



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, February 26, 2020

10:05 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 10:05 a.m. or immediately following the 10:00 a.m. BATA meeting.

For information contact the Commission Secretary at (415) 778-5367.

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this Commission shall be a majority of its voting members (10).

2. Chair's Report (Haggerty)

2a. [20-0125](#) Approval of Executive Director's Salary Increase.

Action: Commission Approval

2b. [20-0126](#) Approval of General Counsel's Salary Increase.

Action: Commission Approval

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

5. Commissioner Comments

6. Consent Calendar:

6a. [20-0242](#) Minutes of the January 22, 2020 meeting

Action: Commission Approval

Attachments: [6a Commission Draft Meeting Minutes 01-22-2020.pdf](#)

Administration Committee

- 6b. [20-0013](#) MTC Resolution No. 1198, Revised - Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions - Authorization to Submit to the Fair Political Practices Commission (FPPC) for Approval and to Refer to Commission for Adoption

Action: Commission Approval

Attachments: [6b Admin-2e 20-0013 Reso-1198 Conflict of Interest Code Revisions.pdf](#)

Programming and Allocations Committee

- 6c. [20-0118](#) MTC Resolution No. 4078, Revised. Revisions to MTC's Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.

Action: Commission Approval

Attachments: [6c PAC-2b Reso-4078 P-TAP Revisions.pdf](#)

- 6d. [20-0117](#) MTC Resolution No. 4157, Revised. Regional Measure 2 (RM2) Project 29: Rescission and reallocation of approximately \$1.9 million in RM2 funds to AC Transit to acquire replacement buses that operate Transbay express service on the Dumbarton Corridor.

Action: Commission Approval

Attachments: [6d PAC-2c Reso-4157 DumbartonExpressBus.pdf](#)

- 6e. [20-0123](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), including the programming of funds for two corridor planning studies within the Freeway Performance Program; \$3 million for I-80 from the Carquinez Bridge in to the San Francisco-Oakland Bay Bridge Toll Plaza and \$1 million for SR 37 from US 101 and I-80.

Action: Commission Approval

Attachments: [6e PAC-2d Reso-4202 OBAG2 Revisions.pdf](#)

- 6f. [20-0111](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-31.

Action: Commission Approval

Attachments: [6f PAC-2e Reso-4375 TIP Amendment 2019-31.pdf](#)

- 6g. [20-0205](#) MTC Resolution No. 4409. Allocation of \$39 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and operators for projects approved by the State Department of Transportation (Caltrans).

Action: Commission Approval

Attachments: [6g_PAC-2f_Reso-4409_State_of_Good_Repair.pdf](#)

Legislation Committee

- 6h. [19-1043](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Action: Commission Approval

Attachments: [6h_Leg-5b_MTC_Res_No._3931_Rev_Council_Appointment.pdf](#)

Committee Reports

7. Programming and Allocations Committee (Josefowitz)

- 7a. [20-0113](#) MTC Resolution No. 4402. FY 2020-21 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$873 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2020-21.

Action: Commission Approval

Attachments: [7a_PAC-3a_Reso-4402_FY2020-21_Fund_Estimate.pdf](#)

- 7b. [20-0115](#) MTC Resolution No. 4403. Adoption of the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines.

The 2021 Regional ATP Cycle 5 will provide \$37 million in new programming covering the fiscal years 2021-22 through FY 2024-25. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 5 funds.

Action: Commission Approval

Attachments: [7b_PAC-3b_Reso-4403_ATP.pdf](#)

8. Legislation Committee (Mackenzie)

8a. [20-0256](#) Sonoma-Marín Area Rail Transit (SMART) 1/4-cent Sales Tax Extension

Proposed support for a 30-year extension of the SMART District's sales tax.

Action: Support / Commission Approval

Attachments: [8a_Leg-7a_SMART Measure_Summary Sheet.pdf](#)

8b. [20-0292](#) Measure J: Contra Costa Transportation Authority

Proposed support for Measure J, a new Contra Costa County 1/2-cent sales tax.

Action: Support / Commission Approval

Attachments: [8b_Leg-7b_Measure J_Contra Costa.pdf](#)

8c. [20-0220](#) Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

Action: Support / Commission Approval

Attachments: [8c_Leg-8c_SB 795 \(Beall\).pdf](#)

9. Planning Committee (Spring)

9a. [20-0163](#) MTC Resolution No. 3757, Revised: Proposed Final Bay Area Transportation Air Quality Conformity Protocol

Recommend approval of MTC Resolution No. 3757, Revised, which updates the procedures for conducting and consulting on the air quality conformity analysis for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Action: Commission Approval

Attachments: [9a_Planning-4a_Reso-3757_Conformity Interagency Procedures.pdf](#)

- 9b. [20-0189](#) MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies

Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs. ABAG Resolution Nos. 02-2020 and 03-2020 are proposed for adoption on the February 20, 2020 ABAG Executive Board agenda.

Action: Commission Approval

Attachments: [9b_Planning-5a_PBA50_DraftBlueprint_GeographiesAction.pdf](#)

- 9c. [20-0188](#) Plan Bay Area 2050: Draft Blueprint - Strategies

Approval of proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback and policymaker refinement.

Action: Commission Approval

Attachments: [9c_Planning-5b_PBA50_DraftBlueprint_StrategiesAction.pdf](#)

10. Commission Approval

- 10a. [20-0121](#) Contract - Washington, D.C. Legislative Representative: Summit Strategies Government Affairs LLC (\$900,000)

A request for approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years.

Action: Commission Approval

Attachments: [10a_Federal Lobbying Contract_Commission.pdf](#)

11. Public Comment / Other Business

12. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, March 25, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

Public Comment: The public is encouraged to comment on agenda items at Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission secretary. 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.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Commission may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Commission meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Commission members, key staff and others as appropriate. Copies will be available at the meeting.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0125 **Version:** 1 **Name:**
Type: Contract **Status:** Commission Approval
File created: 1/3/2020 **In control:** Executive Committee
On agenda: 1/22/2020 **Final action:**
Title: Approval of Executive Director's Salary Increase.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Approval of Executive Director's Salary Increase.

Presenter:

Chair Haggerty

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0126 **Version:** 1 **Name:**
Type: Contract **Status:** Commission Approval
File created: 1/3/2020 **In control:** Executive Committee
On agenda: 1/22/2020 **Final action:**
Title: Approval of General Counsel's Salary Increase.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Approval of General Counsel's Salary Increase.

Presenter:

Chair Haggerty

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0242 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Consent
File created: 1/23/2020 **In control:** Metropolitan Transportation Commission
On agenda: 2/26/2020 **Final action:**
Title: Minutes of the January 22, 2020 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [6a Commission Draft Meeting Minutes 01-22-2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the January 22, 2020 meeting

Recommended Action:
Commission Approval



Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, January 22, 2020

10:15 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 14 - Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commission Vice Chair Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering, and Commissioner Worth

Absent: 4 - Commissioner Dutra-Vernaci, Commissioner Liccardo, Commissioner Rabbitt, and Commissioner Schaaf

Non-Voting Commissioners Present: Commissioner Giacomini and Commissioner Stracner

Non-Voting Commissioner Absent: Commissioner Tavares

2. Chair's Report (Haggerty)

Chair Haggerty announced that agenda items 2c and 2d would be continued to the February 26 Commission agenda.

2a. [20-0159](#) MTC Resolution No. 4407 - Resolution of Appreciation for CTC Executive Director Susan Bransen upon her retirement.

Action: Commission Approval

Upon the motion by Commissioner Worth and the second by Commissioner Mackenzie, MTC Resolution No. 4407 - Resolution of Appreciation for Susan Bransen was unanimously adopted by the Commission. The motion carried by the following vote:

Aye: 14 - Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commission Vice Chair Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Dutra-Vernaci, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

- 2b. [20-0160](#) MTC Resolution No. 4408 - Resolution of Appreciation for CTC Commissioner Jim Ghielmetti upon his retirement after 15 years of service.

Action: Commission Approval

Upon the motion by Commissioner Worth and the second by Commissioner Mackenzie, MTC Resolution No. 4408 - Resolution of Appreciation for Jim Ghielmetti was unanimously adopted by the Commission. The motion carried by the following vote:

Aye: 14 - Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commission Vice Chair Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Dutra-Vernaci, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

- 2c. [20-0125](#) Approval of Executive Director's Salary Increase.

Action: Commission Approval

Presenter: Chair Haggerty

- 2d. [20-0126](#) Approval of General Counsel's Salary Increase.

Action: Commission Approval

Presenter: Chair Haggerty

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

[20-0229](#) Executive Director's Report

5. Commissioner Comments

6. Consent Calendar:

Agenda item 6b was deferred pending FPPC approval of MTC's Conflict of Interest Code Update.

Agenda item 6g was pulled from the Consent Calendar to be considered separately by the Commission.

Upon the motion by Commissioner Mackenzie and the second by Commission Vice Chair Pedroza, the Consent Calendar was unanimously approved by the following vote:

Aye: 14 - Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commission Vice Chair Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Dutra-Vernaci, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

6a. [20-0083](#) Minutes of the December 18, 2019 meeting

Action: Commission Approval

Administration Committee

6b. [20-0013](#) MTC Resolution No. 1198, Revised - Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions - Authorization to Submit to the Fair Political Practices Commission (FPPC) for Approval and to Refer to Commission for Adoption

Action: Commission Approval

Presenter: Leslie Miessner

Programming and Allocations Committee

6c. [20-0009](#) MTC Resolution No. 3675, Revised. Allocation of \$2,234,000 in Regional Measure 2 (RM2) funds to AC Transit for construction of the Richmond Parkway Transit Center.

Action: Commission Approval

Presenter: Anne Spevack

6d. [20-0019](#) MTC Resolution No. 4250, Revised. Allocation of \$600,000 in Regional Measure 2 (RM2) funds to MTC for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward

Action: Commission Approval

Presenter: Kenneth Kao

6e. [20-0052](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-29.

Action: Commission Approval

Presenter: Adam Crenshaw

6f. [19-1290](#) MTC Resolution No. 4381, Revised. Allocation of roughly \$35 million in State Transit Assistance (STA) to BART and rescission of \$9.6 million in STA from VTA.

Action: Commission Approval

Presenter: Cheryl Chi

Upon the motion by Commissioner Glover and the second by Commissioner Mackenzie, the Commission adopted MTC Resolution No. 4381, Revised. The motion carried by the following vote:

Aye: 13 - Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commission Vice Chair Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Nay: 1 - Commissioner Papan

Absent: 4 - Commissioner Dutra-Vernaci, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

Committee Reports

7. Administration Committee (Glover)

7a. [19-1345](#) MTC Resolution No. 4371, Revised - FY 2019-20 MTC Operating and Capital Budgets Amendment

A request to refer MTC Resolution No. 4371, Revised, the MTC FY 2019-20 Agency Budget, Amendment No. 2, approving an increase of \$815,974 in operating costs, of which \$557,987 will be added to the MTC Operating Budget and \$257,987 added to the Life-to-Date Grants Budget, to the Commission for approval.

Action: Commission Approval

Presenter: Brian Mayhew

Upon the motion by Commissioner Glover and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution No. 4371, Revised. The motion carried by the following vote:

Aye: 14 - Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commission Vice Chair Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Dutra-Vernaci, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

8. Programming and Allocations Committee (Josefowitz)

8a. [20-0016](#) MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5: Participatory Budgeting Pilot.

A request to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency's Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants project.

Action: Commission Approval

Presenter: Judis Santos

Upon the motion by Commissioner Josefowitz and the second by Commissioner Ronen, the Commission unanimously adopted MTC Resolution No. 4347, Revised. The motion carried by the following vote:

Aye: 14 - Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commission Vice Chair Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Dutra-Vernaci, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

8b. [19-1009](#) MTC Resolution No. 4360, Revised. FY 2019-20 Fund Estimate Revision.

Revises the FY 2019-20 Fund Estimate to incorporate final FY 2018-19 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues.

Action: Commission Approval

Presenter: William Bacon

Upon the motion by Commissioner Josefowitz and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4360, Revised. The motion carried by the following vote:

Aye: 14 - Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commission Vice Chair Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Dutra-Vernaci, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

8c. [20-0018](#) Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

Recommended projects for regional endorsement for Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework

Action: Commission Approval

Presenter: Craig Bosman

Upon the motion by Commissioner Josefowitz and the second by Commissioner Connolly, the Commission unanimously adopted the Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements. The motion carried by the following vote:

Aye: 14 - Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commission Vice Chair Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Dutra-Vernaci, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

9. Legislation Committee (Mackenzie)

9a. [20-0026](#) MTC / ABAG 2020 Advocacy Program

Proposed MTC / ABAG 2020 Advocacy Program.

Action: ABAG Executive Board Approval and MTC Commission Approval

Presenter: Randy Rentschler and Rebecca Long

Upon the motion by Commissioner Mackenzie and the second by Commission Vice Chair Pedroza, the Commission unanimously adopted the MTC/ABAG 2020 Advocacy Program. The motion carried by the following vote:

Aye: 14 - Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Commission Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commission Vice Chair Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Dutra-Vernaci, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

10. Presentation by UCLA on Transit Trends

[20-0168](#) Bay Area Transit Ridership Trends Study

MTC has partnered with the UCLA Luskin School of Public Affairs to develop a Bay Area transit ridership trend study. The UCLA project team will present key findings and a recommended policy framework to address recent declines in transit ridership.

Action: Information

Presenter: Kenneth Folan (MTC Staff) and the UCLA Project Team

11. Public Comment / Other Business

Jerry Grace was called to speak.

12. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, February 26, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

Scott Haggerty, Chair



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0013 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 11/27/2019 **In control:** Administration Committee

On agenda: 1/8/2020 **Final action:**

Title: MTC Resolution No. 1198, Revised - Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions - Authorization to Submit to the Fair Political Practices Commission (FPPC) for Approval and to Refer to Commission for Adoption

Sponsors:

Indexes:

Code sections:

Attachments: [6b Admin-2e 20-0013 Reso-1198 Conflict of Interest Code Revisions.pdf](#)
[2e 20-0013 Reso-1198 Conflict of Interest Code Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
1/8/2020	1	Administration Committee	recommended for approval	Pass

Subject:

MTC Resolution No. 1198, Revised - Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions - Authorization to Submit to the Fair Political Practices Commission (FPPC) for Approval and to Refer to Commission for Adoption

Presenter:

Leslie Miessner

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

February 26, 2020

Agenda Item 6b

MTC Resolution No. 1198, Revised – Revisions to MTC's Conflict of Interest Code to Update List of Designated Positions

- Subject:** At the Administration Committee's January meeting, the Committee authorized staff to submit the proposed revised Conflict of Interest Code to the Fair Political Practices Commission (FPPC) for formal approval, and to refer the approved Conflict of Interest Code to the Commission for adoption at a date to be determined. On January 27, 2020, the FPPC approved the proposed revisions to MTC's Conflict of Interest Code. You will note that FPPC approval is indicated at the end of Attachment A behind the text of the Conflict of Interest Code. This item is thus before the Commission for approval today.
- Recommendation:** I recommend approval of MTC Resolution No. 1198, Revised, MTC's Conflict of Interest Code.
- Attachment:** Attachment A: Resolution No. 1198, Revised.



Adrienne D. Weil

Date: October 27, 1982

W.I.: 99110

I.D.: File 1

Referred by: Administration Committee

Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C 04/25/18-C
02/26/20-C

ABSTRACT

Resolution No. 1198, Revised

Subject

This resolution adopts the amendments to the Metropolitan Transportation Commission's Conflict of Interest Code, directs the Executive Director to submit a copy of the amended code to the Fair Political Practices Commission, provides for future amendments, and revises Appendix A of the Commission Procedures Manual (Resolution No. 1058).

Resolution No. 1198 supersedes Resolution No. 859.

This resolution was revised on June 26, 1991 to include the disclosure of "business positions in business entities," to add a disclosure category for telecommunications services and equipment manufacturers to cover the activities of the MTC SAFE, to update the designated positions to reflect MTC's current organizational structure, and to clarify the definition of "consultant."

This resolution was revised on July 27, 1994 to amend the disclosure categories to cover MTC and MTC SAFE activities in the areas of towing services and intelligent vehicle highway systems (IVHS) and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on November 18, 1998 to amend the conflict of interest code to reflect changes in FPPC regulations, amend the disclosure categories to cover the MTC Service Authority for Freeways and Expressways ("MTC SAFE") and Bay Area Toll Authority ("BATA") activities, and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on June 28, 2000 to add Associate Counsel as a designated position, delete the Legislation and Public Affairs and Finance sections to create one Funding and External Affairs section, and rename Treasury to Finance.

This resolution was revised on November 20, 2002, to delete the Funding and External Affairs section, to create a Programming and Allocations section and a Legislation and Public Affairs section, and to replace the Deputy Executive Director's position with two Deputy Directors' Positions.

This resolution was revised on September 28, 2011, to update the designated positions to reflect MTC's current organizational structure and disclosure categories.

This resolution was revised on May 22, 2013, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on March 25, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on September 28, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure, and to add Clipper[®] Executive Board member as a designated position.

This resolution was revised on April 25, 2018, to add designated positions in MTC's organization and their assigned disclosure categories resulting from the consolidation of the staffs of MTC and the Association of Bay Area Governments ("ABAG"), pursuant to the Contract for Services between ABAG and MTC, dated as of May 30, 2017 and the formation of the Advancing California Finance Authority, its staffing by MTC, and its adoption of the MTC Conflict of Interest Code; and to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on February 26, 2020, to add the Bay Area Regional Collaborative (BARC) Director as a designated position, and to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee

RE: Adoption of the Amendments to the Metropolitan Transportation Commission's Conflict of Interest Code.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

WHEREAS, the Metropolitan Transportation Commission (MTC), is the regional transportation planning agency pursuant to Government Code § 66500 *et seq.*; and

WHEREAS, MTC has adopted for purposes of the Political Reform Act (Government Code § 81000 *et seq.*) a Conflict of Interest Code (Resolution No. 859) which has been approved by the Fair Political Practices Commission; and

WHEREAS, MTC desires to amend its Conflict of Interest Code; and

WHEREAS, the proposed amendments have been submitted to the public for comment and subject to a public hearing; now, therefore, be it

RESOLVED, that the amended Conflict of Interest Code, incorporated herein as though set forth at length as Attachment A, is adopted; and, be it further

RESOLVED, that the Executive Director is directed to submit a copy of the Conflict of Interest Code to the California Fair Political Practices Commission for approval; and, be it further

RESOLVED, that MTC may from time to time further amend Attachment A as appropriate, in accordance with the applicable statutory and regulatory provisions; and, be it further

RESOLVED, that MTC Resolution No. 859 is superseded by Resolution No. 1198; and, be it further

RESOLVED, that Appendix A of the Commission Procedures Manual (MTC Resolution No. 1058) is revised by Resolution No. 1198.

METROPOLITAN TRANSPORTATION COMMISSION

/s/ _____
William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 27, 1982.

Date: October 27, 1982
W.I.: 99110
I.D.: File 1
Referred by: A&O Committee
Revised: 06/26/91-C 07/27/94-C
11/18/98-C 06/28/00-C
11/20/02-C 09/28/11-C
05/22/13-C 03/25/15-C
09/28/16-C 04/25/18-C
02/26/20-C

Attachment A - Resolution No. 1198
Page 1 of 5

CONFLICT OF INTEREST CODE FOR THE METROPOLITAN TRANSPORTATION COMMISSION

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (“MTC”), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* and, pursuant to the Contract for Services dated as of May 30, 2017 between MTC and the Association of Bay Area Governments (“ABAG”), provides consolidated staff to perform work for ABAG and its affiliated Local Collaboration Programs, including ABAG Publicly Owned Energy Resources (“POWER”) and the ABAG Finance Authority for Nonprofit Corporations (“FAN”). MTC is also a member of and provides staff for the Bay Area Infrastructure Financing Authority (“BAIFA”) and the Bay Area Headquarters Authority (“BAHA”), and staffs the Advancing California Financing Authority (“ACFA”), a joint powers authority formed by ABAG and FAN. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

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Attachment A - Resolution No. 1198
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Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

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Attachment A - Resolution No. 1198
Page 3 of 5

APPENDIX A

DESIGNATED POSITIONS

<u>Designated Position</u>	<u>Assigned Disclosure Category</u>
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Deputy Executive Director, Operations	1, 3, 4
Deputy Executive Director, Local Government Services (LGS)	1, 3, 4
General Counsel	1, 3, 4
Senior Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
Administrative Director, Office of the Executive Director	1, 3, 4
Director, Administration & Facilities (AF)	1, 3
Director, Integrated Planning Department (PLN)	2, 3
Director, Design & Project Delivery (DPD)	2
Director, Field Operations & Asset Management (FOAM)	2
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, SF Estuary Partnership	2, 3
Director, Finance & Accounting (aka Deputy Finance Director)	1
Director, Treasury & Revenue (aka Deputy Treasurer)	1
Director, Bay Area Regional Collaborative (BARC)	2, 3
Deputy Director, PLN (aka Deputy Planning Director)	2, 3
Assistant Directors: PLN, PAC, LGS	2, 3
Assistant Directors: DPD, FOAM, EPS, TSS	2
Assistant Directors: LPA	1
Assistant Directors: AF	1, 3
Assistant Directors: Finance	1
Clipper® Executive Board Members	2
Consultants/New Positions	*

Date: October 27, 1982
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Attachment A - Resolution No. 1198
Page 4 of 5

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

MTC Commissioners
Chief Financial Officer
Executive Director

An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

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Attachment A - Resolution No. 1198
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APPENDIX B

DISCLOSURE CATEGORIES

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

- CATEGORY 1** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, entities that provide services, products, or equipment of the type utilized by MTC, including public utilities, consultants, transportation companies, and manufacturers.
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- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

This is the last page of the conflict of interest code for the **Metropolitan Transportation Commission**.



CERTIFICATION OF FPPC APPROVAL

Pursuant to Government Code Section 87303, the conflict of interest code for the **Metropolitan Transportation Commission** was approved on 1/27/ 2020. This code will become effective on 2/26/ 2020.



John M. Eeser, Jr.

Senior Commission Counsel

Fair Political Practices Commission

Metropolitan Transportation Commission Administration Committee

January 8, 2020

Agenda Item 2e

MTC Resolution No. 1198, Revised – Revisions to MTC’s Conflict of Interest Code to Update List of Designated Positions – Authorization to Submit to FPPC for Approval and to Refer to Commission for Adoption

Subject: MTC Resolution No. 1198, Revised – Revisions to MTC’s Conflict of Interest Code to Update List of Designated Positions – Authorization to Submit to the Fair Political Practices Commission (FPPC) for Approval and to Refer to Commission for Adoption

Background: The Office of General Counsel reported to this Committee on November 13, 2019 that the Metropolitan Transportation Commission (MTC) Conflict of Interest Code (COIC), which serves as the COIC for the Bay Area Toll Authority, the MTC Service Authority for Freeways and Expressways, the Bay Area Headquarters Authority, the Bay Area Infrastructure Financing Authority, and the Advancing California Financing Authority, required an update in order to update the list of designated positions to reflect MTC’s affiliation with the Bay Area Regional Collaborative (BARC), the creation of two new positions, and MTC’s current organizational structure. The designated positions are listed in Appendix A to the COIC. Incumbents of positions designated in Appendix A must file an annual Statement of Economic Interests (FPPC Form 700) in compliance with the disclosure categories indicated in Appendix B.

The changes in the COIC reflect the addition of a designated position resulting from MTC’s affiliation with BARC, the addition of two new positions created during the past fiscal year, and changes in MTC’s organizational structure and nomenclature. The disclosure categories are tailored to the responsibilities of each role.

At its November 13 meeting, the Committee authorized posting the draft changes to MTC Resolution No. 1198, Revised, for the 45-day comment period required by the FPPC. We received no comments during the comment period, which closed on December 30, 2019.

