \$2,009,466 in ARRA 5307 funds that have been redirected from the Oakland Airport Connector project	\$2,009,466	2.6%
Total Funding Change:				\$70,000,000	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2009 TIP Only
Current:	\$219,331,045	\$67,991,333	\$182,434,375	\$149,143,125	\$618,899,878	\$477,921,063
Proposed:	\$219,331,045	\$67,991,333	\$182,434,375	\$219,143,125	\$688,899,878	\$547,921,063
Delta:	\$0	\$0	\$0	\$70,000,000	\$70,000,000	\$70,000,000