Issues: None

Recommendation: Staff recommends that the Committee authorize staff to submit the proposed COIC to the FPPC for formal approval, and to refer the approved COIC to the Commission for adoption at a date to be determined.

Attachments: Attachment A: Proposed Amended Conflict of Interest Code
Attachment B: MTC Resolution No. 1998, Revised



Cynthia Segal

Revisions in ~~strikeout~~ and underline

**CONFLICT OF INTEREST CODE FOR THE
METROPOLITAN TRANSPORTATION COMMISSION**

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Metropolitan Transportation Commission (“MTC”), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. MTC also functions as the MTC Service Authority for Freeways and Expressways (“MTC SAFE”) pursuant to Streets and Highways Code Sections 2550-2556, and the Bay Area Toll Authority (“BATA”) pursuant to Streets and Highways Code Section 30950 *et seq.* and, pursuant to the Contract for Services dated as of May 30, 2017 between MTC and the Association of Bay Area Governments (“ABAG”), provides consolidated staff to perform work for ABAG and its affiliated Local Collaboration Programs, including ABAG Publicly Owned Energy Resources (“POWER”) and the ABAG Finance Authority for Nonprofit Corporations (“FAN”). MTC is also a member of and provides staff for the Bay Area Infrastructure Financing Authority (“BAIFA”) and the Bay Area Headquarters Authority (“BAHA”), and staffs the Advancing California Financing Authority (“ACFA”), a joint powers authority formed by ABAG and ~~the ABAG Finance Authority for Nonprofit Corporations~~ FAN. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code Regs. Sec. 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency’s code. After public notice and hearings, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 Cal. Code of Regs. Sec. 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **Metropolitan Transportation Commission (MTC)**.

Individuals holding designated positions shall file their statements of economic interests with **MTC**, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) All statements will be retained by **MTC**.

APPENDIX A

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Deputy Executive Director, Policy	1, 3, 4
Deputy Executive Director, Operations	1, 3, 4
Deputy Executive Director, Local Government Services (LGS)	1, 3, 4
General Counsel	1, 3, 4
<u>Senior</u> Deputy General Counsel	1, 3, 4
Senior Counsel	1, 3, 4
Associate Counsel	1, 3, 4
Special Counsel	1, 3, 4
<u>Administrative Director, Office of the Executive Director</u>	<u>1, 3, 4</u>
Director, Administration & Facilities (AF)	1, 3
Director, Integrated Planning Department (PLN)	2, 3
Director, Operations <u>Design & Project Delivery (OPSDPD)</u>	2
<u>Director, Field Operations & Asset Management (FOAM)</u>	<u>2</u>
Director, Electronic Payments (EPS)	2
Director, Programming and Allocations (PAC)	2, 3
Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, SF Estuary Partnership	2, 3
Director, Budget <u>Finance & Revenue Accounting</u> (aka Deputy Finance Director)	1
Director, Treasury <u>& Revenue</u> (aka Deputy Treasurer)	1
<u>Director, Bay Area Regional Collaborative (BARC)</u>	<u>2, 3</u>
<u>Deputy Director, PLN (aka Deputy Planning Director)</u>	<u>2, 3</u>
Assistant Directors: PLN, PAC, LGS	2, 3
Assistant Directors: OPSDPD , <u>FOAM</u> , EPS, TSS	2
Assistant Directors: LPA	1
Assistant Directors: AF	1, 3
Assistant Directors: Finance	1
Clipper [®] Executive Board Members	2
Consultants/New Positions	*

*Consultants and new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s

determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code. (Gov. Code Section 81008.) Nothing herein excuses any such consultant from any other provision of the conflict-of-interest code.

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

It has been determined that the positions listed below manage public investments and shall file a statement of economic interests pursuant to Government Code Section 87200.

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An individual holding one of the above listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

APPENDIX B

DISCLOSURE CATEGORIES

Designated positions shall disclose pursuant to the appropriate disclosure category as indicated in Appendix A.

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- CATEGORY 2** – Investments and business positions in business entities, and income including receipt of loans, gifts, and travel payments, from, sources that provide services, products, or equipment of the type utilized by the designated position's department or division.
- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

ATTACHMENT B

Date: October 27, 1982

W.I.: 99110

I.D.: File 1

Referred by: Administration Committee

Revised: 06/26/91-C 07/27/94-C

11/18/98-C 06/28/00-C

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__/__/20-C

ABSTRACT

Resolution No. 1198, Revised

Subject

This resolution adopts the amendments to the Metropolitan Transportation Commission's Conflict of Interest Code, directs the Executive Director to submit a copy of the amended code to the Fair Political Practices Commission, provides for future amendments, and revises Appendix A of the Commission Procedures Manual (Resolution No. 1058).

Resolution No. 1198 supersedes Resolution No. 859.

This resolution was revised on June 26, 1991 to include the disclosure of "business positions in business entities," to add a disclosure category for telecommunications services and equipment manufacturers to cover the activities of the MTC SAFE, to update the designated positions to reflect MTC's current organizational structure, and to clarify the definition of "consultant."

This resolution was revised on July 27, 1994 to amend the disclosure categories to cover MTC and MTC SAFE activities in the areas of towing services and intelligent vehicle highway systems (IVHS) and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on November 18, 1998 to amend the conflict of interest code to reflect changes in FPPC regulations, amend the disclosure categories to cover the MTC Service Authority for Freeways and Expressways ("MTC SAFE") and Bay Area Toll Authority ("BATA") activities, and to update the designated positions to reflect MTC's current organizational structure.

This resolution was revised on June 28, 2000 to add Associate Counsel as a designated position, delete the Legislation and Public Affairs and Finance sections to create one Funding and External Affairs section, and rename Treasury to Finance.

This resolution was revised on November 20, 2002, to delete the Funding and External Affairs section, to create a Programming and Allocations section and a Legislation and Public Affairs section, and to replace the Deputy Executive Director's position with two Deputy Directors' Positions.

This resolution was revised on September 28, 2011, to update the designated positions to reflect MTC's current organizational structure and disclosure categories.

This resolution was revised on May 22, 2013, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on March 25, 2015, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on September 28, 2016, to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure, and to add Clipper[®] Executive Board member as a designated position.

This resolution was revised on April 25, 2018, to add designated positions in MTC's organization and their assigned disclosure categories resulting from the consolidation of the staffs of MTC and the Association of Bay Area Governments ("ABAG"), pursuant to the Contract for Services between ABAG and MTC, dated as of May 30, 2017 and the formation of the Advancing California Finance Authority, its staffing by MTC, and its adoption of the MTC Conflict of Interest Code; and to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

This resolution was revised on _____, 2020, to add the Bay Area Regional Collaborative (BARC) Director as a designated position, and to more accurately reflect the most current designated positions and assigned disclosure categories in MTC's organizational structure.

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RE: Adoption of the Amendments to the Metropolitan Transportation Commission's Conflict of Interest Code.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 1198

WHEREAS, the Metropolitan Transportation Commission (MTC), is the regional transportation planning agency pursuant to Government Code § 66500 *et seq.*; and

WHEREAS, MTC has adopted for purposes of the Political Reform Act (Government Code § 81000 *et seq.*) a Conflict of Interest Code (Resolution No. 859) which has been approved by the Fair Political Practices Commission; and

WHEREAS, MTC desires to amend its Conflict of Interest Code; and

WHEREAS, the proposed amendments have been submitted to the public for comment and subject to a public hearing; now, therefore, be it

RESOLVED, that the amended Conflict of Interest Code, incorporated herein as though set forth at length as Attachment A, is adopted; and, be it further

RESOLVED, that the Executive Director is directed to submit a copy of the Conflict of Interest Code to the California Fair Political Practices Commission for approval; and, be it further

RESOLVED, that MTC may from time to time further amend Attachment A as appropriate, in accordance with the applicable statutory and regulatory provisions; and, be it further

RESOLVED, that MTC Resolution No. 859 is superseded by Resolution No. 1198; and, be it further

RESOLVED, that Appendix A of the Commission Procedures Manual (MTC Resolution No. 1058) is revised by Resolution No. 1198.

METROPOLITAN TRANSPORTATION COMMISSION

/s/ _____
William R. "Bill" Lucius, Chairman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 27, 1982.

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Senior Counsel	1, 3, 4
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Director, Legislation and Public Affairs (LPA)	1, 3
Director, Technology Services (TSS)	2
Director, SF Estuary Partnership	2, 3
Director, Finance & Accounting (aka Deputy Finance Director)	1
Director, Treasury & Revenue (aka Deputy Treasurer)	1
Director, Bay Area Regional Collaborative (BARC)	2, 3
Deputy Director, PLN (aka Deputy Planning Director)	2, 3
Assistant Directors: PLN, PAC, LGS	2, 3
Assistant Directors: DPD, FOAM, EPS, TSS	2
Assistant Directors: LPA	1
Assistant Directors: AF	1, 3
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OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

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- CATEGORY 3** – All interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by MTC.
- CATEGORY 4** – Investments and business positions in business entities, and income, including receipt of loans, gifts, and travel payments, from, sources that filed a claim against MTC during the previous two years, or have a claim pending against MTC.

LEAVE PAGE BLANK FOR _____, 2020 CERTIFICATION OF FPPC APPROVAL



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0118 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4078, Revised. Revisions to MTC’s Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.

Sponsors:

Indexes:

Code sections:

Attachments: [6c PAC-2b Reso-4078 P-TAP Revisions.pdf](#)
[2b Reso-4078 P-TAP Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4078, Revised. Revisions to MTC’s Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.

Presenter:
Christina Hohorst

Recommended Action:
Commission Approval

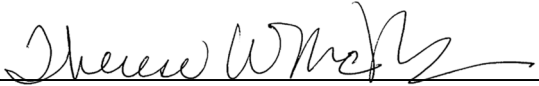
**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2020

Agenda Item 2b

MTC Resolution No. 4078, Revised

- Subject:** Revisions to MTC's Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.
- Background:** P-TAP provides jurisdictions with assistance and expertise in implementing and maintaining a Pavement Management System and Non-Pavement Asset Management projects. Since 1999, MTC has programmed almost \$21.3 million in STP funds to 837 P-TAP projects and assisted all Bay Area cities and counties with their pavement needs.
- The P-TAP Guidelines propose program goals, eligibility and project selection criteria for this program to benefit Bay Area jurisdictions' pavement management programs. The P-TAP Guidelines will inform the programming of federal Surface Transportation Program (STP) funds for FY2020-21, for P-TAP Round 22, totaling \$1.5 million, and subsequent rounds, subject to funding availability.
- Changes to Attachment A:
In addition to updates made to applicable dates and fiscal years, substantive changes to the guidelines in Attachment A have been highlighted and include:
- (1) The proposed project selection criteria was revised to remove engineering design for pavement rehabilitation (PS&E) projects in order to allow sufficient funding for pavement management system and non-pavement management projects. Jurisdictions may now use California Senate Bill 1 (SB 1) funds for PS&E projects.
 - (2) The Project Oversight Measures were revised to include more stringent acceptance criteria for contractors and quality management reporting.
- MTC staff proposes to formalize these criteria for P-TAP project selection through Commission adoption.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4078, Revised, to the Commission for approval.
- Attachments:** MTC Resolution No. 4078, Revised


Therese W. McMillan

Date: November 28, 2012
W.I.: 1233
Referred by: PAC
Revised: 02/24/16-C
02/26/20-C

ABSTRACT

Resolution No. 4078, Revised

This Resolution adopts the program guidelines for MTC's Pavement Management Technical Assistance Program (P-TAP), funded with Surface Transportation Program (STP) funds.

The following attachments are provided with this Resolution:

Attachment A – Pavement Management Technical Assistance Program Guidelines

Attachment B – Project Oversight Measures and Project Assignment Criteria for P-TAP Consultants

On February 24, 2016, Attachment A was revised to include alternative scoring for jurisdictions that update their pavement management systems (PMS) outside of the P-TAP program and are requesting funding for non-PMS projects.

On February 26, 2020, Attachment A was revised to remove engineering design for pavement rehabilitation (PS&E) projects from the list of eligible project scopes for P-TAP; and to include more stringent acceptance criteria for contractors and quality management reporting in Appendix A.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheets dated November 14, 2012, February 10, 2016, and February 12, 2020.

Date: November 28, 2012
W.I.: 1233
Referred by: PAC

RE: Pavement Management Technical Assistance Program Guidelines and Project Oversight Measures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4078

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

WHEREAS, MTC has developed a process and criteria to be used in the selection of Pavement Management Technical Assistance Program (P-TAP) projects and to monitor and oversee the projects once selected attached hereto and incorporated herein as though set forth at length; and

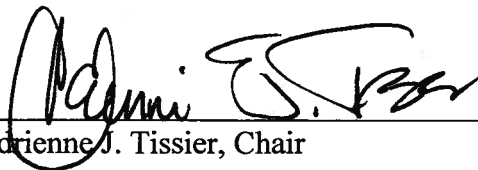
WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to develop a program of projects for the P-TAP; and

WHEREAS, MTC will use the project oversight measures set forth in Attachment B to monitor project data quality and assign consultant to PTAP projects; now, therefore be it

RESOLVED, that MTC approves the process and criteria to be used in the selection and monitoring and oversight of P-TAP projects, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED, that the Executive Director shall make available a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on November 28, 2012.

Date: November 28, 2012
W.I.: 1233
Referred by: PAC
Revised: 02/24/16-C
02/26/20-C

Attachment A
MTC Resolution No. 4078
Page 1 of 6

Pavement Management Technical Assistance Program (P-TAP) Guidelines

Pavement Management Technical Assistance Program Guidelines

1. Program Goals: The Pavement Management Technical Assistance Program (P-TAP) is intended to fund projects that:

- Implement, update and maintain jurisdictions' pavement management databases
- Provide local decision-makers with accurate pavement condition data to inform funding pavement maintenance
- ~~Support jurisdictions in engineering design for pavement preservation projects~~
- Support jurisdictions' management of non-pavement local street and road assets

2. Funding

P-TAP is funded with federal Surface Transportation Program (STP) funds. P-TAP funding is not guaranteed and is dependent upon fund availability.

Single-Year Programming: each P-TAP Round starts and ends in the middle of the federal fiscal year, so each round covers one year but spans two fiscal years (P-TAP Round 22 occurs during FY2020-21 and FY2021-22, and so on).

Funding Agreement: MTC may enter into a funding agreement with a jurisdiction to add local funds to a P-TAP project, conditioned on the following: additional local funds total more than \$25,000; the funding agreement does not delay the project schedule; and the additional scope is an eligible use of P-TAP funds.

3. Eligibility

Project Sponsors: All Bay Area cities, counties and other public agencies within the region in charge of maintaining streets and roads are eligible to apply for P-TAP funds. Priority is given to local jurisdictions whose PMS certifications have expired or are expiring within six months of project award.

Project Sponsors that Do Not Use the P-TAP Program for PMS Projects: an alternative scoring criteria will be applied to applications for project sponsors who elect to perform PMS projects, including PMS inspections, updates to StreetSaver®, and the production of complete certification materials, outside of the P-TAP program. Such sponsors may apply for **PS&E and Non-Pavement Asset Management** projects. To receive scoring consideration in this situation, PMS Certification must be current and all inspections must have been performed by an MTC-certified PMS inspector; PMS certification shall remain current throughout the duration of the P-TAP cycle when a **PS&E or Non-Pavement Asset Management** project is awarded. Project sponsors that meet the criteria referenced herein will be awarded the maximum possible points available within "Project scope", or 25 points, for **PS&E and Non-Pavement Asset Management** projects.

Eligible Projects: P-TAP funding is available for projects in the following categories:

- Pavement Management System Projects: A Pavement Management System (PMS) performs diverse functions geared towards helping Project Sponsors understand the condition of their pavement and whether current and future revenues will be sufficient to fund the pavement maintenance necessary to ensure streets and roads are at an acceptable level of quality. A consultant will work with an awarded Project Sponsor to provide services including, but not limited to the following:
 - Update the Project Sponsor's pavement management system
 - Review and audit the database inventory of the Project Sponsor's road network
 - Enter Maintenance and Rehabilitation (M&R) history, if available
 - Update the decision trees within the system based on the Project Sponsor's preferred treatment strategies
 - Perform pavement inspections and data entry of all distresses found during pavement inspections into StreetSaver®
 - Implement a Quality Control Plan
 - Estimate available revenues for pavements over the next five years
 - Run at least three budget and/or target-driven scenario analyses and show their impacts through the use of GIS maps in the StreetSaver® GIS Toolbox
 - Provide the Project Sponsor with ways to improve their pavement maintenance strategies
 - Deliver an updated PMS database and a Budget Options Report (BOR) to the Project Sponsor for review
 - Establish full linkage of pavement data to GIS map through StreetSaver®
 - Provide assistance with council presentations
 - Provide training on using StreetSaver®
- ~~PS&E Projects: Provide assistance to the Project Sponsor in developing PS&E design work for specific roadway infrastructure maintenance, rehabilitation and/or reconstruction projects. PS&E projects are eligible for P-TAP funding only if the roads are on the federal system (i.e., arterials and collectors); residential PS&E projects are ineligible for P-TAP funds. Tasks in the construction phase including bid support are not eligible uses of P-TAP funds. The Project Sponsor must demonstrate that the construction phase is fully funded before assistance shall be awarded.~~
- Non-Pavement Assets: Provide inventory and condition assessments for signs, storm drains, culverts, curbs and gutters, sidewalks, traffic signals, and street lights.

MTC reserves the right to fund projects other than those listed above that fit within the overall goal of the program.

4. Application and Grant Award Process

Application Process:

Step 1: MTC issues a “call for projects” on an annual basis.

Step 2: Jurisdictions submit applications to MTC for funding consideration. The application is available online.

Step 3: MTC staff evaluates project proposals based on the criteria below and recommends a proposed program of projects that aligns with the funding available.

Step 4: Staff recommends a program of projects to the Commission.

Step 5: Following the Commission’s approval, grant recipients will receive letters with their award confirmation and participate in a program kick off meeting/webinar.

Program Schedule: P-TAP projects must be completed by the deadline set for each round of the program. In general, projects start and end in the spring, and consultants may begin work three to six months after project award, provided the consultant’s contract with MTC is finalized and MTC has issued a Notice to Proceed. The project start date is dependent upon the timing of contract approval. A sample program schedule follows, and may be modified as necessary for the current round of P-TAP:

October	MTC issues “call for projects”
November	P-TAP applications due to MTC
January/February	Program of Projects recommended to Commission for approval MTC notifies Project Sponsor of their award status
February	Program kick off meeting/webinar
February/March	Contracts between MTC and consulting firms approved
March/April	MTC issues a Notice to Proceed to Consultant
June	Work for PMS projects and Non-Pavement Asset Management projects begin
October	Inspections completed, draft Non-Pavement Asset Management report prepared
December	Consultant provides draft report to Project Sponsor for review
February	Consultant revises draft report and submits final report for review
April	Project Sponsor reviews and approves final report
April 30	Project Sponsor for PMS project provides updated PMP Certification Status letter to MTC

Project Selection: MTC is responsible for ensuring a competitive selection process to determine which projects shall receive funding. Projects will be selected on the basis of the following scoring criteria:

Criteria	Maximum Score
1) <u>Project scope</u> : Project Sponsors applying for PMS projects will receive higher scores than those applying for PS&E and Non-Pavement Asset Management projects. However, Project Sponsors that do not use the P-TAP Program to fund the update of their PMS and can demonstrate that, <ul style="list-style-type: none"> A. they have used an MTC-certified inspection team to perform their PMS update; and B. the jurisdiction’s certification status will remain current throughout the duration of the P-TAP Round, will receive points consistent with a PMS project for a Non-Pavement Asset Management project. 	25
2) <u>Number of centerline miles</u> : Project Sponsors with fewer centerline miles will receive higher scores	20
3) <u>Prior P-TAP recipient</u> : Project Sponsors that have not recently received P-TAP funds will receive higher scores	30
4) <u>Certification status</u> : Project Sponsors without current PMP certification will receive higher scores	25

Other Considerations: MTC may consider the program budget for each year of P-TAP, and award the maximum number of projects to match the available funds. MTC may also consider an equitable distribution of project funds among the region’s counties when selecting projects for a round of P-TAP.

Assignment Process: MTC matches Project Sponsors and consulting firms based on the following assignment criteria: (1) Project Sponsor preference; (2) geographic proximity; and (3) history of working with the consulting firm. Project Sponsors are encouraged to include their preference for a particular P-TAP consulting firm in their application. Geographic proximity may be assessed as either the proximity of the firm to the Project Sponsor, or the proximity of the firm’s assigned project sponsors to one-another for quality control purposes. MTC reserves the right to assign Project Sponsors to work with a new firm after working with the same firm for three consecutive rounds of P-TAP.

Local Contribution: P-TAP requires a local contribution of 20% of the total project cost. The 20% local contribution is due to MTC within two months of project award. Local contributions subsidize the federal match (11.47%), provide a two-year subscription for StreetSaver®, and help to fund a portion of MTC's pavement management activities on behalf of local jurisdictions.

Project Cancellation: If an awarded project is cancelled, either at the request of the Project Sponsor or at MTC's discretion, funds may revert back to be reassigned to another project in that round of P-TAP, or the funds may be carried over to the next round. MTC may or may not reassign the funds from cancelled projects to the consulting firm that was first assigned to the cancelled project.

Changes to the Scope, Schedule or Cost of an Existing Project: To change the scope, schedule or total cost of a project, the Project Sponsor and consultant must obtain approval from MTC. The request for a change to the project shall include the reason for the change, and any schedule modifications must meet the program's final deadline.

Deliverables Checklists: MTC developed checklists that allow project sponsors to sign off on the consulting firm's work at four deliverable milestones. MTC shall withhold payment of the consulting firm's invoices until the deliverables checklists have been signed by a project sponsor. These checklists provide an additional level of project oversight.

Project Sponsor's Responsibilities: Project sponsors shall attend a P-TAP kick off meeting/webinar; work with their assigned consulting firms to develop a scope of work; review work deliverables in a timely manner and return signed deliverables checklists to the consulting firm within a reasonable amount of time (i.e., one week for reviewing checklists and two weeks for reviewing work deliverables); provide feedback on the project and the consultant's work. Project sponsors are required to sign and mail their certification letters to MTC within two weeks of receipt from their P-TAP consultant.

Addressing Complaints: MTC encourages project sponsors to work with their assigned consulting firms to address their concerns. If the consulting firm does not adequately address their concerns, project sponsors shall contact MTC's P-TAP Project Manager at the earliest extent possible, so that corrective actions may be discussed. The Project Manager shall coordinate with the project sponsor and assigned consulting firm to generate corrective actions to resolve the concerns prior to the end of the P-TAP round and prior to acceptance of the final report.

Date: November 28, 2012
W.I.: 1233
Referred by: PAC
Revised: 02/24/16-C
02/26/20-C

Attachment B
MTC Resolution No. 4078
Page 1 of 1

Project Oversight Measures and Project Assignment Criteria for P-TAP Consultants

1. Project Oversight

MTC has developed a Data Quality Management Plan for P-TAP, which includes pre-qualification, quality control, and acceptance measures and describes MTC's Rater Certification Program (see Appendix A).

2. Project Assignment Criteria

MTC reserves the right to distribute P-TAP funding and projects among the P-TAP consulting firms according to its discretion, and employs the following criteria when determining project assignments: (1) Project Sponsor preference (25%), (2) firm's past performance in P-TAP (25%), (3) firm's communication with MTC (15%), (4) experience of firm's staff (15%), and, if available, (5) feedback from Project Sponsors (20%).

Date: January 8, 2020
W.I.: 1233
Referred by: PAC

MTC Resolution No. 4078
Page 1 of 6

Appendix A

Data Quality Management Plan MTC Pavement Management Technical Assistance Program (P-TAP)

January 2020

MTC DATA QUALITY MANAGEMENT PLAN

To ensure quality data from our Pavement Management Technical Assistance Program (P-TAP) consultants for maintenance needs assessments, MTC has developed procedures and guidelines for managing the quality of pavement data collection activities before, during, and after production.

MTC's Data Quality Management Plan includes three components:

1. Consultant pre-qualification
2. Quality control --before, during and after production
3. Data quality acceptance

The pre-qualification process is part of consultant selection and is an integral part of the data quality plan during P-TAP's Request for Qualification (RFQ). For consultants that miss the pre-qualification test associated with the P-TAP RFQ, MTC administers a Vendor Certification Program that is essentially identical to the pre-qualification process. The Rater Certification Program; however, ensures that raters are capable of providing the desired level of accuracy on pavement condition ratings. Some StreetSaver[®] users at the local agency level, within or outside the Bay Area, may require that consultants' raters be certified or that the firm is either pre-qualified or vendor-certified by MTC to perform data collection.

1) PRE-QUALIFICATION

Pre-qualification of contractors is the first component of the pavement distress data quality plan. The pre-qualification process can ensure that the potential contractors selected to participate in the P-TAP contracts are capable of collecting distress data that is reasonably close to what would be collected by an "expert" rater. However, that does not ensure that the data collected during the network-level distress data collection is reasonably accurate at the desired resolution and precision desired. In this discussion, accuracy indicates that the distress identified is the correct distress, e.g. alligator cracking is identified as alligator cracking instead of block cracking. Resolution indicates that correct severity levels are identified, e.g. low severity longitudinal cracking is identified rather than ignored or high severity longitudinal cracking is recorded as high severity instead of low severity longitudinal cracking. Precision indicates that repeated rating produce reasonably similar recorded distress type, severity, density combinations.

a) Pre-qualification Sites

The pre-qualification sites should be residential streets in a small geographic area of the city near the office building where MTC is located. Specific segments should be selected so that as many as possible of the standard ~~MTC seven asphalt surfaced distress types~~ **eight (8) flexible pavement distress types, and seven (7) rigid pavement distress types** at the three severity levels are included in at least one of the segments. The segments must be carefully rated using a walking survey conducted by very experienced raters. Extensive photographs and distress maps must be completed on all segments included in the pre-qualification sites. The distress data from these sites will be used to calculate the reference or "ground truth" PCI values of the segments. These segments must be full width of the paved surface by 100 feet long for the manual survey segments and 12 feet wide by 200 feet long for the semi-automated survey segments. The beginning and ending of each segment must be marked on the street, and the corners must also

be marked for the semi-automated segments. In all, two segments in very good condition (PCI greater than 75), two in very poor condition (PCI less than 20), and about fourteen in moderate condition (PCI less than 75 and greater than 20) should be selected to include in the pre-qualification process.

b) Data Collection by Potential Contractors

The potential contractors shall rate up to ~~20~~ 24 designated segments (20 flexible and 4 rigid) within ~~a short period of time after the reference inspection under the supervision of MTC or contracted staff~~ an 8-hour period proctored by MTC or contracted staff. The distress data should be provided to MTC staff immediately after the surveys are completed so that they can be entered into the MTC StreetSaver[®] software by MTC or contracted staff to calculate the PCI values.

c) Acceptance Criteria for Pre-qualification

The following acceptance criteria should be used:

- i) At least 50 percent of the PCI values for the rated sections must be within +/- 5 PCI points of the reference, or “ground truth,” PCI values.
- ii) No more than 12 percent of the PCI values for the rated sections can be greater than +/- 15 PCI points of the reference, or “ground truth,” PCI values.

d) Pre-qualified Contractor

Potential contractors that passed the pre-qualification test will be certified by MTC for eligibility to submit Statement of Qualification (SOQ) for P-TAP contracts. This certification is valid for two (2) years and can be renewed through the Vendor Certification Program.

2) QUALITY CONTROL PLAN

Each qualified firm is responsible for providing quality data to the project sponsor and MTC. In the Quality Control Plan (QCP), each firm will be required to describe the qualifications of each rater who will collect pavement distress data, including training and experience. If new raters will be assigned to collecting pavement distress data, the data collection contractor will need to describe the training and supervision that will be exercised during their “internship” period. The qualifications of the new raters must be provided to and approved by MTC before they will be allowed to conduct survey without the direct supervision of experienced raters.

All firms should describe the data verification processes that they will employ to validate accuracy, resolution and precision of the data collected. “Accuracy” indicates that the distress is identified correctly, e.g., alligator cracking is identified as alligator cracking instead of block cracking. “Resolution” indicates that severity levels are identified accurately, e.g., low severity longitudinal cracking is identified and recorded rather than omitted. “Precision” indicates that repeated surveys produce reasonably similar recorded distress type, severity and density combinations. Data verification processes must include:

- i. Periodic ~~re-survey re-inspection~~ of “control” sections by survey teams at least once every two weeks.
- ii. ~~Re-survey re-inspection~~ of at least 5 percent of the sections previously rated within one month of completing surveys. The same survey team may do the re-surveys.
- iii. ~~Re-survey re-inspection~~ of at least 5 percent of the rated sections by a supervisor.
- iv. Checks of collected data against prior survey data and checks of calculated PCI values against PCI values based on prior survey data projected to the survey date for the same section if no treatments have been applied since the prior survey. All of those outside plus or minus 15 PCI point differences should be checked by a supervisor or other person approved by MTC.

The QCP must define what results will be considered acceptable; at a minimum, results must meet the acceptance criteria as defined in ~~the pre-qualification Section 1(c)~~. The firm must also describe which remedial actions will be taken if the results of the data checks are not acceptable. The Plan must identify when, in what format, and how often the results of the quality control plan checks and corrective actions will be submitted to MTC. The Plan must also identify when the ~~survey inspection~~ results will be entered into the StreetSaver[®] software, the PCI values calculated, and the results made available to MTC.

~~Even if a firm has pre-qualified, all of the firm’s inspectors must be certified by MTC through the Inspector Certification Program. In order to be certified, inspectors must inspect test sites as directed by MTC, and achieve the required level of accuracy performing inspections as defined by the Acceptance Criteria in the Pre-Qualification.~~

a) Quality Management Reporting

Quality management reporting encompasses documentation of the QCP procedures performed during all phases of data collection. At a minimum, the quality management reporting should include:

- i. Quality Management Approach
- ii. Deliverables, Protocols, and Quality Standards
- iii. Quality Control
- iv. Quality Team Roles and Responsibilities
- v. Quality Reporting Plan, documenting data verification process and remedial actions

b) Rater Certification Program

Under P-TAP, even if a firm has been pre-qualified, all of the firm’s raters must be certified by MTC through the Rater Certification Program (RCP). The RCP consists of passing a pavement distress manual survey exam, and an online written exam. These exams are designed to evaluate the skills and knowledge of raters in pavement condition rating based on the MTC’s 8AC/7PCC-

distress protocol. A rater must rate up to 24 test sites and achieve the required level of accuracy performing ratings as defined by the RCP Acceptance Criteria below:

RCP Acceptance Criteria:

- i) At least 50 percent of the PCI values for the rated sections must be within +/- 8 PCI points of the reference, or “ground truth,” PCI values.
- ii) No more than in 12 percent of the PCI values for the rated sections can be greater than +/- 18 PCI points of the reference, or “ground truth,” PCI values.

Raters from non-P-TAP consulting firms and local agencies can be certified. The rater certification exam will be conducted at least once a year or as needed. Upon successful completion of the exams, a certificate will be issued that is valid for two years. Renewal is good for another two more years upon successful completion of an online refresher course. Every four years, all certified raters must take the field and written exams to be re-certified.

3) **QUALITY ACCEPTANCE PLAN**

If the data collection contractor does not meet the requirements of the data collection quality control plan or if MTC determines that the collected data does not meet the requirements established in the prequalification requirements, MTC can issue a stop work order and require corrective actions. This may include requiring the data collection contractor to re-qualify all of the survey teams being used to collect data under the P-TAP contract, and re-surveying all sections rated since the last checks that showed the contractor was meeting contract requirements. Other less onerous corrective actions may be imposed by MTC on the data collection contractor. Multiple violations could result in termination of the data collection contract. MTC or its contracted staff will administer the Quality Acceptance Plan.

a) Administer Rater Certification Program

Contractor pre-qualification does not insure that all raters are capable of rating with the desired level of accuracy. All raters employed by the qualified contractors will need to complete the survey of sites as directed by MTC and achieve the same level of accuracy as defined by the Acceptance Criteria in Pre-qualification. Raters from other consulting firms and local agencies can be certified. The Rater Certification Program consists of a field pavement distress survey test, and an online written test. Tests will be given up at least once a year. Upon successful completion of the tests, a certificate will be issued that is valid for two (2) years, and will be renewed for two (2) additional years upon passing an online refresher course.

b) Conduct Audits of Contractor's Quality Control Plan

MTC shall verify that the quality control plans adopted by the data collection contractors are being completed in a timely manner. MTC may conduct audits of the quality control plan results to ensure that the data collected by contractors are meeting the requirements established in their plans. The task will be to spot check or conduct a full audit of the Quality Control Plan from selected projects.

c) Verify Data Collected by Contractors

MTC shall conduct data verification actions including at least some of the following:

1. Checks of collected data against prior survey data and checks of calculated PCI values against PCI values based on prior survey data projected to the survey date for the same section if no treatments have been applied since the prior survey.
2. Survey of sections previously rated by the data collection contractor.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0117 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4157, Revised. Regional Measure 2 (RM2) Project 29: Rescission and reallocation of approximately \$1.9 million in RM2 funds to AC Transit to acquire replacement buses that operate Transbay express service on the Dumbarton Corridor.

Sponsors:

Indexes:

Code sections:

Attachments: [6d PAC-2c Reso-4157_DumbartonExpressBus.pdf](#)
[2c Reso-4157_DumbartonExpressBus.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4157, Revised. Regional Measure 2 (RM2) Project 29: Rescission and reallocation of approximately \$1.9 million in RM2 funds to AC Transit to acquire replacement buses that operate Transbay express service on the Dumbarton Corridor.

Presenter:

Anne Spevack

Recommended Action:

Commission Approval


**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2020

Agenda Item 2c

MTC Resolution No. 4157, Revised

- Subject:** Regional Measure 2 (RM2) Project 29: Rescission and reallocation of approximately \$1.9 million in RM2 funds to AC Transit to acquire replacement buses for the Transbay express service on the Dumbarton Corridor.
- Background:** In 2014, through the RM2 delivery strategy and following the process outlined in statute, the Commission transferred \$14.8 million from RM2 Project 4, Dumbarton Rail Service, to RM2 Project 29, Regional Express Bus South. In September 2014, the Commission allocated \$10.4 million of these funds to AC Transit for subproject 29.6, Dumbarton Express Bus Replacement. Input received from the Dumbarton Rail Policy Advisory Committee members at the time of allocation supported the Dumbarton Express Bus Replacement as a priority for use of funds on the Dumbarton corridor. AC Transit has completed the Dumbarton Express Bus Replacement project with approximately \$1.9 million in savings.
- This item proposes to add subproject 29.8, the Dumbarton Transbay Bus Replacement, and to rescind and reallocate the \$1.9 million in savings to help replace aging coach buses on AC Transit's Transbay Line U, which serves the Dumbarton corridor. The bus purchase is part of a larger contract to replace up to 36 buses serving multiple Transbay lines, at a total cost of \$29 million, with the reallocated RM2 funds fully spent on purchasing up to three buses dedicated to Line U.
- Staff has reviewed this request and has determined it is consistent with the principles of the RM2 delivery strategy and the intent of the redirection and allocation of funds to AC Transit on the Dumbarton Corridor. AC Transit plans to have the buses purchased and in operation by Summer 2021.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 4157, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4157, Revised.


Therese W. McMillan

Date: September 24, 2014
W.I.: 1255
Referred by: PAC
Revised: 02/26/20-C

ABSTRACT

MTC Resolution No. 4157, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Dumbarton Express Bus Replacement project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, and the Dumbarton Bridge Regional Operations Consortium member agencies.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of AC Transit's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Commission Action on February 26, 2020 to rescind \$1,835,059 of previously allocated RM2 funds from Project 29.6, Dumbarton Express Bus Replacement, due to cost savings at project close out, and to allocate \$1,835,059 in RM2 funds for rolling stock acquisition for Project 29.8, Dumbarton Transbay Bus Replacement.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 10, 2014 and February 12, 2020.

Date: September 24, 2014
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Dumbarton Express Bus Replacement Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4157

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, and the Dumbarton Bridge Regional Operations Consortium member agencies are the

project co-sponsors and have designated the AC Transit as the lead project sponsor and implementing agency for the Dumbarton Express Bus Replacement project; and

WHEREAS, AC Transit has submitted a request for the allocation of RM 2 funds for the Dumbarton Express Bus Replacement project; and

WHEREAS, the Dumbarton Express Bus Replacement project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, AC Transit has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the AC Transit is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of AC Transit's Initial Project Report ("IPR") for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of AC Transit's IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon AC Transit complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 24, 2014.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Dumbarton Express Bus Replacement
 Sponsor: AC Transit
 Project Number: 29.6

Activities to be funded with Allocation #1:						
Procurement of replacement fleet for Dumbarton Express buses.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
15415701	24-Sep-14	\$ 10,041,581	CON	FY 2014-15	\$ 10,041,581	
15415701	26-Feb-20	\$ (1,855,059)	CON	FY 2014-15	\$ 8,186,522	

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Dumbarton Express Bus Replacement
Sponsor: AC Transit
Project Number: 29.6

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following:

1. none.



Regional Measure 2 Regional Traffic Relief Plan

RM2 Project Number: 29.6 **Dumbarton Express Bus Replacement**

Lead Sponsor AC Transit	Other Sponsors(s) Alameda County Transportation Commission, Dumbarton Bridge Regional Operations Consortium member agencies	Implementing Agency (if applicable) AC Transit
Legislated Project Description Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV access, construct ramp improvements, and purchase rolling stock.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,932 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$8,187) 29.7 Bay Bridge Forward (\$21,000) 29.8 Dumbarton Transbay Bus Replacement (\$1,850)		Total Estimated Project Cost (in \$1,000) \$8,187
Project Purpose and Description Replace current fleet of 16 buses that serve the Dumbarton Express service		
Funding Description Committed Funds: Fully funded by RM2. Uncommitted Funds: None. Operating Capacity: Operations for the Dumbarton Express bus service will be funded consistent with current service funding, largely from RM2 operating funds.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	n/a	n/a	\$0
2	Designs, Plans, Specs, & Estimates	n/a	n/a	\$0
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	10/2014	12/2015	\$8,187

Total: \$8,187

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Dumbarton Express Bus Replacement	Project No.	29.6
Lead Sponsor	AC Transit	Last Updated	2/26/2020

Fund Source	Phase	Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Committed										
RM2	Construction		8,187							8,187
Total:		0	8,187							\$ 8,187
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Total:		0	8,187	0	0	0	0	0	0	\$ 8,187

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Dumbarton Express Bus Replacement

Sponsor: AC Transit

RM2 Project Number: 29.6

RM2 Project No. 29.6	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
RM2 Funds Total		-	8,134,850	1,552	125	49,995	8,186,522
PA/ED	0	0	0	0	0	0	0
							0
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	8,134,850	1,552	125	49,995	8,186,522
RM-2			8,134,850	1,552	125	49,995	8,186,522
							0
							0
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	8,134,850	1,552	125	49,995	8,186,522
PROJECT TOTAL	0	0	8,134,850	1,552	125	49,995	8,186,522

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Dumbarton Transbay Bus Replacement
Sponsor: AC Transit
Project Number: 29.8

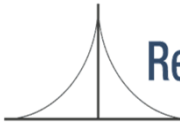
Activities to be funded with Allocation #1:						
Procurement of replacement fleet for AC Transit Line U buses.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20415702	26-Feb-20	\$ 1,855,059	CON	FY 2019-20	\$ 1,855,059	

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Dumbarton Transbay Bus Replacement
Sponsor: AC Transit
Project Number: 29.8

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following:

1. none.



Regional Measure 2 Regional Traffic Relief Plan

February 26, 2020
Attachment C
MTC Resolution No. 4157

RM2 Project Number: 29.8 Dumbarton Transbay Bus Replacement

Lead Sponsor AC Transit	Other Sponsors(s) Alameda County Transportation Commission, Dumbarton Bridge Regional Operations Consortium member agencies	Implementing Agency (if applicable) AC Transit
Legislated Project Description Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV access, construct ramp improvements, and purchase rolling stock.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,932 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$8,187) 29.7 Bay Bridge Forward (\$21,000) 29.8 Dumbarton Transbay Bus Replacement (\$1,855)		Total Estimated Project Cost (in \$1,000) \$2,300
Project Purpose and Description Replace up to three buses that currently serve the AC Transit Transbay Line U		
Funding Description Committed Funds: Fully funded by RM2 and local district funds Uncommitted Funds: None. Operating Capacity: AC Transit will manage and fund the operation of the buses consistent with its current Transbay Operations		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	n/a	n/a	\$0
2	Designs, Plans, Specs, & Estimates	n/a	n/a	\$0
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	2/2020	6/2021	\$2,300

Total: \$2,300

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Dumbarton Transbay Bus Replacement	Project No.	29.8
Lead Sponsor	AC Transit	Last Updated	2/26/2020

Fund Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
Committed										
RM2	Construction		1,855							1,855
Local	Construction		445							445
Total:		0	1,855							\$ 2,300
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
Total:		0	1,855	0	0	0	0	0	0	\$ 2,300

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Dumbarton Transbay Bus Replacement

Sponsor: AC Transit

RM2 Project Number: 29.8

RM2 Project No. 29.6	PRIOR	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	TOTAL
RM2 Funds Total		-	2,300,000	-	-	-	2,300,000
PA/ED	0	0	0	0	0	0	0
							0
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	2,300,000	0	0	0	2,300,000
RM-2			1,855,059				1,855,059
Local			444,941				444,941
							0
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	2,300,000	0	0	0	2,300,000
PROJECT TOTAL	0	0	2,300,000	0	0	0	2,300,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0123 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), including the programming of funds for two corridor planning studies within the Freeway Performance Program; \$3 million for I-80 from the Carquinez Bridge in to the San Francisco-Oakland Bay Bridge Toll Plaza and \$1 million for SR 37 from US 101 and I-80.

Sponsors:

Indexes:

Code sections:

Attachments: [6e PAC-2d Reso-4202 OBAG2 Revisions.pdf](#)
[2d Reso-4202 OBAG2 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), including the programming of funds for two corridor planning studies within the Freeway Performance Program; \$3 million for I-80 from the Carquinez Bridge in to the San Francisco-Oakland Bay Bridge Toll Plaza and \$1 million for SR 37 from US 101 and I-80.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2019

Agenda Item 2d

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2) including the programming of funds for two corridor planning studies within the Freeway Performance Program; \$3 million for I-80 from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza and \$1 million for SR 37 from US 101 to I-80.

Background: The OBAG 2 program adopted by the Commission establishes commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs from FY2017-18 through FY2021-22.

This month, staff recommends the following changes to regional and county programs.

Freeway Performance Program

The Commission programmed \$43 million in OBAG 2 funds to the Freeway Performance Program (previously referred to as the Columbus Day Initiative). A status update on the Freeway Performance Program is provided as Attachment A.

- **SR 37 (Marin, Sonoma, Napa, and Solano Counties):** Direct \$1 million in unprogrammed balances to continue corridor planning efforts for SR 37 from US 101 to I-80. MTC, in collaboration with Caltrans, and the four North Bay County Transportation Agencies (CTAs), is working on a comprehensive and multi-benefit improvement plan for the corridor that integrates transportation, ecology and sea level adaptation into a more resilient SR 37.

Near-term strategies include operational improvements that optimize current roadway efficiencies, and contra-flow and shoulder-running managed lanes.

The ultimate project, at an estimated cost of \$4 billion, would reconstruct the highway for resiliency, integrate ecosystem design elements, such as near- and long-term ecological enhancements and restoration efforts, and include transportation infrastructure improvements for all modes of travel, including transit, public access and bike path.

- **I-80 (Contra Costa and Alameda Counties):** Program \$3 million in unprogrammed balances to MTC to identify a range of innovative near- to mid-term operational improvement and demand management strategies to address traffic flow and circulation along I-80 from the Carquinez Bridge to the San Francisco Oakland Bay Bridge (SFOBB) Toll Plaza. Potential strategies would aim to influence a mode shift to increase person throughput within the corridor, and strategies that support transit and other modes of travel, including bus on shoulder lanes, HOV/express lanes, HOV hours of operations and occupancy policies, express bus services, adaptive ramp metering integration, intersection/interchange treatments to improve bus operations, and other complementary demand management strategies, for purposes of moving more people in fewer cars.

Contra Cosa County

Revise the project name for Concord's Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program, at the request of the Contra Costa Transportation Authority (CCTA). This change to the project name reflects the removal of 6th Street from the project's scope of work.

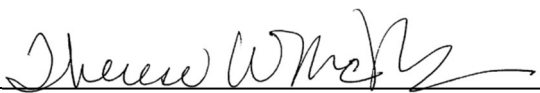
Housing Incentive Pool

Within the OBAG 2 Project Selection Criteria and Programming Policy, remove text and add clarifying language to reflect that the guidelines for the Housing Incentive Pool have been approved by the Commission (MTC Resolution No. 4348, October 2018). This is a clean-up action only; revision does not include any policy change.

Issues: None.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval.

Attachments: Attachment A - Freeway Performance Program Update
MTC Resolution No. 4202, Revised, Attachments A, B-1, and B-2


Therese W. McMillan

OBAG 2 Freeway Performance Program

February 2020 Status Update

Project	County	Fund Programming		Status Updates
		Current	Proposed*	
I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	Alameda	\$625,000	\$625,000	<ul style="list-style-type: none"> Project development estimated to be completed by 2021
I-880 (I-80 to I-280)	Alameda, Contra Costa	\$3,000,000	\$3,000,000	<ul style="list-style-type: none"> Underway; estimated completion by 2022
I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	Contra Costa	\$10,000,000	\$10,000,000	<ul style="list-style-type: none"> Underway; preliminary engineering phase estimated completion by 2022
Richmond: I-80 Central Ave Interchange Improvements	Contra Costa	\$2,000,000	\$2,000,000	<ul style="list-style-type: none"> Richmond project sponsor
US 101 (SR 85 to San Francisco Co. Line)	San Mateo, Santa Clara	\$3,000,000	\$3,000,000	<ul style="list-style-type: none"> Underway; estimated completion by 2023
SR 84 (US 101 to I-880) Dumbarton Forward	Alameda, San Mateo	\$4,375,000	\$4,375,000	<ul style="list-style-type: none"> Bus-on-shoulder estimated completion by 2023 (construction funded through BATA) Remaining Dumbarton Forward Improvements underway, estimated completion by 2025
SCTA: US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	\$1,000,000	\$1,000,000	<ul style="list-style-type: none"> SCTA project sponsor
SR 37 (US 101 to I-80) PL Only	Marin, Napa, Solano, Sonoma	\$0	\$1,000,000	<ul style="list-style-type: none"> Proposed
I-80 (Carquinez Bridge to SFOBB Toll Plaza) PL Only	Alameda, Contra Costa	\$0	\$3,000,000	<ul style="list-style-type: none"> Proposed
Unprogrammed balance		\$19,240,000	\$15,240,000	<ul style="list-style-type: none"> Remaining funds to be directed through future Commission action
Total		\$43,240,000	\$43,240,000	

*Programming revisions proposed for Commission consideration and approval are shaded in green.

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20/17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America’s Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC’s Spare the Air Youth within the Climate Initiatives Program; divide MTC’s Rideshare Program into three

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program \$200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; \$122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTA) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC

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exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this

ABSTRACT

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project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

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On December 19, 2018, Attachments B-1 and B-2 were revised to redirect \$5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect \$794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect \$15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of \$3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the \$3,779,849 freed up by this swap, \$1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining \$2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from \$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

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MTC Resolution No. 4202, Revised

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On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the \$300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect \$9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect \$625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect \$2 million from the Detection Technology Pilot project and \$1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional \$3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect \$1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect \$3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect \$1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program \$1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and

ABSTRACT

MTC Resolution No. 4202, Revised

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program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program \$6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect \$1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program \$1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and \$3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, and February 12, 2020.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

8. Housing Production Incentive

As part of the OBAG 2 framework, MTC ~~will~~ developed ~~ed~~ a challenge grant program for the production ~~and preservation~~ of affordable housing. The purpose of the program is to reward local jurisdictions that produce the most housing units at the very low, low, and moderate income levels.

~~On October 24, 2018, MTC approved Resolution No. 4348, establishing the framework and qualifying criteria for the Housing Incentive Pool (HIP).~~

~~The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is approximately 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units, for a total of 82,000 units, derived from the years of the current RHNA cycle). The units would need to be located in PDA's or in Transit Priority Areas (TPA's). Additionally, to be credited towards reaching the production targets, very low and low income units need to be deed restricted; moderate income units do not require deed restriction to be credited in the program. Existing units that are preserved for long-term affordability will also be credited towards the program's production targets.~~

~~At the end of the production challenge cycle, MTC will distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target. To keep the grant size large enough to serve as an incentive for housing production, the grant program would be limited to no more than the top 15 producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than 15 jurisdictions. In addition, at least one jurisdiction from each county will be awarded a challenge grant. Staff will provide annual progress reports on production of affordable housing units.~~

The funds provided ~~for the HIP program~~ through OBAG 2 would be STP/CMAQ, and would need to be used only for federally-eligible transportation purposes. Additional funds may be added outside of OBAG 2 to increase the size of the challenge grant program.

COUNTY PROGRAMMING POLICIES

The policies below apply to the programs managed by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ **Program Eligibility:** The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Planning and Outreach Activities
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
February 2020

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C
 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C
 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C
 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$483,825,151	\$17,809,849
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
		TOTAL:	\$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
		TOTAL:	\$9,250,000
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$500,000	
PDA Planning			
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	
BART AB2923 Implementation	BART	\$1,000,000	
Unprogrammed balance	MTC	\$7,862,000	
Community-Based Transportation Plan (CBTP) Updates			
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
		TOTAL:	\$20,000,000
4. CLIMATE INITIATIVES			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Carsharing Implementation	MTC	\$800,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
February 2020

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C
 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C
 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C
 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program Columbus Day Initiative (CDI)			
Freeway Performance Program	MTC	\$15,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to SFOBB Toll Plaza) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
February 2020

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C
 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C
 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$36,220,151	\$3,779,849
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$185,503,151	\$3,779,849
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Albany		\$251,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	East Bay Regional Parks District		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
San Francisco: McLaren Park and Neighborhood Connections Plan	San Francisco Recreation and Parks		\$194,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
Half Moon Bay: Pillar Point Public Access Improvements	Half Moon Bay		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo County: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo County		\$110,000
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Im	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Santa Clara Valley Open Space Dist.		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Dist.		\$1,000,000
Unprogrammed Balance	TBD		\$1,647,000
North Bay PCA Grant Program			
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Parax	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$8,200,000	\$30,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Solano County projects - TBD	TBD	\$4,000,000	
Other North Bay County projects - TBD	TBD	\$1,000,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
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February 2020

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C
 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$483,825,151	\$17,809,849
9. REGIONAL STRATEGIC INVESTMENTS (RSI)			
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
Novato: Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	TAM	\$1,120,000	
San Rafael: Grand Ave Bridge	San Rafael	\$763,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
9. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL:	\$23,900,000
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$483,825,151 \$17,809,849

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Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
February 2020

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
ALAMEDA COUNTY		
CMA Planning Activities		
Planning Activities Base	ACTC	\$5,489,000
Planning Activities - Supplemental	ACTC	\$2,800,000
Federal Aid Secondary (FAS)		
Alameda County: Various Streets & Roads Preservation	Alameda County	\$1,779,000
Safe Routes To School (SRTS)		
ACTC: Alameda County SRTS Non-Infrastructure Program	ACTC	\$5,340,000
County Program		
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	ACTC	\$1,959,000
Alameda: Central Ave Complete Street	Alameda	\$3,487,000
Alameda: Citywide Various Streets and Roads Preservation	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Albany	\$340,000
Berkeley: Southside Complete Streets & Transit Improvements	Berkeley	\$8,335,000
Dublin: Dublin Blvd Rehabilitation	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Fremont	\$2,760,000
Hayward: Main St Complete Street	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street	Hayward	\$1,750,000
Livermore: Annual Pavement Preservation	Livermore	\$1,382,000
MTC: I-580 Corridor Study	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Newark	\$592,000
Oakland: Lakeside Family Streets	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Union City	\$872,000
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
CMA Planning Activities		
Planning Activities Base	CCTA	\$4,342,000
Federal Aid Secondary (FAS)		
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)		
Antioch: L Street Pathway to Transit	Antioch	\$1,469,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Concord	\$1,012,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa County	\$561,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$91,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$67,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Richmond	\$497,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	San Ramon	\$391,000
County Program		
Antioch: Pavement Rehabilitation	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Brentwood	\$628,000
Clayton: Neighborhood Streets Rehabilitation	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Concord	\$4,368,000

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OBAG 2 County Programs
FY 2017-18 through FY 2021-22
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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa County	\$4,327,000
Danville: Camino Ramon Improvements	Danville	\$1,357,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	El Cerrito	\$544,000
El Cerrito: El Cerrito del Norte TOD Complete Streets Imps	El Cerrito	\$4,840,000
Hercules: Sycamore/Willow Pavement Rehabilitation	Hercules	\$492,000
Lafayette: Pleasant Hill Rd Pavement Rehabilitation	Lafayette	\$579,000
Martinez: Downtown Streets Rehabilitation	Martinez	\$846,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$596,000
Oakley: Street Repair and Resurfacing	Oakley	\$969,000
Orinda: Orinda Way Pavement Rehabilitation	Orinda	\$620,000
Pinole: San Pablo Ave Rehabilitation	Pinole	\$586,000
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	Pittsburg	\$3,870,000
Pittsburg: Pavement Improvements	Pittsburg	\$2,410,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$920,000
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	Richmond	\$2,205,000
San Pablo: Giant Rd Pavement Rehabilitation	San Pablo	\$618,000
San Ramon: Alcosta Blvd Pavement Rehabilitation	San Ramon	\$1,175,000
San Ramon: Iron Horse Bike and Pedestrian Overcrossings	San Ramon	\$4,840,000
Walnut Creek: Ygnacio Valley Rd Rehabilitation	Walnut Creek	\$2,608,000
CONTRA COSTA COUNTY	TOTAL:	\$56,136,000
MARIN COUNTY		
CMA Planning Activities		
Planning Activities Base	TAM	\$3,822,000
Federal Aid Secondary (FAS)		
County of Marin receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)	Corte Madera	\$595,000
San Anselmo: San Anselmo Bike Spine	San Anselmo	\$269,000
County Program		
GGBHTD: San Rafael Bettini Transit Center	GGBHTD	\$1,250,000
Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown SM	Novato	\$1,450,000
San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps	San Anselmo	\$1,134,000
San Rafael: Francisco Blvd East Sidewalk Improvements	San Rafael	\$2,100,000
Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	Sausalito	\$250,000
MARIN COUNTY	TOTAL:	\$10,870,000
NAPA COUNTY		
CMA Planning Activities		
Planning Activities Base	NVTA	\$3,822,000
Federal Aid Secondary (FAS)		
County of Napa receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
NVTA: Napa County SRTS Non-Infrastructure Program	NVTA	\$122,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$393,000
County Program		
American Canyon: Green Island Rd Improvements	American Canyon	\$1,000,000
Napa: Silverado Trail Five-way Intersection Improvement	Napa (city)	\$2,000,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$813,000
NAPA COUNTY	TOTAL:	\$8,150,000

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
SAN FRANCISCO COUNTY		
CMA Planning Activities		
Planning Activities Base	SFCTA	\$3,997,000
Planning Activities - Supplemental	SFCTA	\$1,900,000
Federal Aid Secondary (FAS)		
County of San Francisco is entirely urban and therefore does not receive FAS funding		
Safe Routes To School (SRTS)		
SFMTA: San Francisco SRTS Non-Infrastructure Program	SFMTA	\$1,797,000
County Program		
BART: Embarcadero Station New Northside Platform Elevator and Faregates	BART	\$2,000,000
Caltrain: Peninsula Corridor Electrification	Caltrain	\$11,188,000
SFMTA: Geary Bus Rapid Transit Phase 1	SFMTA	\$6,939,000
SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental	SFMTA	\$1,016,000
SFMTA: Central Subway	SFMTA	\$15,980,000
SFDPW: Better Market Street	SFDPW	\$3,366,000
SAN FRANCISCO COUNTY		TOTAL: \$48,183,000
SAN MATEO COUNTY		
CMA Planning Activities		
Planning Activities Base	C/CAG	\$3,822,000
Planning Activities - Supplemental	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)		
County of San Mateo receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
C/CAG: San Mateo SRTS Non-Infrastructure Program	CCAG/COE	\$2,394,000
County Program		
Atherton: James Ave Rehabilitation	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	Burlingame	\$700,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	CCAG/COE	\$223,000
Colma: Mission Rd Bike/Ped Improvements	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	Daly City	\$1,310,000
East Palo Alto: Various Streets Resurfacing	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	Half Moon Bay	\$1,202,000
Hillsborough: Various Streets Resurfacing	Hillsborough	\$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	Menlo Park	\$647,000
Millbrae: Various Streets Pavement Rehabilitation	Millbrae	\$387,000
Pacifica: Citywide Curb Ramp Replacements	Pacifica	\$400,000
Pacifica: Various Streets Pavement Rehabilitation	Pacifica	\$671,000
Pacifica: Palmetto Sidewalk Improvements	Pacifica	\$330,000
Portola Valley: Various Streets Resurfacing	Portola Valley	\$201,000
Redwood City: Twin Dolphin Parkway Overlay	Redwood City	\$1,266,000
Redwood City: US 101/Woodside Rd Class I Bikeway	Redwood City	\$948,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Bruno	\$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Bruno	\$673,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Carlos	\$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Carlos	\$500,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Carlos	\$1,000,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
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February 2020

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	\$987,000
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo County	\$892,000
San Mateo County: Countywide Pavement Maintenance	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
SAN MATEO COUNTY	TOTAL:	\$32,545,000
SANTA CLARA COUNTY		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Cupertino: McClellan Rd Separated Bike Lane	Cupertino	\$1,000,000
Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bike	Palo Alto	\$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	\$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$339,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Sunnyvale	\$919,000
County Program		
Campbell: Winchester Boulevard Overlay	Campbell	\$554,000
Campbell: Harriet Ave Sidewalk Project	Campbell	\$405,900
Cupertino: Pavement Management Program	Cupertino	\$769,000
Gilroy: Downtown Monterey St Rehabilitation	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Los Gatos	\$343,000
Los Gatos: Shannon Rd Complete Streets	Los Gatos	\$940,100
Milpitas: Various Streets Resurfacing	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Morgan Hill	\$857,000
Mountain View: West Middlefield Road Improvements	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Palo Alto	\$4,350,000
Palo Alto: El Camino Real Pedestrian Safety & Streetscape Improvements	Palo Alto	\$4,655,000
Palo Alto: North Ventura Coordinated Area Plan	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	San Jose	\$400,000
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	San Jose	\$3,582,000
Santa Clara: Hetch-Hetchy Trail Phase 1	Santa Clara	\$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass	Santa Clara	\$2,449,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$3,396,000
Santa Clara: Streets & Roads Preservation	Santa Clara	\$2,356,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000

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OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTA/Milpitas	\$3,560,000
SANTA CLARA COUNTY		TOTAL: \$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Heart of Fairfield Improvements	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 3 Bike Path	STA	\$1,407,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$1,907,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
SOLANO COUNTY		TOTAL: \$21,177,000
SONOMA COUNTY		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma County	\$2,600,000
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	Sonoma County	\$1,809,000
Windsor: Windsor River Road at Windsor Road Intersection Imps	Windsor	\$3,000,000
SONOMA COUNTY		TOTAL: \$27,723,000
OBAG 2 COUNTY PROGRAMS		TOTAL: \$385,512,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0111 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-31.

Sponsors:

Indexes:

Code sections:

Attachments: [6f PAC-2e Reso-4375 TIP Amendment 2019-31.pdf](#)
[2e Reso-4375 TIP Amendment 2019-31.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-31.

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2020

Agenda Item 2e

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-31.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP at least once every two years. The 2019 TIP, covering the four-year period from FY 2018-19 through 2021-22, was adopted by the Commission on September 26, 2018, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 17, 2018. The 2019 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2019-31 makes revisions to three projects with a net funding increase of approximately \$6.5 million. Among other changes, this revision:

- Amends SolTrans's Electric Bus Charging Infrastructure project into the TIP to reflect the award of \$1.8 million in FTA Bus and Bus Facilities Program funds;
- Updates the scope and funding of the City of Concord's Willow Pass Road Repaving and Safe Routes to Schools Improvements project; and
- Archives one completed project.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP, and therefore the 2019 TIP remains financially constrained with this amendment.

The 2019 TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also available in the MTC offices at 375 Beale Street, San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

This amendment will be transmitted to Caltrans after the Commission approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

Issues:

This Amendment contains changes that are contingent upon Commission approval of programming changes included in Programming and Allocations Committee Item 2d MTC Resolution No. 4202, Revised.


On November 26, 2019, Part I of the EPA and National Highway Traffic Safety Agency's SAFE Vehicle Rule went into effect. This portion of the rule withdrew California's waiver to set higher fuel efficiency standards and subsequently altered the latest planning assumptions underlying the air quality emissions model that must be used when MTC performs a regional transportation-air quality conformity analysis. FHWA has not yet released guidance on how this development impacts TIP amendments. Because this amendment does not impact air quality, and a new or revised air quality conformity analysis is not required, staff believes the revision may still move forward and receive final federal approval.

Recommendation:

Refer MTC Resolution No. 4375, Revised to the Commission for approval.

Attachments:

Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-31; and
MTC Resolution No. 4375, Revised


Therese W. McMillan

TIP Revision Summary
2019-31

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
CC-170037	Concord	Concord Willow Pass Road Repaving SR2T	Update the scope of the project to remove improvements on 6th St and update the funding plan to add \$150K in FY21 CON CMAQ, \$163K in FY19 PE Sales Tax, \$120K in FY19 PE Local, \$5K in FY19 ROW Sales Tax and \$715K in FY21 CON Sales Tax funds	\$1,153,000	17.7%
SCL090004	San Jose	Almaden Ave & Vine St Safety Improvements	Archive this project as it has been completed	\$0	0.0%
System: Transit					
SOL190017	Solano County Transit (SolTrans)	SolTrans Electric Bus Charging Infrastructure	Amend a new exempt project into the TIP with \$1M in PSE TIRCP, \$1.8M in CON 5339 Discretionary, \$200K in CON Local, \$624K in CON TDA and \$1.7M in CON LCTOP funds	\$5,355,000	~%
Total Funding Change:				\$6,508,000	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$6,760,000	\$0	\$0	\$1,572,000	\$8,332,000	\$6,517,000
Proposed:	\$8,710,000	\$2,731,000	\$0	\$3,399,000	\$14,840,000	\$12,025,000
Delta:	\$1,950,000	\$2,731,000	\$0	\$1,827,000	\$6,508,000	\$5,508,000

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C
02/27/19-C 03/27/19-C
04/24/19-C 05/22/19-C
06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C
11/20/19-C 12/18/19-C
01/22/20-C 02/26/20-C

ABSTRACT

Resolution No. 4375, Revised

This resolution adopts the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2019 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 12, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, April 14, 2019, May 8, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, December 11, 2019, January 8, 2020, and February 12, 2020. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: ‘Revisions to the 2019 TIP’.

2019 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-01	Admin. Mod.	52	\$36,741,847	12/19/2018	12/19/2018
2019-02	Admin. Mod.	12	\$7,296,176	2/1/2019	2/1/2019
2019-03	Amendment	40	\$155,338,096	12/19/2018	2/5/2019
2019-04	Admin. Mod.	10	\$5,506,382	3/5/2019	3/5/2019
2019-05	Amendment	3	\$22,503,964	1/23/2019	2/19/2019
2019-06	Amendment	2	\$15,814,128	1/23/2019	2/15/2019
2019-07	Admin. Mod.	19	\$11,050,370	3/28/2019	3/28/2019
2019-08	Amendment	12	-\$25,513,326	2/27/2019	4/3/2019
2019-09	Admin. Mod.	7	\$1,547,102	5/6/2019	5/6/2019
2019-10	Amendment	4	-\$18,724,000	3/27/2019	4/24/2019
2019-11	Admin. Mod.	46	-\$10,610,187	6/6/2019	6/6/2019
2019-12	Amendment	4	\$13,699,781	4/24/2019	6/6/2019

ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-13	Admin. Mod.	22	\$15,402,477	7/3/2019	7/3/2019
2019-14	Amendment	25	\$801,633,123	5/22/2019	6/27/2019
2019-15	Admin. Mod.	11	9,525,440	8/13/2019	8/13/2019
2019-16	Amendment	8	\$21,335,503	6/26/2019	8/26/2019
2019-17	Admin. Mod.	11	-\$7,160,690	8/29/2019	8/29/2019
2019-18	Amendment	9	\$115,165,869	7/24/2019	9/10/2019
2019-19	Admin. Mod.	34	-\$6,469,315	10/7/2019	10/7/2019
2019-20	Admin. Mod.	6	\$0	10/31/2019	10/31/2019
2019-21	Amendment	15	-\$141,949,908	9/25/2019	10/18/2019
2019-22	Admin. Mod.	10	\$1,370,190	12/12/2019	12/12/2019
2019-23	Amendment	6	\$185,014,158	10/23/2019	11/13/2019
2019-24	Admin. Mod.	Pending	Pending	Pending	Pending
2019-25	Amendment	17	\$204,462,942	11/20/2019	12/23/2019
2019-26	Admin. Mod.	Pending	Pending	Pending	Pending
2019-27	Amendment	12	\$112,588,334	12/18/2019	Pending
2019-28	Admin. Mod.	Pending	Pending	Pending	Pending
2019-29	Amendment	8	\$1,762,160	1/22/2020	Pending
2019-30	Admin. Mod.	Pending	Pending	Pending	Pending
2019-31	Amendment	3	\$6,508,000	2/26/2020	Pending
Net Funding Change		408	\$1,533,838,616		
Absolute Funding Change			\$1,954,693,468		

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2019 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2019 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2019 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2019 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2019 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2019 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2019 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public participation process conducted for the 2019 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2019 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4374); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further


RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2019 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2019 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4375, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on September 26, 2018.

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4375
Page 1 of 1

2019 Transportation Improvement Program

The 2019 Transportation Improvement Program for the San Francisco Bay Area, adopted September 26, 2018, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2019 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2019 TIP Performance Report

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C
02/27/19-C 03/27/19-C
04/24/19-C 05/22/19-C
06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C
11/20/19-C 12/18/19-C
01/22/20-C 02/26/20-C

Attachment B
Resolution No. 4375, Revised
Page 1 of 12

Revisions to the 2019 TIP

Revisions to the 2019 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 2019-01 is an administrative modification that revises 52 projects with a net funding increase of approximately \$36.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 19, 2018. Among other changes, this revision:

- Updates the funding plans of 36 Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect obligations and programming decisions;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's US-101 Express Lanes in Santa Clara County project to reflect the programming of \$3.3 million in repurposed earmark funds;
- Updates the funding plan and back-up listing of the Caltrans-managed local Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually listed HBP-funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.3 million in repurposed earmark funds, \$17.4 million in HBP funds and \$5.3 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-02 is an administrative modification that revises 12 projects with a net funding increase of approximately \$7.3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 1, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Road Repair and Accountability Act (SB1) and State Transportation Improvement Program funded project, and one High Priority Program earmark funded project to reflect the latest programming decisions; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$421,807 in High Priority Program earmark funds, \$207,000 in SB1 funds and \$6 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-03 is an amendment that revises 40 projects with a net funding increase of approximately \$155 million. The revision was referred by the Programming and Allocations Committee on December 12, 2018, and approved by the MTC Commission on December 19, 2018. Caltrans approval was received on January 15, 2019, and final federal approval was received on February 5, 2019. Among other changes, this revision:

- Updates the funding plans of six Highway Bridge Program funded projects to reflect the latest programming information from Caltrans;
- Adds two new exempt projects and one new non-exempt not regionally significant project, deletes an existing exempt project and updates the funding plans of 14 additional projects to reflect Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions and obligations;
- Adds one new grouped listing and updates the funding plans and back up listings of three existing grouped listings to reflect the latest information from Caltrans;
- Adds three additional new exempt projects to the TIP; and
- Carries forward two exempt projects and two grouped listings from the 2017 TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-04 is an administrative modification that revises ten projects with a net funding increase of approximately \$5.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 5, 2019. Among other changes, this revision:

- Updates the funding plans of four Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions, including the exchange of

approximately \$16 million in STP/CMAQ and an equal amount of sales tax proceeds between San Francisco's Better Market Street project and SFMTA's New Central Subway project;

- Also updates the funding plan of the Better Market Street project to reflect the award of \$15 million in Better Using Investments to Leverage Development (BUILD) grant funds;
- Combines the two Innovative Deployments to Enhance Arterials program listings into a single listing;
- Splits out near-term, High Priority Program-funded improvements from Alameda County's Vasco Road Safety Improvements project; and
- Updates the funding plan and back-up listing of the Lifeline Transportation Program – Cycle 5 grouped listing to reflect the programming of additional Federal Transit Administration Section 5307 funds and State Transit Assistance program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$15 million in BUILD funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-05 is an amendment that revises three projects with a net funding increase of approximately \$22.5 million. The revision was referred by the Programming and Allocations Committee on January 9, 2019, and approved by the MTC Commission on January 23, 2019. Caltrans was received on February 6, 2019, and final federal approval was received on February 19, 2019. Among other changes, this revision updates the funding plan and back-up listing of the Caltrans managed Highway Safety Improvement Program grouped listing. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-06 is an amendment that revises two projects with a net funding increase of approximately \$15.8 million. The revision was proposed subsequent to the Programming and Allocations Committee review of Revision 2019-05 on January 9, 2019 and was approved by the MTC Commission on January 23, 2019. Caltrans approval was received on February 6, 2019, and final federal approval was received on February 15, 2019. Among other changes, this revision:

- Adds one Federal Transit Administration Bus and Bus Facilities Program and Low or No Emission Vehicle Program funded Fairfield and Suisun Transit project to the TIP; and
- Adds the San Joaquin Regional Rail Commission's Oakley Station Platform project to reflect the award of Transit and Intercity Rail Capital Program funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-07 is an administrative modification that revises 19 projects with a net funding increase of approximately \$11 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 28, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent Safety Barrier project to reflect the programming of approximately \$45.2 million in Federal Highway Infrastructure Program (FHIP) funds in lieu of Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and One Bay Area Grant 2 (OBAG2) funds;
- Updates the funding plans of nine other STP/CMAQ funded projects and one High Priority Program Earmark (HPP) funded project to reflect planned obligations;
- Updates the funding plan of San Rafael's Francisco Blvd West Multi-Use Pathway project to reflect the programming of Regional Measure 2 (RM2) and Transportation Fund for Clean Air (TFCA) funds; and
- Updates the funding plans and back-up listings of the State Highway Operation and Protection Program (SHOPP) Collision Reduction, Local Highway Bridge Program (HBP) and FTA Section 5311 Fiscal Years 2018/19 and 2019/20 grouped listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$45.2 million in FHIP funds, \$2.4 million in HPP funds, \$248,400 in TFCA funds, \$6.3 million in SHOPP funds, and \$283,186 in FTA Section 5311f funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-08 is an amendment that revises 12 projects with a net funding decrease of approximately \$25.5 million. The revision was referred by the Programming and Allocations Committee on February 13, 2019, and approved by the MTC Commission on February 27, 2019. Caltrans approval was received on March 13, 2019, and final federal approval was received on April 3, 2019. Among other changes, this revision:

- Adds one new exempt project and updates the funding plan of one other project to reflect the award of Federal Transit Administration Bus and Bus Facilities Infrastructure Investment Program discretionary grants;
- Updates the funding plan of the Solano Transportation Authority's I-80/I-680/SR-12 Interchange Improvements project to reflect the award of Trade Corridor Enhancement Program funds;
- Updates the funding plans of two Altamont Corridor Express projects to reflect the award of Transit and Intercity Rail Capital Program funds;
- Archives three implemented projects; and
- Deletes three projects that will not move forward as federal projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-09 is an administrative modification that revises seven projects with a net funding increase of approximately \$1.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 6, 2019. Among other changes, this revision:

- Updates the funding plan of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules; and
- Updates the funding plans of two Road Repair and Accountability Act (SB1) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.77 million in SB1 funds and \$165,452 in CalRecycle funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-10 is an amendment that revises four projects with a net funding decrease of approximately \$18.7 million. The revision was referred by the Programming and Allocations Committee on March 6, 2019, and approved by the MTC Commission on March 27, 2019. Caltrans approval was received on April 5, 2019, and final federal approval was received on April 24, 2019. Among other changes, this revision:

- Amends one new exempt project into the TIP; and
- Archives one project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-11 is an administrative modification that revises seven projects with a net funding decrease of approximately \$10.6 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 6, 2019. Among other changes, this revision:

- Updates the funding plans of 36 Transit Capital Priorities Program funded projects to reflect the latest programming decisions;
- Updates the funding plans of five Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules;
- Updates the funding plan of the Contra Costa Transportation Authority's New State Highway (SR-239) Study project to reflect the programming of unexpended High Priority Program and Transportation Improvement earmark funds; and
- Updates the Water Emergency Transportation Authority's San Francisco Ferry Terminal/Berthing Facilities project to reflect the programming of FHWA Ferry Boat Program (FBP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$597,635 in High Priority Program earmark funds, \$4.4 million in Transportation Improvement earmark funds, \$877,388 in FBP funds, \$311,764 in Low Carbon Transit Operations program funds, \$976,000 in Proposition 1B funds, and \$216,827 in SB1 funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-11, remains in conformity with the applicable State

Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-12 is an amendment that revises four projects with a net funding increase of approximately \$13.7 million. The revision was referred by the Programming and Allocations Committee on April 10, 2019, and approved by the MTC Commission on April 24, 2019. Caltrans approval was received on May 8, 2019, and final federal approval was received on June 6, 2019. Among other changes, this revision:

- Reprograms Congestion Mitigation and Air Quality Improvement (CMAQ) program funds available through the Transit Performance Initiative – Capital Investment Program from VTA’s Santa Clara Pocket Track Light Rail Interlocking project to their Light Rail Track Crossovers and Switches project and deletes the interlocking project; and
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Emergency Response program to reflect the latest information from Caltrans including the addition of \$14.6 million in SHOPP funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-13 is an administrative modification that revises 22 projects with a net funding increase of approximately \$15.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 3, 2019. Among other changes, this revision:

- Updates the funding plans of 13 projects to reflect programming changes in the Active Transportation Program (ATP);
- Updates the funding plans of four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of the Caltrans-managed Pavement Resurfacing and Rehabilitation for the State Highway System grouped listing;
- Updates the funding plan of the Sonoma Marin Area Rail Transit corridor project to reflect the award of \$5 million in Federal Railroad Administration (FRA) Positive Train Control (PTC) funds; and
- Updates Bay Area Rapid Transit’s Transbay Core Capacity Improvements project to reflect the award of \$300 million in Federal Transit Administration (FTA) Core Capacity grant funds.

The administrative modification is financially constrained by year and MTC relies on the State’s programming capacity in the amount of \$300 million in FTA Core Capacity funds, \$3.8 million in ATP funds, \$5 million in FRA PTC funds and \$24,540 in California Natural Resources Agency Urban Greening funds to reflect the net change in funding over the four years of the TIP. MTC’s 2019 TIP, as revised with Revision No. 2019-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-14 is an amendment that revises 25 projects with a net funding increase of approximately \$802 million. The revision was referred by the Programming and Allocations Committee on May 8, 2019, and approved by the MTC Commission on May 22, 2019. Caltrans approval was received on June 12, 2019, and final federal approval was received on June 27, 2019. Most notable from a dollar standpoint is the addition of replacement and expansion vehicles as part of SFMTA's Light Rail Vehicle Procurement. Among other changes, this revision adds eight new exempt projects to the TIP, updates the funding plans of 13 existing projects and deletes three projects from the TIP to reflect changes in the Transit Capital Priorities (TCP) Program. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-15 is an administrative modification that revises 11 projects with a net funding increase of approximately \$9.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 13, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) – Mobility Program grouped listing to reflect the latest information from Caltrans including the addition of a total of \$9.5 million in SHOPP funds;
- Updates the funding plan of the Golden Gate Bridge Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$680,815 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plan of Solano County's Redwood – Fairgrounds Drive Interchange Improvements project to reflect the programming of \$26,573 in High Priority Program (HPP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$16.8 million in SHOPP funds, \$26,573 in HPP funds, and \$680,815 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-16 is an amendment that revises eight projects with a net funding increase of approximately \$21.3 million. The revision was referred by the Programming and Allocations Committee on June 12, 2019, and approved by the MTC Commission on June 26, 2019. Caltrans approval was received on August 7, 2019, and final federal approval was received on August 26, 2019. Among other changes, this revision:

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) Collision Reduction program to reflect the latest information from Caltrans including the addition of \$11.7 million in SHOPP funds;

- Archives three projects as they have been completed or all federal funding for the project has been obligated; and
- Adds one new exempt project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-17 is an administrative modification that revises 11 projects with a net funding decrease of approximately \$7.2 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 29, 2019. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Active Transportation Program (ATP) funded project, and two earmark funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the Marin County - Traffic Operating Systems and Mobility grouped listing to reflect the latest information from Caltrans including the addition of \$97,649 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plans of two Solano County Transit (Soltrans) projects to reflect the programming of additional Transit Capital Priorities funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9 million in Highway Bridge Program earmark funds and \$97,649 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-18 is an amendment that revises nine projects with a net funding increase of approximately \$115 million. The revision was referred by the Programming and Allocations Committee on July 10, 2019, and approved by the MTC Commission on July 24, 2019. Caltrans approval was received on September 6, 2019, and final federal approval was received on September 10, 2019. Among other changes, this revision:

- Amends four new exempt projects into the TIP and updates one existing project to reflect the recent CTC approval of Regional Active Transportation Program (rATP), Cycle 4;
- Amends San Jose's Better Bikeway San Jose – San Fernando Street project into the TIP to reflect the award of Statewide Competitive ATP funds; and
- Updates the funding plan of the Caltrans managed Highway Bridge Program grouped listing.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-19 is an administrative modification that revises 34 projects with a net funding decrease of approximately \$6.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 7, 2019. Among other changes, this revision:

- Updates the funding plans of 29 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan of the Alameda CTC's 7th Street Grade Separation East project to reflect the award of \$175 million in SB1 Trade Corridor Enhancement Program (TCEP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) group-listing to reflect the latest information from Caltrans including the addition of \$35,990 in HSIP funds; and
- Updates the funding plans of two projects to reflect the latest programming decisions in the Transit Capital Priorities Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$175 million in TCEP funds and \$35,990 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-20 is an administrative modification that revises six projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 31, 2019. Among other changes, this revision updates the funding plans of the six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and future obligations, transfers of funding to the Federal Transit Administration and conversions of advanced construction to federal funds. MTC's 2019 TIP, as revised with Revision No. 2019-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-21 is an amendment that revises 15 projects with a net funding decrease of approximately \$142 million. The revision was referred by the Programming and Allocations Committee on September 4, 2019, and approved by the MTC Commission on September 25, 2019. Caltrans approval was received on October 7, 2019, and final federal approval was received on October 18, 2019. Among other changes, this revision:

- Amends two new exempt projects and the preliminary engineering phase of one non-exempt project into the TIP and updates the funding plans of four existing Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects to reflect the latest programming decisions;
- Deletes two existing projects as they will not move forward as federal projects; and
- Updates the funding plans and back-up listings of four State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans including the addition of \$107 million in SHOPP funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-22 is an administrative modification that revises 10 projects with a net funding increase of approximately \$1.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 12, 2019. Among other changes, this revision:

- Updates the funding plans of three Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflected planned obligations;
- Splits the Treasure Island Mobility Management Agency (TIMMA) sponsored Treasure Island Ferry Terminal Landside Improvements project out from the San Francisco County Transportation Authority sponsored Treasure Island Pricing Mobility Improvements project and programs \$3 million in FHWA Ferry Boat Discretionary to TIMMA's project;
- Splits the BART managed Transit Oriented Development Implementation program from the MTC managed Regional Planning-PDA Implementation program; and
- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$644,731 in FHWA Ferry Boat Program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in Ferry Boat Discretionary and \$644,731 in Ferry Boat Program funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-23 is an amendment that revises six projects with a net funding increase of approximately \$185 million. The revision was referred by the Programming and Allocations Committee on October 9, 2019, and approved by the MTC Commission on October 23, 2019. Caltrans approval was received on October 31, 2019, and final federal approval was received on November 13, 2019. Among other changes, this revision:

- Updates the funding plans of the Clipper and Clipper 2.0 Fare Payment System projects to reflect the allocations of funds between the two projects and to reflect the total cost of the Clipper 2.0 project;
- Deletes one exempt project from the TIP;
- Adds one previously archived project back into the TIP; and
- Updates the funding plan and back-up listing of the Caltrans-managed State Highway Operation and Protection Program (SHOPP) – Minor Program funded grouped listing to reflect the latest programming decisions.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-24 is a pending administrative modification.

Revision 2019-25 is an amendment that revises 17 projects with a net funding increase of approximately \$204 million. The revision was referred by the Programming and Allocations Committee on November 13, 2019, and approved by the MTC Commission on November 20, 2019. Caltrans approval was received on November 21, 2019, and final federal approval was received on December 23, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Golden Gate Ferry: New Vessel project to reflect the award of \$5.9 million in FTA Passenger Ferry Grant Program funds;
- Adds two new exempt projects funded through Santa Clara County's Measure B sales tax program;
- Updates three individually-listed Highway Bridge Program (HBP) funded projects and combines six formerly individually-listed HBP projects into the HBP grouped listing based on the latest information from Caltrans;
- Updates the Caltrans-managed Section 130/Railroad-Highway Crossing grouped listing;
- Archives two projects as the funds have been obligated; and
- Deletes one project as the funding has been redirected.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-26 is a pending administrative modification.

Revision 2019-27 is an amendment that revises 12 projects with a net funding increase of approximately \$113 million. The revision was referred by the Programming and Allocations Committee on December 11, 2019, and approved by the MTC Commission on December 18, 2019. Caltrans approval was received on January 2, 2020, and final federal approval is expected in mid-February 2020. Among other changes, this revision:

- Updates the funding plans of two Water Emergency Transportation Authority projects to reflect the latest programming decisions;
- Updates four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect changes in funding and scope;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing, amends one exempt project back into the TIP and revises the funding plan of another project to reflect the latest information from Caltrans; and
- Updates the funding plans and back-up listings of two Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listings to reflect the latest information from Caltrans.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-28 is a pending administrative modification.

Revision 2019-29 is an amendment that revises eight projects with a net funding increase of approximately \$1.8 million. The revision was referred by the Programming and Allocations Committee on January 8, 2020, and approved by the MTC Commission on January 22, 2020. Caltrans approval is expected in late February 2020, and final federal approval is expected in mid-March 2020. Among other changes, this revision:

- Updates the funding plans of three existing Petaluma Transit projects and amends two new projects into the TIP to reflect the programming of Transit Capital Priorities funds;
- Amends one new exempt project into the TIP to reflect the programming of One Bay Area Grant 2 County Program funds; and
- Amends one previously-archived project back into the TIP to reprogram cost savings among sub-projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-30 is a pending administrative modification.

Revision 2019-31 is an amendment that revises three projects with a net funding increase of approximately \$6.5 million. The revision was referred by the Programming and Allocations Committee on February 12, 2020, and approved by the MTC Commission on February 26, 2020. Caltrans approval is expected in late March 2020, and final federal approval is expected in mid-April 2020. Among other changes, this revision:

- Amends SolTrans's Electric Bus Charging Infrastructure project into the TIP to reflect the award of \$1.8 million in FTA Bus and Bus Facilities Program funds;
- Updates the scope and funding of the City of Concord's Willow Pass Road Repaving and Safe Routes to Schools Improvements project; and
- Archives one completed project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0205 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/15/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4409. Allocation of \$39 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and operators for projects approved by the State Department of Transportation (Caltrans).

Sponsors:

Indexes:

Code sections:

Attachments: [6g PAC-2f Reso-4409 State of Good Repair.pdf](#)
[2f Reso-4409 State of Good Repair.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4409. Allocation of \$39 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and operators for projects approved by the State Department of Transportation (Caltrans).

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2020

Agenda Item 2f

MTC Resolution No. 4409

Subject: Allocation of \$39 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and operators for projects approved by the State Department of Transportation (Caltrans).

Background: The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), created the State of Good Repair Account within the State Transit Assistance Program. The State Controller provides the estimate of funding available by operator in accordance with PUC Section 99314 (Revenue-based share) and to the MTC region in accordance with PUC Section 99314 (Population-based share). Approximately \$29 million is expected in revenue-based funds, along with \$10.5 million in population-based funds and these amounts are included in the MTC Fund Estimate (MTC Resolution 4360, Revised).

MTC compiled and submitted the FY 2019-20 STA-SGR proposed project list for Caltrans' review through Resolution 4389 in July 2019. Caltrans published the approved project list in December 2019. Now, MTC proposes to allocate funds to the approved projects as required by statute. Funding recipients are responsible for working directly with Caltrans to deliver their projects and meet the program guidelines. Funds will be allocated to a variety of projects to improve the state of good repair of the Bay Area's transit systems – see Attachment A to this resolution for the complete list of projects and allocations.

Most operators will use their revenue-based funds for state of good repair projects at facilities and stations, to provide local match for projects funded with other state or federal funds, or for the rehabilitation or purchase of public transit vehicles. In accordance with the policy set forth in MTC Resolution 4321, the population-based STA-SGR funds are allocated to MTC to assist in the delivery of the Next Generation Clipper® system.

Issues: None

Recommendation: Refer MTC Resolution No. 4409 to the Commission for approval.

Attachments: MTC Resolution No. 4409



Therese W. McMillan

Date: February 12, 2020
W.I.: 1514
Referred by: PAC

ABSTRACT
Resolution No. 4409

This resolution approves the allocation of State Transit Assistance State of Good Repair (STA-SGR) funds for fiscal year 2019-20.

This resolution allocates STA-SGR funds to MTC and to transit operators in the MTC region with approved projects in accordance with the program guidelines developed by the State Department of Transportation as the program administrator.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated February 12, 2020.

Date: February 26, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2019-20 State Transit Assistance State of Good Repair funds to recipients in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4409

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

WHEREAS, the Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017) created a Transportation Improvement Fee, Revenue and Taxation Code Section 11053(a), for allocation under the State Transit Assistance Program; and

WHEREAS, the Road Repair and Accountability Act of 2017, SB 1 (Chapter 5, Statutes of 2017) created the State of Good Repair Program within the State Transit Assistance Program, Public Utilities Code Section, 99312.1(c)

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(a), MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99312.2(b)(2), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted projects to the State Department of Transportation for approval as required by Public Utilities Code Section 99312.1(d) and the State Department of Transportation has approved those projects for allocation of fiscal year 2019-20 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2019-20 allocations requested by claimants, and may be from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; now, therefore, be it

RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$500,000 for each project, in consultation with the affected sponsor and the State Department of Transportation.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 26, 2020.

ALLOCATION OF STATE TRANSIT ASSISTANCE - STATE OF GOOD REPAIR FUNDS FOR FISCAL YEAR 2019-20

Recipients are responsible for meeting program guidelines and requirements adopted by Caltrans such as annual reporting and fiscal audit. Allocation amounts below are estimated. Final allocation amounts and disbursements will be based on actual funds received from the State of California. At the end of the fiscal year, any revenue received in excess of the allocation amount, but below \$100, will be processed under the existing allocation authorization. If total payment by the State for any allocation is more than \$100 over the allocated amount, the allocation will be amended. If funds paid by the State are less than the allocated amount, the allocation will be reduced accordingly.

		A	B	C	D	E	F	G= SUM(A:F)			
Recipient	FY 19/20 Project	Estimated FY20 Revenue	Unpaid revenue from FY18	FY18 Interest in MTC account	FY19 Revenue	FY19 Interest in MTC account	FY19 Disbursement by MTC	Estimated Total Allocation ¹	Alloc. No.	Approval Date	
<i>Population-based Share</i>											
MTC	Clipper/Clipper 2.0	\$ 10,490,248	\$ 49,064	\$ 17,872	\$ 10,250,287	\$ 49,452	\$ (10,317,223)	\$ 10,539,700	01	02/26/20	
<i>Revenue-based Share</i>											
AC Transit	East Bay Bus Rapid Transit (BRT)	\$ 1,949,383	\$ 4,750	\$ 5,475	\$ 3,054,101	\$ 6,232	\$ (3,063,490)	\$ 1,956,451	02	02/26/20	
	Non-revenue Vehicles	\$ 1,000,000						\$ 1,000,000	03	02/26/20	
	Portable lifts	\$ 300,000						\$ 300,000	04	02/26/20	
	Replace Roof at Division 2	\$ 500,000						\$ 500,000	05	02/26/20	
BART	Maintenance and Renovation of Elevators, Escalators, and Security Cameras	\$ 6,288,661	\$ 9,204	\$ 10,608	\$ 5,981,647	\$ 12,073	\$ (5,999,818)	\$ 6,302,374	06	02/26/20	
SFMTA	Facilities SGR Project FY19-20	\$ 4,897,161	\$ 14,327	\$ 16,513	\$ 9,796,966	\$ 18,795	\$ (9,825,143)	\$ 4,918,619	07	02/26/20	
	Fixed Guideway SGR Project FY19-20	\$ 4,897,162						\$ 4,897,162	08	02/26/20	
CCCTA	ITS Security Maintenance	\$ 122,020	\$ 179	\$ 207	\$ 115,354	\$ 227	\$ (115,708)	\$ 122,280	09	02/26/20	
ECCTA	Maintenance Facility HVAC Unit Replacement	\$ 64,126	\$ 84	\$ 96	\$ 53,999	\$ 106	\$ (54,163)	\$ 64,248	10	02/26/20	
City of Fairfield	Corporation Yard Transit Fleet Electrification	\$ 25,272	\$ 40	\$ 46	\$ 35,009	\$ 69	\$ (35,084)	\$ 25,351	11	02/26/20	
GGBHTD	New Vessel Acquisition	\$ 1,319,709	\$ 872	\$ 1,005	\$ 1,250,325	\$ 2,445	\$ (1,251,861)	\$ 1,322,495	12	02/26/20	
LAVTA	Bus Shelter and Stop Maintenance	\$ 54,039	\$ 84	\$ 97	\$ 51,043	\$ 101	\$ (51,209)	\$ 54,155	13	02/26/20	
Marin Transit	Purchase Eleven 40-foot Hybrid Replacement Buses	\$ 257,757	\$ 309	\$ 357	\$ 211,596	\$ 417	\$ (212,678)	\$ 257,757	14	02/26/20	
NVTA	Vine Transit Bus Maintenance Facility	\$ 17,924	\$ 20	\$ 23	\$ 16,400	\$ 32	\$ (16,439)	\$ 17,962	15	02/26/20	
PCJPB (Caltrain)	F40 SOGR FY20	\$ 1,312,844	\$ 1,878	\$ 2,165	\$ 1,250,066	\$ 2,463	\$ (1,256,559)	\$ 1,312,856	16	02/26/20	
	<i>Santa Clara VTA Share</i>										
	F40 SOGR FY20	\$ 103,998	\$ 6,531	\$ 7,528	\$ 4,472,421	\$ 8,807	\$ (4,485,260)	\$ 114,025	17	02/26/20	
	Bayshore Station Overpass	\$ 1,166,972						\$ 1,166,972	18	02/26/20	
	CEMOF SOGR	\$ 474,200						\$ 474,200	19	02/26/20	
	Caltrain Network Infrastructure Refresh	\$ 342,494						\$ 342,494	20	02/26/20	
	Systemwide Tarck Rehabilitation	\$ 920,000						\$ 920,000	21	02/26/20	
	MP36 SOGR FY20	\$ 113,653						\$ 113,653	22	02/26/20	
	Stations State of Good Repair	\$ 150,000						\$ 150,000	23	02/26/20	
	Preventative Maintenance	\$ 321,088						\$ 321,088	24	02/26/20	
	<i>Santa Clara VTA-ACE Share</i>										
	Preventative Maintenance	\$ 33,545	\$ -	\$ 51	\$ 31,371	\$ 61	\$ (31,412)	\$ 33,616	24	02/26/20	

Recipient	FY 19/20 Project	Estimated FY20 Revenue	Unpaid revenue from FY18	FY18 Interest in MTC account	FY19 Revenue	FY19 Interest in MTC account	FY19 Disbursement by MTC	Estimated Total Allocation ¹	Alloc. No.	Approval Date
City of Petaluma	Preventative Maintenance	\$ 7,630	\$ 10	\$ 11	\$ 6,195	\$ 12	\$ (6,215)	\$ 7,644	25	02/26/20
WETA	Replacement Vehicle for the M/V Bay Breeze	\$ 357,702	\$ 418	\$ 482	\$ 301,395	\$ 593	\$ (302,212)	\$ 358,378	26	02/26/20
SamTrans	North and South Base Bus Parking Area Restriping	\$ 258,000						\$ 258,000	27	02/26/20
	North and South Base Bus Vacuum Replacement Design	\$ 150,000						\$ 150,000	28	02/26/20
	North Base Bus Washer Replacement	\$ 540,000						\$ 540,000	29	02/26/20
	South Base Bus Washer Walls Rehab	\$ 306,860	\$ 1,849	\$ 2,132	\$ 1,226,604	\$ 2,417	\$ (1,230,250)	\$ 309,611	30	02/26/20
City of Santa Rosa	Preventive Maintenance of Fixed-Route fleet	\$ 24,755	\$ 44	\$ 50	\$ 25,432	\$ 50	\$ (25,518)	\$ 24,813	31	02/26/20
Solano County Transit	Mid-Life Battery Refresh for Two Diesel Hybrid Buses									
	<i>Solano County Transit Share</i>	\$ 54,385	\$ 89	\$ 102	\$ 54,916	\$ 108	\$ (55,090)	\$ 54,510	32	02/26/20
	<i>Dixon Share</i>	\$ 1,144	\$ 1	\$ 2	\$ 1,055	\$ 2	\$ (1,057)	\$ 1,147	32	02/26/20
	<i>Rio Vista Share</i>	\$ 1,152	\$ 0	\$ 1	\$ 348	\$ 1	\$ (348)	\$ 1,153	32	02/26/20
	<i>Vacaville Share</i>	\$ 4,526	\$ 7	\$ 8	\$ 3,983	\$ 8	\$ (396)	\$ 8,135	32	02/26/20
County of Sonoma	Maintenance Facility Roof Rehabilitation	\$ 34,879	\$ 52	\$ 59	\$ 34,166	\$ 67	\$ (34,267)	\$ 34,956	33	02/26/20
SMART	SMART Capital Spare Parts	\$ 261,992	\$ 232	\$ 267	\$ 256,492	\$ 503	\$ (256,920)	\$ 262,565	34	02/26/20
City of Union City	Bus Stop Improvements	\$ 17,993	\$ 26	\$ 30	\$ 16,518	\$ 33	\$ (16,568)	\$ 18,031	35	02/26/20
WCCTA	Local Match to Purchase Replacement Revenue Vehicles	\$ 77,944	\$ 108	\$ 124	\$ 71,781	\$ 141	\$ (71,992)	\$ 78,106	36	02/26/20
ACE- ACTC Share	Railcar Midlife Overhaul	\$ 44,850	\$ -	\$ 65	\$ 40,610	\$ 80	\$ (40,664)	\$ 44,940	37	02/26/20
Revenue-based Total:		\$ 28,775,819						\$ 28,839,746		

Notes

- Total allocation amount may be different due to rounding.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-1043 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 9/3/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 2/14/2020 **Final action:**

Title: MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Sponsors:

Indexes:

Code sections:

Attachments: [6h Leg-5b MTC Res No. 3931 Rev Council Appointment.pdf](#)
[5b MTC Res No. 3931 Rev Council Appointment.pdf](#)

Date	Ver.	Action By	Action	Result
2/14/2020	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

Subject:
MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Presenter:
Marti Paschal

Recommended Action:
Commission Approval

Attachments:

**Metropolitan Transportation Commission
Legislation Committee**

February 14, 2020

Agenda Item 5b

MTC Resolution No. 3931, Revised — Policy Advisory Council Appointment

Subject: Appointments to the 2017-2021 MTC Policy Advisory Council.

Background: Since the appointments to MTC's Policy Advisory Council were approved in October 2017 for a term running through July 2021, several members have resigned. We are bringing a recommendation to fill five vacancies this month (a sixth vacancy for the Environmental Justice /Low-Income seat in San Mateo will be filled at a later date):

- 1) Three at-large seats appointed to represent economic interests;
- 2) One seat appointed to represent the interests of the senior community from Napa County; and
- 3) One seat representing Environmental Justice / Low-Income interests from Napa County.

MTC Resolution No. 3931, Revised (Attachment A), which created the Policy Advisory Council, specifies that appointments for at-large advisors be recommended by the Commission's chair and vice chair. Chair Haggerty and Vice Chair Pedroza have forwarded a recommendation to appoint Bob Glover, Christina Gotuaco, and Walter Wilson to fill the three at-large vacancies representing economic interests on the Council.

Bob Glover is the Executive Officer of the Building Industry Association of the Bay Area, a non-profit membership association that advocates at the local, regional and state level in support of an adequate supply of quality homes for people of all income levels.

Christina Gotuaco is the Director of Communications at the California Housing Partnership, a private nonprofit organization dedicated to helping government and nonprofit housing agencies.

Walter Wilson is the CEO of the Silicon Valley Minority Business Consortium, an organization formed to help corporations, academic institutions and government agencies benefit from the diversity and talent available in underrepresented communities, including minority communities, women, veterans and small businesses.

MTC Resolution No. 3931, Revised, specifies that appointments for advisors representing a particular county be made by that county's Commissioner(s). Vice Chair Pedroza has forwarded recommendations to appoint Michael Baldini to fill the vacancy to represent the environmental justice community and Terry Scott to fill the vacancy to represent the senior community in Napa County on the Council.

Michael Baldini is the chair of the Napa Valley Transportation Authority's Citizen Advisory Committee. He has also served on the Napa Valley College Board of Trustees since 2002.

Terry Scott served for 19 years as the District 4 Planning Commissioner for Napa County. Having retired from the Planning Commission in 2018, he is currently a board member of Napa Valley Fair Housing and a longtime member of the Napa Valley Leadership Council.

Issues: None identified.

Recommendation: Staff requests the Legislation Committee recommend the appointments of Michael Baldini, Bob Glover, Christina Gotuaco, Terry Scott, and Walter Wilson to serve the remainder of the currently vacant terms on the Policy Advisory Council (through July 2021), and referral of MTC Resolution No. 3931, Revised, to the Commission for approval.

Attachments: **Attachment A:** MTC Resolution No. 3931, Revised



Therese W. McMillan

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation
Revised: 03/24/10-C 02/23/11-C
02/22/12-C 07/25/12-C
03/27/13-C 07/24/13-C
07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C
10/26/16-C 07/26/17-C
10/25/17-C 04/24/19-C
07/24/19-C 11/20/19-C
02/26/20-C

ABSTRACT

Resolution No. 3931, Revised

This resolution defines the role and responsibilities of the Commission's Policy Advisory Council.

This resolution supersedes Resolution No. 3516. Further discussion of this action is contained in the Executive Director's memorandum dated November 6, 2009. This resolution includes:

- Attachment A, which outlines the mission statement, roles, expectations, procedures, appointment process and membership criteria for the Council;

This resolution was revised on March 24, 2010, to include:

- Attachment B, a table listing the currently appointed advisors and their term.

This resolution was revised on February 23, 2011, to include revisions to Attachment B and:

- Attachment C, a table showing which advisors have been replaced and their replacements.

This resolution was revised on February 22, 2012 to extend the terms of the advisors identified in Attachment B through July 2013.

This resolution was revised on July 25, 2012, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 27, 2013, to add Conflict of Interest and Ethics Training policies to Attachment A.

This resolution was revised on July 24, 2013, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 23, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 19, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 25, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on September 23, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on October 26, 2016, to include revisions to Attachment A, Attachment B and Attachment C.

This resolution was revised on July 26, 2017 to extend the terms of the advisors identified in Attachment B through September or October 2017, depending on final 2017 recruitment appointment.

This resolution was revised on October 25, 2017, to include revisions to Attachment B and Attachment C.

This resolution was revised on April 24, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 24, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 20, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on February 26, 2020, to include revisions to Attachment B and Attachment C.

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3931

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 seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy (Resolution No. 2648); and

WHEREAS, MTC seeks to focus its advisory processes around the “Three E” principles of sustainability outlined in the regional transportation plan: a prosperous and globally competitive economy; a healthy and safe environment; and equity wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system; and

WHEREAS, MTC seeks to utilize its advisors to ensure that a wide spectrum of views are considered in developing transportation policy, and enhance the contributions and effectiveness of its advisors, now, therefore be it

RESOLVED, that the Commission establishes a Policy Advisory Council; and be it further

RESOLVED, that the members of the Policy Advisory Council will be appointed according to the process and shall have the role, tasks, membership and meetings as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Policy Advisory Council roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Executive Director is instructed to secure nominations to fill expired terms and other vacancies and present them to the Commission for confirmation by periodically revising Attachment B; and be it further

RESOLVED, that Resolution No. 3516, Revised, is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on November 18, 2009

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation
Revised: 03/27/13-C 10/26/16-C

Attachment A
Resolution No. 3931
Page 1 of 4

Attachment A
Metropolitan Transportation Commission
Policy Advisory Council

A. Mission Statement

The mission of the Metropolitan Transportation Commission's Policy Advisory Council (Council) is to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdiction and as assigned by the Commission.

B. Roles/Expectations

1. Advisors Provide Interest-Based and/or Geographic Perspectives

Advisors should represent the stakeholder interest under which they have been appointed. Although some advisors may be appointed based on an organizational affiliation, they should represent their constituency (not just their individual organization).

2. Responsibilities

Advisors will be expected to regularly attend their Council meetings and to maintain an ongoing engagement with organizations and individuals who make up the advisor's constituency.

3. Council Work Plan

The Commission will hold an annual workshop as a separately agendized meeting with the Policy Advisory Council to set the Council's work plan and schedule for the year. At this meeting, the Commission will identify several priority areas in which it desires feedback and/or research from the Council, and establish appropriate goals and performance measures. Advisors also will be given the opportunity to recommend initiatives of potential relevance to the Commission for inclusion in the work plan.

4. Reporting to the Commission

With the assistance of MTC staff, the Council will report on its work plan progress or present recommendations to the full Commission or MTC's standing committees, as appropriate.

5. Limitations on Advisor Activities

The role of the advisors is to advise the MTC Commission. Advisors are not to convey positions to outside agencies on behalf of the Council, independent of Commission action.

6. Conflict of Interest Policy

In order to avoid potential conflict of interest, no person shall sit on the Policy Advisory Council and concurrently be in a business relationship with MTC/BATA. A member is considered to have a business relationship with MTC/BATA when that member is employed by or serves on the Board of Directors of an organization that has received a grant or contract award from MTC – where MTC staff alone reviews proposals and recommends an organization or organizations for award of that grant or contract. In such cases, the member shall resign from the Council for the duration of the contract or grant, but may reapply for any vacancies upon completion of the contract or grant.

7. Ethics Training

All members of the Council shall complete an ethnics training course within the first year of their term on the Council.

C. Membership

The Council shall be composed of twenty-seven (27) members as follows.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent interests related to the communities of color, environmental justice and low-income issues. A minimum of four members shall represent the communities of color, and a minimum of four shall represent environmental justice/low-income issues. The ninth member shall be selected from either category.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent the interests of disabled persons and seniors. A minimum of four members shall represent senior issues, and a minimum of four shall represent disabled issues. The ninth member shall be selected from either category.

A total of nine (9) members shall be selected to represent interests related to the economy and the environment. A minimum of four members shall represent economy interests and a minimum of four members shall represent environmental interests. The ninth member shall be selected from either category. Of these nine seats, at least five should be held by residents from each of the five most populous counties. The remaining four seats may be selected at large from throughout the entire Bay Area.

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

MTC staff shall secure nominations to fill terms and vacancies for the Council and present them to the appropriate Commissioners for confirmation. Appointments for advisors representing a particular county will be made by that county's Commissioners. Appointments for all the at-large advisors will be made by the Commission's chair and vice chair. Nominations for members of the Council will be solicited from a wide range of sources including, but not limited to: MTC Commissioners, current advisors, relevant organizations in the community, and via news releases or display ads sent to media outlets in the nine-county Bay Area.

2. Terms of Appointment

In general, advisors will serve four-year terms. Although there are no term limits, MTC Commissioners are to consider length of service and effectiveness before recommending the reappointment of advisors. All advisors wishing to be reappointed must reapply.

E. Procedures

Attendance and Participation

1. Advisors must attend at least two-thirds of the Council's regularly scheduled meetings each year and make a constructive contribution to the work of the Policy Advisory Council. Those who do not do so may be subject to dismissal from the Council at the discretion of the appointing Commissioner(s).

2. Residency Requirements

Advisors must live or work in the nine-county Bay Area.

3. Compensation

Subject to the Commission Procedures Manual (MTC Resolution No. 1058, Revised,

Appendix D), advisors will receive a stipend per meeting and be reimbursed for actual expenses for travel, with a maximum of three meetings per month. Meetings are defined as a) publicly noticed meetings or meetings of ad hoc working groups of the Council; b) noticed MTC Commission or committee meetings; or c) attendance at a community meeting at the request of the Commission or MTC staff to provide outreach assistance (i.e., when he/she attends a community meeting with MTC staff to provide an introduction to a particular community).

4. Meeting Frequency and Location of Meetings

The Council will meet regularly as required by its annual work plan. Public meetings will be held at the MTC offices or other locations at a regular time to be agreed upon by the members of the Council.

5. Ad Hoc Working Groups

To implement its work plan, the Council may establish working groups, with participation from MTC staff, on an ad hoc basis.

6. Quorum Requirements

At least 50 percent plus one of the Council's appointed membership must be present to constitute a quorum and vote on issues. The Council can hold discussions in the absence of a quorum, but cannot vote.

7. Election of Council Chair and Vice Chair

The Council will have a chair and a vice-chair, to be elected by the council for a two-year term. Although Council officers may be reelected, regular rotation of these positions among the Council membership is strongly encouraged.

8. Public Meetings

All Council meetings and any ad hoc working group meetings will be noticed and open to the public.

Date: March 24, 2010
W.I.: 1114
Referred by: Legislation
Revised: 02/23/11-C 02/22/12-C 07/25/12-C
07/24/13-C 07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C 10/26/16-C
07/26/17-C 10/25/17-C 04/24/19-C
07/24/19-C 11/20/19-C 02/26/20-C

Attachment B
Resolution No. 3931
Page 1 of 1

**Metropolitan Transportation Commission
Policy Advisory Council
Term: November 2017 – July 2021**

Advisor Name	Representing	County	Appointing Commissioner(s)
Michael Baldini	Low-Income/Environmental Justice	Napa	Vice Chair Pedroza
Jim Blacksten	Disabled	San Francisco	Josefowitz and Kim
Richard Burnett	Disabled	Solano	Spering
Carlos Castellanos	Low-Income/Environmental Justice	Alameda	Dutra-Vernaci, Haggerty and Schaaf
Rick Coates	Senior	Sonoma	Mackenzie
Abigail Cochran	Disabled	Alameda	Dutra-Vernaci, Haggerty and Schaaf
Anne Olivia Eldred	Environment	Alameda	Chair Haggerty and Vice Chair Pedroza
Veda Florez	Minority	Marin	Connolly
Bob Glover	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Christina Gotuaco	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Rich Hedges	Senior	San Mateo	Aquirre, Slocum
Michelle R. Hernandez	Disabled	Contra Costa	Glover, Worth
Wendi Kallins	Environment	Marin	Chair Mackenzie and Vice Chair Haggerty
Randi Kinman	Low-Income/Environmental Justice	Santa Clara	Bruins, Cortese, Liccardo
Anna Lee	Environment	Alameda	Chair Mackenzie and Vice Chair Haggerty
Adina Levin	Environment	San Mateo	Chair Mackenzie and Vice Chair Haggerty
Michael Lopez	Senior	Santa Clara	Bruins, Cortese, Liccardo
Marc Madden	Senior	Marin	Connolly
Adrian Mendoza	Minority	Sonoma	Mackenzie
Rahmon Momoh	Minority	Contra Costa	Glover, Worth
Cynthia Murray	Economy	Sonoma	Chair Mackenzie and Vice Chair Haggerty
Daisy Ozim	Minority	San Francisco	Josefowitz and Ronen
Daniel Saver	Low-Income/Environmental Justice	San Mateo	Aquirre, Slocum
Terry Scott	Senior	Napa	Vice Chair Pedroza
Benjamin Schweng	Environment	Alameda	Chair Mackenzie and Vice Chair Haggerty
K. Patrice Williams	Minority	Solano	Spering
Walter Wilson	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza

Date: February 23, 2011
W.I.: 1114
Referred by: Legislation
Revised: 07/25/12-C 07/24/13-C
07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C
10/26/16-C 10/25/17-C
04/24/19-C 07/24/19-C
11/20/19-C 02/26/20-C

Attachment C
Resolution No. 3931
Page 1 of 2

**Metropolitan Transportation Commission
Policy Advisory Council
Former Advisors and Their Replacements**

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Andrew Casteel	March 2010 – June 2010	Environment	Sandi Galvez, Environment	February 23, 2011
Ann Hancock	March 2010 – July 2010	Environment	Tanya Narath, Environment	February 23, 2011
Allison M. Hughes	March 2010 – September 2011	Equity	Jim E. Blacksten, Equity	July 25, 2012
Evelina Molina	March 2010 – February 2012	Equity	Elizabeth A. Clary, Equity	July 25, 2012
Cheryl O’Connor	March 2010 – February 2012	Economy	Alan R. Talansky, Economy	July 25, 2012
Carmen Rojas	March 2010 – November 2010	Equity	Yokia Mason, Equity	February 23, 2011
Abigail Thorne-Lyman	March 2010 – June 2010	Environment	Tina King Neuhausel, Environment	February 23, 2011
Dolores Jaquez	March 2010 – July 2013	Equity	Elizabeth Clary, Equity	July 24, 2013
Federico Lopez	March 2010 – July 2013	Equity	Timothy Reeder, Equity	July 24, 2013
Yokia Mason	February 2011 – July 2013	Equity	Carlos Castellanos, Equity	July 24, 2013
Tanya Narath	February 2011 – July 2013	Environment	Chris Coursey, Environment	July 24, 2013
Tina King Neuhausel	February 2011 – July 2013	Environment	Linda Jeffrey Sailors, Environment	July 24, 2013
Kendal Oku	March 2010 – July 2013	Equity	Veda Florez, Equity	July 24, 2013
Lori Reese-Brown	March 2010 – July 2013	Equity	Richard Burnett, Equity	July 24, 2013
Frank Robertson	March 2010 – July 2013	Equity	Mark Nicholson, Equity	July 24, 2013
Dolly Sandoval	March 2010 – July 2013	Equity	Marie Marchese, Equity	July 24, 2013
Egon Terplan	March 2010 – July 2013	Environment	Benjamin Schweng, Environment	July 24, 2013
Jack Gray	July 2013 – April 2014	Economy	Cathleen Baker, Environment	July 23, 2014
Marie Marchese	July 2013 – October 2013	Equity	Harriet Wolf, Equity	November 19, 2014
Mordechai Winter	July 2013 – June 2014	Equity	Charles Kaufman, Equity	November 19, 2014
Cathleen Baker	March 2010 – July 2014	Equity	Shireen Malekafzali, Equity	November 19, 2014
Chris Coursey	July 2013 – November 2014	Environment	Cynthia Murray, Economy	March 25, 2015
Tim Reeder	July 2013 – December 2014	Equity	Michelle R. Hernandez, Equity	September 23, 2015
Bena Chang	March 2010 – November 2014	Economy	Scott Lane, Environment	September 23, 2015

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Joanne Busenbark	September 2013 – September 2015	Equity	Sudhir Chaudhary, Equity	October 26, 2016
Linda Jeffrey Sailors	July 2013 – May 2016	Environment	Sydney Fang, Environment	October 26, 2016
Gerald Rico	March 2010 – June 2016	Equity	Cathleen Baker, Equity	October 26, 2016
Sandi Galvez	February 2011 – June 2016	Environment	Jonathan Fearn, Economy	October 26, 2016
Cathleen Baker	July 2014 – October 2016	Environment	Anna Lee, Environment	October 26, 2016
Caroline Banuelos	March 2010 – October 2017	Equity	Adrian Mendoza, Equity	October 25, 2017
Naomi Armenta	March 2010 – October 2017	Equity	Abigail Cochran, Equity	October 25, 2017
Elizabeth A. Clary	July 2013 – October 2017	Equity	Rick Coates, Equity	October 25, 2017
Sydney Fang	October 2016 – October 2017	Environment	Wendi Kallins, Environment	October 25, 2017
Jonathan Fearn	October 2016 – October 2017	Economy	Teddy Ky-Nam Miller, Economy	October 25, 2017
Bob Glover	September 2013 – October 2017	Economy	Matt Regan, Economy	October 25, 2017
Charles Kaufman	November 2014 – October 2017	Equity	Marc Madden, Equity	October 25, 2017
Scott Lane	September 2015 – October 2017	Environment	Corinne Winter, Environment	October 25, 2017
Jerry Levine	July 2013 – October 2017	Environment	Adina Levin, Environment	October 25, 2017
Shireen Malekafzali	November 2014 – October 2017	Equity	Daniel Saver, Equity	October 25, 2017
Mark Nicholson	July 2013 – October 2017	Equity	Rahmon Momoh, Equity	October 25, 2017
Mike Pechner	July 2013 – October 2017	Equity	Richard Burnett, Equity	October 25, 2017
Alan R. Talansky	July 2012 – October 2017	Economy	Patrick Wolff, Economy	October 25, 2017
Harriet Wolf	November 2014 – October 2017	Equity	Michael Lopez, Equity	October 25, 2017
Richard Burnett	March 2010 – October 2017	Equity	K. Patrice Williams, Equity	October 25, 2017
Wil Din	September 2013 – October 2017	Equity	Jerri Diep, Equity	October 25, 2017
Corinne Winter	October 2017 – December 2018	Environment	Anne Olivia Eldred, Environment	April 24, 2019
Jerri Diep	October 2017 – January 2019	Minority	Daisy Ozim, Minority	July 24, 2019
Sudhir Chaudhary	October 2017 – March 2019	Senior	Terry Scott, Senior	February 26, 2020
Matt Regan	October 2017 – July 2018	Economy	Bob Glover, Economy	February 26, 2020
Teddy Ky-Nam Miller	October 2017 – July 2019	Economy	Christina Gotuaco, Economy	February 26, 2020
Patrick Wolff	October 2017 – October 2019	Economy	Walter Wilson, Economy	February 26, 2020
Daniel Saver	October 2017 – December 2019	Equity	Michael Baldini, Environment	February 26, 2020
Cathleen Baker	October 2016 – July 2019	Equity		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0113 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4402. FY 2020-21 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$873 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2020-21.

Sponsors:

Indexes:

Code sections:

Attachments: [7a PAC-3a Reso-4402 FY2020-21 Fund Estimate.pdf](#)
[3a Reso-4402 FY2020-21 Fund Estimate.pdf](#)

Date	Ver.	Action By	Action	Result
2/12/2020	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4402. FY 2020-21 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$873 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2020-21.

Presenter:

William Bacon

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2020

Agenda Item 3a

MTC Resolution No. 4402. FY 2020-21 Fund Estimate

Subject: Annual Fund Estimate and proposed apportionment and distribution of \$873 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2020-21.

Background: MTC is required by state statute to prepare and adopt an annual fund estimate of TDA Local Transportation Fund (LTF) ¼ cent sales tax revenues for the upcoming fiscal year by March 1st. This estimate assists the Bay Area's transit operators in budgeting for the next fiscal year, in this case FY 2020-21. The fund estimate prepared by MTC also includes a number of other fund sources which MTC allocates to transit operators, primarily for operations.

The following are highlights of the fund estimate for FY 2020-21:

1. **Economic Overview:** The Bay Area economy continues to post strong economic indicators with record low unemployment rates and continued growth in taxable sales. However, with the Bay Area economy entering its eleventh year of expansion, the likelihood of an economic downturn is increasing based on historic economic cycles. With the size of the labor market essentially flat and population growth slowing, it is prudent for transit operators to budget cautiously should the economic outlook worsen in the coming year.
2. **Transportation Development Act (TDA):** State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to increase by less than 1% in the current year of FY 2019-20 to \$427 million, with an additional increase of 2.1% in FY 2020-21 to \$436 million.

MTC advises that transit operators in all counties exercise caution when budgeting for FY 2020-21 as many of the county auditors are uncertain how actual FY 2019-20 revenues will come in due to economic uncertainty and the impacts of the *Wayfair* decision and the attribution of sales taxes collected from out of state transactions.

3. **AB 1107:** A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and MTC staff is responsible for estimating the annual revenue generation. Given the economic uncertainty and indicators described above staff proposes to leave the current FY 2019-20 estimate unchanged at \$91 million and to forecast FY 2020-21 revenues of \$93.5 million (0% growth above actual FY 2018-19 revenues). This amount would be split evenly between SFMTA and AC Transit per longstanding Commission policy.

4. **State Transit Assistance (STA):** Governor Newsom's proposed FY 2020-21 State Budget estimates \$692 million in STA funds statewide in FY 2020-21. Based on this estimate, the Bay Area would receive approximately \$253 million (\$185 million in Revenue-Based and \$68 million in Population-Based) in FY 2020-21 STA funds. Staff will return to the Commission to update the estimates following the state budget approval later this year.
5. **State of Good Repair (SGR) Program:** Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring over \$40 million to the Bay Area in FY 2020-21 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program. However, unlike regular STA program funds, recipients of SGR Program funds must have their projects pre-approved by MTC and Caltrans.
6. **Bridge Tolls:** In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.
7. **Cap and Trade – Low Carbon Transit Operations Program:** The FY 2020-21 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2020-21, the region is projected to receive \$46 million from the program based on an estimate from Governor Newsom's proposed FY 2020-21 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Issues: None.

Recommendation: Refer MTC Resolution No. 4402 to the Commission for approval.

Attachments: MTC Resolution No. 4402
Presentation slides



Therese W. McMillan

Date: February 26, 2020
W.I.: 1511
Referred by: PAC

ABSTRACT

MTC Resolution No. 4402

This resolution approves the FY 2020-21 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated February 12, 2020.

Date: February 26, 2020
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4402

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, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2019-20 and FY 2020-21 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2020-21 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2020-21 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2020-21 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 26, 2020.

**FY 2020-21 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
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TDA REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	FY2020-21	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance¹	Outstanding Commitments, Refunds, & Interest²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	25,295,584	(94,411,133)	93,648,000	(2,467,124)	(3,647,235)	93,151,568	(3,726,063)	107,843,598
Contra Costa	23,056,557	(49,728,394)	49,794,669	(4,999,279)	(1,791,816)	46,139,252	(1,845,570)	60,625,420
Marin	1,232,960	(15,259,572)	14,695,062	(944,506)	(550,022)	14,000,000	(560,000)	12,613,923
Napa	5,324,402	(12,181,740)	8,941,741	909,816	(394,062)	9,885,444	(395,417)	12,090,183
San Francisco	5,043,607	(52,189,582)	49,262,500	3,695,000	(2,118,300)	53,477,500	(2,139,101)	55,031,623
San Mateo	9,943,567	(50,420,083)	47,777,676	(1,304,405)	(1,858,931)	48,558,690	(1,942,347)	50,754,168
Santa Clara	7,728,201	(118,711,244)	117,635,000	2,118,348	(4,790,134)	121,909,000	(4,876,360)	121,012,812
Solano	25,556,728	(21,874,451)	21,239,810	1,011,999	(890,072)	22,251,809	(890,072)	46,405,751
Sonoma	11,606,642	(27,907,834)	26,800,000	(1,300,000)	(1,020,000)	26,300,000	(1,052,000)	33,426,809
TOTAL	\$114,788,249	(\$442,684,032)	\$429,794,458	(\$3,280,151)	(\$17,060,572)	\$435,673,263	(\$17,426,930)	\$499,804,287

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E=Sum(A:D)
	6/30/2019	FY2018-20	FY2019-20	FY2020-21	FY2020-21
Fund Source	Balance (w/ interest)¹	Outstanding Commitments²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance					
Revenue-Based	17,319,547	(180,293,917)	186,228,565	185,087,967	208,342,160
Population-Based	65,955,514	(70,872,350)	67,889,961	67,474,153	130,447,279
SUBTOTAL	83,275,061	(251,166,267)	254,118,526	252,562,120	338,789,439
AB1107 - BART District Tax (25% Share)	0	(91,000,000)	91,000,000	93,500,000	93,500,000
Bridge Toll Total					
MTC 2% Toll Revenue	6,283,125	(4,810,199)	1,450,000	1,450,000	4,372,925
5% State General Fund Revenue	13,168,890	(8,520,416)	3,614,688	3,656,386	11,919,546
SUBTOTAL	19,452,015	(13,330,615)	5,064,688	5,106,386	16,292,471
Low Carbon Transit Operations Program	0	0	41,628,333	45,605,097	87,233,430
State of Good Repair Program					
Revenue-Based	60,329	(217,121)	28,775,741	29,610,203	58,229,150
Population-Based	6,112,080	(6,062,628)	10,490,248	10,794,453	21,334,153
SUBTOTAL	6,172,408	(6,279,749)	39,265,989	40,404,656	79,563,303
TOTAL	\$108,899,484	(\$361,776,631)	\$431,077,536	\$437,178,259	\$615,378,643

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/30/20.

FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	93,648,000		13. County Auditor Estimate	93,151,568	
2. Revised Revenue (Feb, 20)	91,180,876		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(2,467,124)	14. MTC Administration (0.5% of Line 13)	465,758	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	465,758	
4. MTC Administration (0.5% of Line 3)	(12,336)		16. MTC Planning (3.0% of Line 13)	2,794,547	
5. County Administration (Up to 0.5% of Line 3)	(12,336)		17. Total Charges (Lines 14+15+16)	3,726,063	
6. MTC Planning (3.0% of Line 3)	(74,014)		18. TDA Generations Less Charges (Lines 13-17)	89,425,505	
7. Total Charges (Lines 4+5+6)		(98,686)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(2,368,438)	19. Article 3.0 (2.0% of Line 18)	1,788,510	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	87,636,995	
9. Article 3 Adjustment (2.0% of line 8)	(47,369)		21. Article 4.5 (5.0% of Line 20)	4,381,850	
10. Funds Remaining (Lines 8-9)		(2,321,069)	22. TDA Article 4 (Lines 20-21)	83,255,145	
11. Article 4.5 Adjustment (5.0% of Line 10)	(116,053)				
12. Article 4 Adjustment (Lines 10-11)		(2,205,016)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,112,028	100,387	4,212,415	(4,460,670)	0	1,798,042	(47,369)	1,502,418	1,788,510	3,290,928
Article 4.5	287,734	8,503	296,236	(4,672,074)	0	4,405,202	(116,053)	(86,689)	4,381,850	4,295,161
SUBTOTAL	4,399,762	108,889	4,508,651	(9,132,744)	0	6,203,244	(163,422)	1,415,729	6,170,360	7,586,089
Article 4										
AC Transit										
District 1	3,062,647	13,214	3,075,861	(56,458,618)	0	53,652,104	(1,413,446)	(1,144,099)	53,403,679	52,259,580
District 2	806,369	3,477	809,846	(15,134,949)	0	14,405,019	(379,495)	(299,579)	14,168,270	13,868,691
BART ³	6,664	28	6,692	(105,865)	0	99,686	(2,626)	(2,113)	99,042	96,929
LAVTA	9,729,738	166,545	9,896,283	(13,069,238)	0	11,862,197	(312,505)	8,376,737	11,847,775	20,224,512
Union City	7,290,405	137,706	7,428,111	(939,579)	0	3,679,830	(96,944)	10,071,418	3,736,380	13,807,798
SUBTOTAL	20,895,823	320,971	21,216,793	(85,708,249)	0	83,698,836	(2,205,016)	17,002,364	83,255,145	100,257,509
GRAND TOTAL	\$25,295,584	\$429,860	\$25,725,444	(\$94,840,993)	\$0	\$89,902,080	(\$2,368,438)	\$18,418,093	\$89,425,505	\$107,843,598

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

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FY2019-20 TDA Revenue Estimate		FY2020-21 TDA Revenue Estimate	
FY2019-20 Generation Estimate Adjustment		FY2020-21 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 19)	49,794,669	13. County Auditor Estimate	46,139,252
2. Revised Revenue (Feb, 20)	44,795,390	FY2020-21 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(4,999,279)	14. MTC Administration (0.5% of Line 13)	230,696
FY2019-20 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	230,696
4. MTC Administration (0.5% of Line 3)	(24,996)	16. MTC Planning (3.0% of Line 13)	1,384,178
5. County Administration (Up to 0.5% of Line 3)	(24,996)	17. Total Charges (Lines 14+15+16)	1,845,570
6. MTC Planning (3.0% of Line 3)	(149,978)	18. TDA Generations Less Charges (Lines 13-17)	44,293,682
7. Total Charges (Lines 4+5+6)	(199,970)	FY2020-21 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(4,799,309)	19. Article 3.0 (2.0% of Line 18)	885,874
FY2019-20 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	43,407,808
9. Article 3 Adjustment (2.0% of line 8)	(95,986)	21. Article 4.5 (5.0% of Line 20)	2,170,390
10. Funds Remaining (Lines 8-9)	(4,703,323)	22. TDA Article 4 (Lines 20-21)	41,237,418
11. Article 4.5 Adjustment (5.0% of Line 10)	(235,166)		
12. Article 4 Adjustment (Lines 10-11)	(4,468,157)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,400,231	37,912	1,438,144	(2,300,780)	0	956,058	(95,986)	(2,564)	885,874	883,310
Article 4.5	104,379	3,785	108,165	(2,438,715)	0	2,342,341	(235,166)	(223,375)	2,170,390	1,947,015
SUBTOTAL	1,504,611	41,698	1,546,308	(4,739,495)	0	3,298,399	(331,152)	(225,939)	3,056,264	2,830,325
Article 4										
AC Transit										
District 1	302,874	5,047	307,921	(7,960,285)	0	7,683,913	(771,449)	(739,900)	7,093,016	6,353,116
BART ³	14,464	108	14,572	(322,790)	0	309,402	(31,063)	(29,880)	286,548	256,668
CCCTA	14,848,246	234,038	15,082,284	(23,595,938)	1,922,550	20,909,368	(2,099,257)	12,219,007	19,415,580	31,634,587
ECCTA	4,130,995	53,170	4,184,165	(12,731,835)	0	12,929,972	(1,298,142)	3,084,160	11,970,179	15,054,339
WCCTA	2,255,368	40,704	2,296,072	(4,542,024)	1,866,659	2,671,829	(268,246)	2,024,290	2,472,094	4,496,384
SUBTOTAL	21,551,947	333,067	21,885,013	(49,152,872)	3,789,209	44,504,484	(4,468,157)	16,557,677	41,237,418	57,795,095
GRAND TOTAL	\$23,056,557	\$374,764	\$23,431,322	(\$53,892,367)	\$3,789,209	\$47,802,883	(\$4,799,309)	\$16,331,738	\$44,293,682	\$60,625,420

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	14,695,062		13. County Auditor Estimate		14,000,000
2. Revised Revenue (Feb, 20)	13,750,556		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(944,506)	14. MTC Administration (0.5% of Line 13)		70,000
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		70,000
4. MTC Administration (0.5% of Line 3)	(4,723)		16. MTC Planning (3.0% of Line 13)		420,000
5. County Administration (Up to 0.5% of Line 3)	(4,723)		17. Total Charges (Lines 14+15+16)		560,000
6. MTC Planning (3.0% of Line 3)	(28,335)		18. TDA Generations Less Charges (Lines 13-17)		13,440,000
7. Total Charges (Lines 4+5+6)		(37,781)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(906,725)	19. Article 3.0 (2.0% of Line 18)		268,800
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		13,171,200
9. Article 3 Adjustment (2.0% of line 8)	(18,135)		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		(888,590)	22. TDA Article 4 (Lines 20-21)		13,171,200
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(888,590)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	677,079	39,156	716,235	(931,511)	0	282,145	(18,135)	48,734	268,800	317,534
Article 4.5										
SUBTOTAL	677,079	39,156	716,235	(931,511)	0	282,145	(18,135)	48,734	268,800	317,534
Article 4/8										
GGBHTD	310,145	8,060	318,204	(8,596,924)	0	8,286,774	(532,621)	(524,567)	7,731,494	7,206,927
Marin Transit	245,736	5,726	251,462	(5,784,078)	0	5,538,341	(355,969)	(350,244)	5,439,706	5,089,462
SUBTOTAL	555,881	13,785	569,666	(14,381,002)	0	13,825,115	(888,590)	(874,811)	13,171,200	12,296,389
GRAND TOTAL	\$1,232,960	\$52,942	\$1,285,901	(\$15,312,513)	\$0	\$14,107,260	(\$906,725)	(\$826,077)	\$13,440,000	\$12,613,923

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	8,941,741		13. County Auditor Estimate		9,885,444
2. Revised Revenue (Feb, 20)	9,851,557		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		909,816	14. MTC Administration (0.5% of Line 13)		49,427
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		49,427
4. MTC Administration (0.5% of Line 3)	4,549		16. MTC Planning (3.0% of Line 13)		296,563
5. County Administration (Up to 0.5% of Line 3)	4,549		17. Total Charges (Lines 14+15+16)		395,417
6. MTC Planning (3.0% of Line 3)	27,294		18. TDA Generations Less Charges (Lines 13-17)		9,490,027
7. Total Charges (Lines 4+5+6)		36,392	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		873,424	19. Article 3.0 (2.0% of Line 18)		189,801
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		9,300,226
9. Article 3 Adjustment (2.0% of line 8)	17,468		21. Article 4.5 (5.0% of Line 20)		465,011
10. Funds Remaining (Lines 8-9)		855,956	22. TDA Article 4 (Lines 20-21)		8,835,215
11. Article 4.5 Adjustment (5.0% of Line 10)	42,798				
12. Article 4 Adjustment (Lines 10-11)		813,158			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	379,236	9,553	388,788	(496,479)	0	171,681	17,468	81,458	189,801	271,259
Article 4.5	0	0	0	(380,318)	0	420,620	42,798	83,100	465,011	548,111
SUBTOTAL	379,236	9,553	388,788	(876,797)	0	592,301	60,266	164,558	654,812	819,370
Article 4/8										
NVTA ³	4,945,166	90,501	5,035,667	(11,404,997)	0	7,991,770	813,158	2,435,598	8,835,215	11,270,813
SUBTOTAL	4,945,166	90,501	5,035,667	(11,404,997)	0	7,991,770	813,158	2,435,598	8,835,215	11,270,813
GRAND TOTAL	\$5,324,402	\$100,054	\$5,424,456	(\$12,281,794)	\$0	\$8,584,071	\$873,424	\$2,600,156	\$9,490,027	\$12,090,183

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	49,262,500		13. County Auditor Estimate	53,477,500	
2. Revised Revenue (Feb, 20)	52,957,500		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		3,695,000	14. MTC Administration (0.5% of Line 13)	267,388	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	267,388	
4. MTC Administration (0.5% of Line 3)	18,475		16. MTC Planning (3.0% of Line 13)	1,604,325	
5. County Administration (Up to 0.5% of Line 3)	18,475		17. Total Charges (Lines 14+15+16)	2,139,101	
6. MTC Planning (3.0% of Line 3)	110,850		18. TDA Generations Less Charges (Lines 13-17)	51,338,399	
7. Total Charges (Lines 4+5+6)		147,800	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		3,547,200	19. Article 3.0 (2.0% of Line 18)	1,026,768	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	50,311,631	
9. Article 3 Adjustment (2.0% of line 8)	70,944		21. Article 4.5 (5.0% of Line 20)	2,515,582	
10. Funds Remaining (Lines 8-9)		3,476,256	22. TDA Article 4 (Lines 20-21)	47,796,049	
11. Article 4.5 Adjustment (5.0% of Line 10)	173,813				
12. Article 4 Adjustment (Lines 10-11)		3,302,443			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,491,449	42,283	1,533,733	(2,361,286)	0	945,840	70,944	189,231	1,026,768	1,215,999
Article 4.5	177,607	1,386	178,993	0	(2,494,916)	2,317,308	173,813	175,198	2,515,582	2,690,780
SUBTOTAL	1,669,056	43,669	1,712,726	(2,361,286)	(2,494,916)	3,263,148	244,757	364,429	3,542,350	3,906,779
Article 4										
SFMTA	3,374,551	26,357	3,400,908	(49,898,323)	2,494,916	44,028,851	3,302,443	3,328,795	47,796,049	51,124,844
SUBTOTAL	3,374,551	26,357	3,400,908	(49,898,323)	2,494,916	44,028,851	3,302,443	3,328,795	47,796,049	51,124,844
GRAND TOTAL	\$5,043,607	\$70,027	\$5,113,634	(\$52,259,609)	\$0	\$47,291,999	\$3,547,200	\$3,693,224	\$51,338,399	\$55,031,623

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	47,777,676		13. County Auditor Estimate	48,558,690	
2. Revised Revenue (Feb, 20)	46,473,271		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(1,304,405)	14. MTC Administration (0.5% of Line 13)	242,793	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	242,793	
4. MTC Administration (0.5% of Line 3)	(6,522)		16. MTC Planning (3.0% of Line 13)	1,456,761	
5. County Administration (Up to 0.5% of Line 3)	(6,522)		17. Total Charges (Lines 14+15+16)	1,942,347	
6. MTC Planning (3.0% of Line 3)	(39,132)		18. TDA Generations Less Charges (Lines 13-17)	46,616,343	
7. Total Charges (Lines 4+5+6)		(52,176)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,252,229)	19. Article 3.0 (2.0% of Line 18)	932,327	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	45,684,016	
9. Article 3 Adjustment (2.0% of line 8)	(25,045)		21. Article 4.5 (5.0% of Line 20)	2,284,201	
10. Funds Remaining (Lines 8-9)		(1,227,184)	22. TDA Article 4 (Lines 20-21)	43,399,815	
11. Article 4.5 Adjustment (5.0% of Line 10)	(61,359)				
12. Article 4 Adjustment (Lines 10-11)		(1,165,825)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,932,496	101,875	4,034,370	(2,899,417)	0	917,331	(25,045)	2,027,239	932,327	2,959,566
Article 4.5	435,943	26,484	462,428	(2,540,745)	0	2,247,462	(61,359)	107,786	2,284,201	2,391,987
SUBTOTAL	4,368,439	128,359	4,496,798	(5,440,162)	0	3,164,793	(86,404)	2,135,025	3,216,528	5,351,553
Article 4										
SamTrans	5,575,128	431,953	6,007,081	(45,540,233)	0	42,701,777	(1,165,825)	2,002,800	43,399,815	45,402,615
SUBTOTAL	5,575,128	431,953	6,007,081	(45,540,233)	0	42,701,777	(1,165,825)	2,002,800	43,399,815	45,402,615
GRAND TOTAL	\$9,943,567	\$560,312	\$10,503,879	(\$50,980,395)	\$0	\$45,866,570	(\$1,252,229)	\$4,137,825	\$46,616,343	\$50,754,168

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2019-20 TDA Revenue Estimate		FY2020-21 TDA Revenue Estimate	
FY2019-20 Generation Estimate Adjustment		FY2020-21 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 19)	117,635,000	13. County Auditor Estimate	121,909,000
2. Revised Revenue (Feb, 20)	119,753,348	FY2020-21 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	2,118,348	14. MTC Administration (0.5% of Line 13)	609,545
FY2019-20 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	609,545
4. MTC Administration (0.5% of Line 3)	10,592	16. MTC Planning (3.0% of Line 13)	3,657,270
5. County Administration (Up to 0.5% of Line 3)	10,592	17. Total Charges (Lines 14+15+16)	4,876,360
6. MTC Planning (3.0% of Line 3)	63,550	18. TDA Generations Less Charges (Lines 13-17)	117,032,640
7. Total Charges (Lines 4+5+6)	84,734	FY2020-21 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	2,033,614	19. Article 3.0 (2.0% of Line 18)	2,340,653
FY2019-20 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	114,691,987
9. Article 3 Adjustment (2.0% of line 8)	40,672	21. Article 4.5 (5.0% of Line 20)	5,734,599
10. Funds Remaining (Lines 8-9)	1,992,942	22. TDA Article 4 (Lines 20-21)	108,957,388
11. Article 4.5 Adjustment (5.0% of Line 10)	99,647		
12. Article 4 Adjustment (Lines 10-11)	1,893,295		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,019,259	185,369	5,204,628	(6,076,146)		2,258,592	40,672	1,427,746	2,340,653	3,768,399
Article 4.5	135,445	447	135,892	(5,642,388)	0	5,533,550	99,647	126,701	5,734,599	5,861,300
SUBTOTAL	5,154,704	185,815	5,340,519	(11,718,534)	0	7,792,142	140,319	1,554,447	8,075,252	9,629,699
Article 4										
VTA	2,573,497	26,855	2,600,352	(107,205,380)	0	105,137,458	1,893,295	2,425,725	108,957,388	111,383,113
SUBTOTAL	2,573,497	26,855	2,600,352	(107,205,380)	0	105,137,458	1,893,295	2,425,725	108,957,388	111,383,113
GRAND TOTAL	\$7,728,201	\$212,670	\$7,940,871	(\$118,923,914)	\$0	\$112,929,600	\$2,033,614	\$3,980,172	\$117,032,640	\$121,012,812

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	21,239,810		13. County Auditor Estimate		22,251,809
2. Revised Revenue (Feb, 20)	22,251,809		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,011,999	14. MTC Administration (0.5% of Line 13)	111,259	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	111,259	
4. MTC Administration (0.5% of Line 3)	5,060		16. MTC Planning (3.0% of Line 13)	667,554	
5. County Administration (Up to 0.5% of Line 3)	5,060		17. Total Charges (Lines 14+15+16)		890,072
6. MTC Planning (3.0% of Line 3)	30,360		18. TDA Generations Less Charges (Lines 13-17)		21,361,737
7. Total Charges (Lines 4+5+6)		40,480	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		971,519	19. Article 3.0 (2.0% of Line 18)	427,235	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		20,934,502
9. Article 3 Adjustment (2.0% of line 8)	19,430		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		952,089	22. TDA Article 4 (Lines 20-21)		20,934,502
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		952,089			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	964,815	20,287	985,103	(1,355,968)	0	407,804	19,430	56,369	427,235	483,604
Article 4.5										
SUBTOTAL	964,815	20,287	985,103	(1,355,968)	0	407,804	19,430	56,369	427,235	483,604
Article 4/8										
Dixon	1,278,184	25,136	1,303,320	(1,431,732)	0	903,994	43,072	818,653	938,978	1,757,631
Fairfield	5,969,565	126,454	6,096,018	(9,066,136)	0	5,277,659	251,461	2,559,002	5,557,256	8,116,258
Rio Vista	627,857	13,684	641,541	(418,055)	0	417,466	19,891	660,842	446,672	1,107,514
Solano County	1,888,628	35,339	1,923,968	(840,480)	0	892,044	42,503	2,018,034	928,826	2,946,860
Suisun City	47,248	4,505	51,754	(1,373,612)	0	1,326,366	63,197	67,705	1,396,892	1,464,597
Vacaville	9,400,831	208,238	9,609,069	(4,647,361)	0	4,497,114	214,271	9,673,094	4,687,157	14,360,251
Vallejo/Benicia	5,379,599	120,873	5,500,472	(7,116,757)	3,821,134	6,667,772	317,695	9,190,315	6,978,721	16,169,036
SUBTOTAL	24,591,913	534,229	25,126,142	(24,894,133)	3,821,134	19,982,414	952,089	24,987,645	20,934,502	45,922,147
GRAND TOTAL	\$25,556,728	\$554,516	\$26,111,245	(\$26,250,101)	\$3,821,134	\$20,390,218	\$971,519	\$25,044,014	\$21,361,737	\$46,405,751

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	26,800,000		13. County Auditor Estimate	26,300,000	
2. Revised Revenue (Feb, 20)	25,500,000		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(1,300,000)	14. MTC Administration (0.5% of Line 13)	131,500	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	131,500	
4. MTC Administration (0.5% of Line 3)	(6,500)		16. MTC Planning (3.0% of Line 13)	789,000	
5. County Administration (Up to 0.5% of Line 3)	(6,500)		17. Total Charges (Lines 14+15+16)	1,052,000	
6. MTC Planning (3.0% of Line 3)	(39,000)		18. TDA Generations Less Charges (Lines 13-17)	25,248,000	
7. Total Charges (Lines 4+5+6)		(52,000)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,248,000)	19. Article 3.0 (2.0% of Line 18)	504,960	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	24,743,040	
9. Article 3 Adjustment (2.0% of line 8)	(24,960)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(1,223,040)	22. TDA Article 4 (Lines 20-21)	24,743,040	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(1,223,040)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,758,934	40,223	1,799,156	(869,672)	0	514,560	(24,960)	1,419,084	504,960	1,924,044
Article 4.5										
SUBTOTAL	1,758,934	40,223	1,799,156	(869,672)	0	514,560	(24,960)	1,419,084	504,960	1,924,044
Article 4/8										
GGBHTD ³	238,300	7,927	246,227	(6,517,325)	0	6,303,360	(305,760)	(273,498)	6,185,760	5,912,262
Petaluma	1,405,490	17,826	1,423,316	(2,214,933)	0	1,951,520	(94,663)	1,065,240	2,182,336	3,247,576
Santa Rosa	2,339,172	40,354	2,379,526	(7,270,963)	0	6,812,671	(330,465)	1,590,769	6,509,894	8,100,663
Sonoma County	5,864,746	66,282	5,931,028	(11,496,251)	288,700	10,145,888	(492,151)	4,377,214	9,865,050	14,242,264
SUBTOTAL	9,847,709	132,388	9,980,097	(27,499,472)	288,700	25,213,440	(1,223,040)	6,759,725	24,743,040	31,502,765
GRAND TOTAL	\$11,606,642	\$172,611	\$11,779,253	(\$28,369,144)	\$288,700	\$25,728,000	(\$1,248,000)	\$8,178,809	\$25,248,000	\$33,426,809

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.

**FY 2020-21 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2019-20 STA Revenue Estimate		FY2020-21 STA Revenue Estimate	
1. State Estimate (Nov, 19)	\$186,228,565	4. Projected Carryover (Aug, 20)	\$23,254,193
2. Actual Revenue (Aug, 20)		5. State Estimate (Jan, 20)	\$185,087,967
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$208,342,160

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
ACCMA - Corresponding to ACE	215,031	0	290,259	505,290	288,482	793,772
Caltrain	693,854	(8,469,994)	8,496,363	720,223	8,444,325	9,164,548
CCCTA	215,568	(848,487)	789,680	156,761	784,843	941,604
City of Dixon	24,344	0	7,403	31,747	7,357	39,104
ECCTA	237,439	(595,594)	415,004	56,849	412,462	469,311
City of Fairfield	91,860	(275,474)	163,554	(20,060)	162,553	142,493
GGBHTD	47,254	(8,291,789)	8,540,790	296,255	8,488,481	8,784,736
LAVTA	344,595	(340,493)	349,728	353,830	347,586	701,416
Marin Transit	1,018,368	(789,089)	1,668,066	1,897,344	1,657,849	3,555,193
NVTA	97,905	(206,345)	116,000	7,560	115,288	122,848
City of Petaluma	60,347	(41,087)	49,382	68,642	49,080	117,722
City of Rio Vista	4,575	0	7,458	12,033	7,412	19,445
SamTrans	3,921,525	(10,751,081)	8,121,101	1,291,545	8,071,361	9,362,906
SMART	18,515	0	1,695,538	1,714,053	1,685,153	3,399,206
City of Santa Rosa	777	(168,657)	160,210	(7,670)	159,229	151,559
Solano County Transit	55,949	(418,539)	351,963	(10,627)	349,807	339,180
Sonoma County Transit	47,091	(251,311)	225,725	21,505	224,342	245,847
City of Union City	20,142	(136,071)	116,445	516	115,731	116,247
Vacaville City Coach	46,943	0	29,292	76,235	29,112	105,347
VTA	119,051	(23,234,042)	23,249,042	134,051	23,106,649	23,240,700
VTA - Corresponding to ACE	865	(230,750)	216,633	(13,252)	215,305	202,053
WCCTA	100,132	(476,030)	504,435	128,537	501,346	629,883
WETA	9,411,017	0	2,314,946	11,725,963	2,300,768	14,026,731
SUBTOTAL	16,793,148	(55,524,833)	57,879,017	19,147,330	57,524,521	76,671,851
AC Transit	84,900	(20,253,875)	24,264,960	4,095,986	24,116,345	28,212,331
BART	189,225	(40,887,685)	40,698,461	0	40,449,195	40,449,195
SFMTA	252,274	(63,627,524)	63,386,127	10,877	62,997,906	63,008,783
SUBTOTAL	526,400	(124,769,084)	128,349,548	4,106,863	127,563,446	131,670,309
GRAND TOTAL	\$17,319,547	(\$180,293,917)	\$186,228,565	\$23,254,193	\$185,087,967	\$208,342,160

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
3. Projected carryover as of 6/30/20 does not include interest accrued in FY2019-20.
4. FY2020-21 STA revenue generation is based on January 31, 2020 estimates from the SCO.

**FY 2020-21 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - THROUGH FY 2017-18**

STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ⁴	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
Northern Counties/Small Operators						
Marin	0	0	0	0	0	0
Napa	0	0	0	0	0	0
Solano/Vallejo	3,913,020	(3,894,534)	0	18,486	0	18,486
Sonoma	0	0	0	0	0	0
CCCTA	181,405	(179,589)	0	1,816	0	1,816
ECCTA	0	0	0	0	0	0
LAVTA	0	0	0	0	0	0
Union City	0	0	0	0	0	0
WCCTA	0	0	0	0	0	0
SUBTOTAL	4,094,424	(4,074,123)	0	20,302	0	20,302
Regional Paratransit						
Alameda	0	0	0	0	0	0
Contra Costa	0	0	0	0	0	0
Marin	0	0	0	0	0	0
Napa	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0
San Mateo	255,152	(255,152)	0	0	0	0
Santa Clara	0	0	0	0	0	0
Solano	787,624	(657,815)	0	129,809	0	129,809
Sonoma	0	0	0	0	0	0
SUBTOTAL	1,042,776	(912,967)	0	129,809	0	129,809
Lifeline						
Alameda	2,561,258	(2,468,575)	0	92,683	0	92,683
Contra Costa	1,296,613	(972,866)	0	323,747	0	323,747
Marin	428,098	(416,988)	0	11,110	0	11,110
Napa	332,878	0	0	332,878	0	332,878
San Francisco	1,234,497	(1,070,365)	0	164,132	0	164,132
San Mateo	1,259,910	(779,998)	0	479,912	0	479,912
Santa Clara	8,602,035	(3,474,903)	0	5,127,132	0	5,127,132
Solano	592,428	(470,918)	0	121,510	0	121,510
Sonoma	888,071	(854,086)	0	33,985	0	33,985
JARC Funding Restoration ⁵	400,668	0	0	400,668	0	400,668
Participatory Budgeting Pilot	1,022,099	0	0	1,022,099	0	1,022,099
Reserve for a Means-Based Transit Fare	5,910,243	0	0	5,910,243	0	5,910,243
SUBTOTAL	24,528,801	(10,508,699)	0	14,020,099	0	14,020,099
MTC Regional Coordination Program⁶		0	0	0	0	0
BART to Warm Springs	1,682	(1,682)	0	0	0	0
SamTrans	40,561	0	0	40,561	0	40,561
GRAND TOTAL	\$29,708,244	(\$15,497,474)	\$0	\$14,210,771	\$0	\$14,210,771

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
3. The projected carryover as of 6/30/2020 does not include interest accrued in FY 2019-20. All apportionment jurisdictions must spend or request to transfer all fund balances by 6/30/2020, except for Lifeline funds which will be closed out as projects conclude.
4. FY 2018-19 - FY 2020-21 revenue is distributed through MTC Resolution 4321, adopted in February 2018. See following page for details.
5. Includes 2/26/14 Commission action to re-assign \$1.1 million in FY 2014-15 Lifeline funds, and re-assigning \$693,696 of MTC's Means-Based Discount Project balance.
6. See Regional Program on following page for details from FY 2018-19 onwards.

**FY 2020-21 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

FY2019-20 STA Revenue Estimate		FY2020-21 STA Revenue Estimate	
1. State Estimate (Nov, 19)	\$67,889,961	4. Projected Carryover (Aug, 20)	\$48,762,355
2. Actual Revenue (Aug, 20)		5. State Estimate ⁴ (Jan, 20)	\$67,474,153
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$116,236,508

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2019	FY2019-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
County Block Grant⁵						
Alameda	499,255	(8,867,741)	8,359,440	(9,046)	8,349,235	8,340,189
Contra Costa	98,261	(10,600,690)	10,490,037	(12,392)	10,477,231	10,464,839
Marin	10,134	(2,711,879)	2,698,558	(3,187)	2,695,264	2,692,077
Napa	267,635	(1,928,357)	1,650,713	(10,008)	1,648,698	1,638,690
San Francisco	2,329,879	(2,903,814)	3,998,569	3,424,634	3,993,687	7,418,321
San Mateo	2,308,361	(1,407,983)	2,394,047	3,294,425	2,391,124	5,685,549
Santa Clara	24,933	(6,814,416)	6,664,063	(125,420)	6,655,927	6,530,507
Solano	4,788,590	(2,361,293)	4,966,343	7,393,641	4,960,280	12,353,921
Sonoma	535,610	(6,610,747)	6,067,869	(7,268)	6,060,461	6,053,193
SUBTOTAL	10,862,659	(44,206,920)	47,289,639	13,945,379	47,231,907	61,177,286
Regional Program⁶	10,945,583	(8,551,000)	12,266,988	14,661,571	12,242,246	26,903,817
Means-Based Transit Fare Program	13,692,555	(2,650,832)	8,000,000	19,041,723	8,000,000	27,041,723
Transit Emergency Service Contingency Fund⁷	746,473	33,876	333,333	1,113,682	0	1,113,682
GRAND TOTAL	\$36,247,270	(\$55,374,876)	\$67,889,961	\$48,762,355	\$67,474,153	\$116,236,508

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. The projected carryover as of 6/30/2020 does not include interest accrued in FY 2019-20.

4. FY2020-21 STA revenue generation based on January 31, 2019 State Controller's Office (SCO) forecast.

5. County Block Grant adopted through MTC Resolution 4321 in February 2018.

6. Regional Program adopted through MTC Resolution 4321 in February 2018. Balance and carryover amounts are from the MTC Regional Coordination Program established through MTC Resolution 3837, Revised. Funds are committed to Clipper® and other MTC Customer Service projects.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program. MTC expects to receive claims for funds in FY 2019-20 due to 2019 North Bay fires, which will increase outstanding commitments and reduce the fund balance below \$1,000,000.

**FY 2020-21 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=D+E
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	5,718,615	(4,220,745)	1,000,000	2,497,870	1,000,000	3,497,870
Bay Trail	0	(450,000)	450,000	0	450,000	450,000
Studies	564,510	(139,454)	0	425,055	0	425,055
SUBTOTAL	6,283,125	(4,810,199)	1,450,000	2,922,925	1,450,000	4,372,925
5% State General Fund Revenues						
Ferry	13,055,918	(8,137,340)	3,341,267	8,259,844	3,374,680	11,634,524
Bay Trail	112,972	(383,076)	273,421	3,316	281,706	285,022
SUBTOTAL	13,168,890	(8,520,416)	3,614,688	8,263,160	3,656,386	11,919,546

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.
2. Balance as of 6/30/19 is from MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2020-21 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2019-20 AB1107 Revenue Estimate		FY2020-21 AB1107 Estimate	
1. Original MTC Estimate (Feb, 19)	\$91,000,000	4. Projected Carryover (Jun, 19)	\$0
2. Revised Estimate (Feb, 20)	\$91,000,000	5. MTC Estimate (Feb, 19)	\$93,500,000
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$93,500,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(45,500,000)	45,500,000	0	0	46,750,000	46,750,000
SFMTA	0	0	0	(45,500,000)	45,500,000	0	0	46,750,000	46,750,000
TOTAL	\$0	\$0	\$0	(\$91,000,000)	\$91,000,000	\$0	\$0	\$93,500,000	\$93,500,000

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

**FY 2020-21 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT		
Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	\$4,295,161	\$1,947,015
AC Transit	\$3,922,463	\$586,887
LAVTA	\$145,878	
Pleasanton	\$81,269	
Union City	\$145,552	
CCCTA		\$804,507
ECCTA		\$427,370
WCCTA		\$128,251

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2020-21
CCCTA	\$938,028
LAVTA	\$789,344
ECCTA	\$3,049,550
WCCTA	\$3,174,896

Fund Source	Apportionment Jurisdictions	Claimant	Amount¹	Program
Total Available BART STA Revenue-Based Funds			\$40,449,195	
STA Revenue-Based	BART	CCCTA	(938,028)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(692,416)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(3,049,550)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,918,228)	BART Feeder Bus
Total Payment			(7,598,222)	
Remaining BART STA Revenue-Based Funds			\$32,850,973	
Total Available BART TDA Article 4 Funds			\$353,597	
TDA Article 4	BART-Alameda	LAVTA	(96,929)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(256,668)	BART Feeder Bus
Total Payment			(353,597)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$9,362,906	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$8,561,882	
Total Available Union City TDA Article 4 Funds			\$13,807,798	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$13,691,099	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

**FY 2020-21 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-19	MTC Res-3833	MTC Res-3925	FY2020-21
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

**FY 2020-21 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

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FY2019-20 LCTOP Revenue Estimate¹		FY2020-21 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 20)	\$114,100,000	5. Estimated Statewide Appropriation (Jan, 20)	\$125,000,000
2. MTC Region Revenue-Based Funding	\$30,506,964	6. Estimated MTC Region Revenue-Based Funding	\$33,421,301
3. MTC Region Population-Based Funding	\$11,121,369	7. Estimated MTC Region Population-Based Funding	\$12,183,796
4. Total MTC Region Funds	\$41,628,333	8. Estimated Total MTC Region Funds	\$45,605,097

1. The FY 2019-20 LCTOP revenue generation is based on the \$114 million revised estimate included in the FY 2020-21 State Budget.

2. The FY 2020-21 LCTOP revenue generation is based on the \$125 million estimated in the FY 2020-21 State Budget.

**FY 2020-21 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

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FY2019-20 SGR Population-Based Revenue Estimate		FY2020-21 SGR Population-Based Revenue Estimate	
1. State Estimate (Nov, 19)	\$28,775,741	4. Projected Carryover (Aug, 20)	\$28,618,947
2. Actual Revenue (Aug, 20)		5. State Estimate (Jan, 20)	\$29,610,203
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$58,229,150

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	91	0	44,850	44,942	46,151	91,093
Caltrain	12	(142,483)	1,312,844	1,170,373	1,350,915	2,521,288
CCCTA	260	0	122,020	122,280	125,558	247,838
City of Dixon	3	0	1,144	1,147	1,177	2,324
ECCTA	122	0	64,126	64,247	65,985	130,232
City of Fairfield	79	0	25,272	25,351	26,005	51,356
GGBHTD	2,786	0	1,319,709	1,322,496	1,357,979	2,680,475
LAVTA	116	0	54,039	54,155	55,606	109,761
Marin Transit	0	(74,638)	257,747	183,109	265,221	448,330
NVTA	38	0	17,924	17,962	18,444	36,406
City of Petaluma	14	0	7,630	7,644	7,852	15,496
City of Rio Vista	1	0	1,152	1,154	1,186	2,340
SamTrans	2,751	0	1,254,860	1,257,611	1,291,249	2,548,860
SMART	573	0	261,992	262,565	269,589	532,154
City of Santa Rosa	58	0	24,755	24,813	25,473	50,286
Solano County Transit	125	0	54,385	54,509	55,962	110,471
Sonoma County Transit	77	0	34,879	34,956	35,890	70,846
City of Union City	38	0	17,993	18,031	18,515	36,546
Vacaville City Coach	9	0	4,526	4,535	4,657	9,192
VTA	10,027	0	3,592,405	3,602,432	3,696,581	7,299,013
VTA - Corresponding to ACE	71	0	33,474	33,545	34,444	67,989
WCCTA	162	0	77,944	78,106	80,205	158,311
WETA	676	0	357,702	358,378	368,075	726,453
SUBTOTAL	18,089	(217,121)	8,943,373	8,744,341	9,202,720	17,947,061
AC Transit	7,068	0	3,749,383	3,756,451	3,858,111	7,614,562
BART	13,713	0	6,288,661	6,302,374	6,471,025	12,773,399
SFMTA	21,458	0	9,794,323	9,815,781	10,078,347	19,894,128
SUBTOTAL	42,239	0	19,832,368	19,874,606	20,407,483	40,282,089
GRAND TOTAL	\$60,329	(\$217,121)	\$28,775,741	\$28,618,947	\$29,610,203	\$58,229,150

1. FY2019-20 State of Good Repair Program revenue generation is based on November 21, 2019 estimates from the State Controller's Office (SCO).

2. FY2020-21 State of Good Repair Program revenue generation is based on January 31, 2020p estimates from the State Controller's Office (SCO).

**FY 2020-21 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2019-20 SGR Population-Based Revenue Estimate		FY2020-21 SGR Population-Based Revenue Estimate				
1. State Estimate (Nov, 19)	\$10,490,248	4. Projected Carryover (Aug, 20)	\$10,539,700			
2. Actual Revenue (Aug, 20)		5. State Estimate (Jan, 20)	\$10,794,453			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$21,334,153			
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	6,112,080	(6,062,628)	10,490,248	10,539,700	10,794,453	21,334,153
GRAND TOTAL	\$6,112,080	(\$6,062,628)	\$10,490,248	\$10,539,700	\$10,794,453	\$21,334,153

1. FY2019-20 State of Good Repair Program revenue generation is based on November 21, 2019 estimates from the State Controller's Office (SCO).

2. FY2020-21 State of Good Repair Program revenue generation is based on January 31, 2020 estimates from the State Controller's Office (SCO).

3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.



FY 2020-21 Fund Estimate

Programming and Allocations Committee
February 12, 2020

Agenda Item 3a

MTC's Fund Estimate

- State law requires MTC to complete a Fund Estimate by March 1st annually
- Assists transit operators in budgeting
- Approx. 40% of Bay Area transit operating revenues are based on sales taxes
- Operators will be urged to be cautious in their budgeting for FY 2020-21 given uncertainty about the economy
- **FY 2020-21 Fund Estimate will program approx. \$873 million, mostly for transit operations**

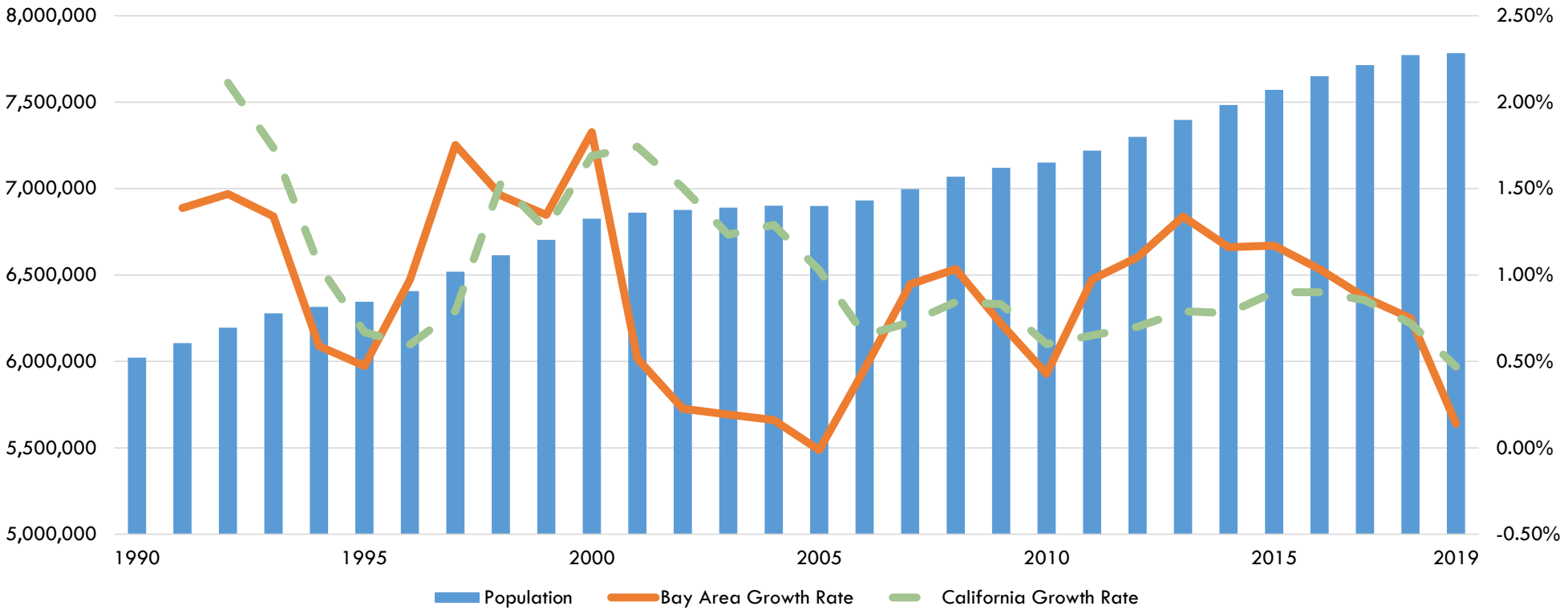


Fund Estimate Overview

	Program	Description	FY 2019-20 Estimate (\$, in millions)	FY 2020-21 Estimate (\$, in millions)
Sales Taxes and Tolls	Transportation Development Act (TDA) ¼ ¢ Sales Tax	¼ ¢ sales tax in each county	\$427	\$436
	AB 1107 ½ ¢ Sales Tax	MTC administers 25% of the revenue from the ½ ¢ sales tax in the three BART district counties	\$91	\$94
	Bridge Tolls	MTC 2% Toll Revenues and 5% State General Fund Revenues	\$5	\$5
STA Formula	State Transit Assistance (STA)	Sales tax on diesel fuel in CA	\$254	\$253
	State of Good Repair (SGR) Program	Transportation Improvement Fee (vehicle registration fee)	\$40	\$40
	Low Carbon Transit Operations Program (LCTOP)	5% of Cap-and-Trade auction revenues	\$42	\$46

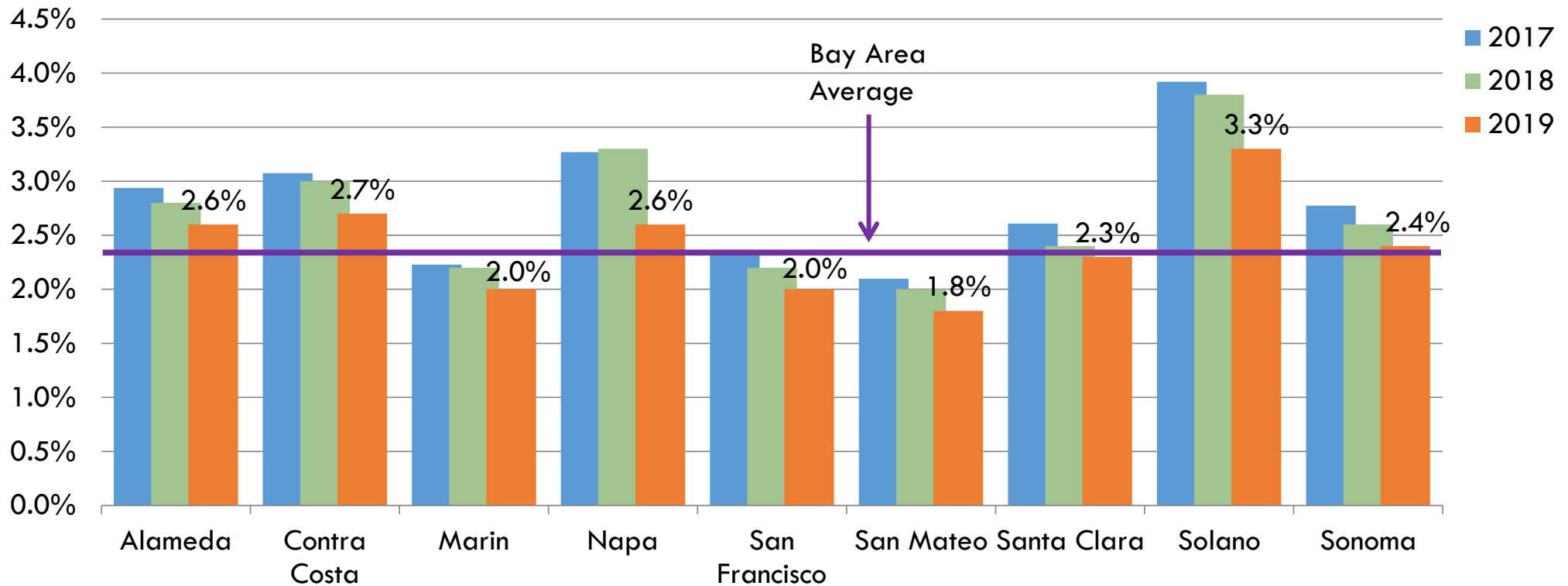
Note: Estimated revenue amounts are rounded to nearest million.

Bay Area Population



Source: California Department of Finance

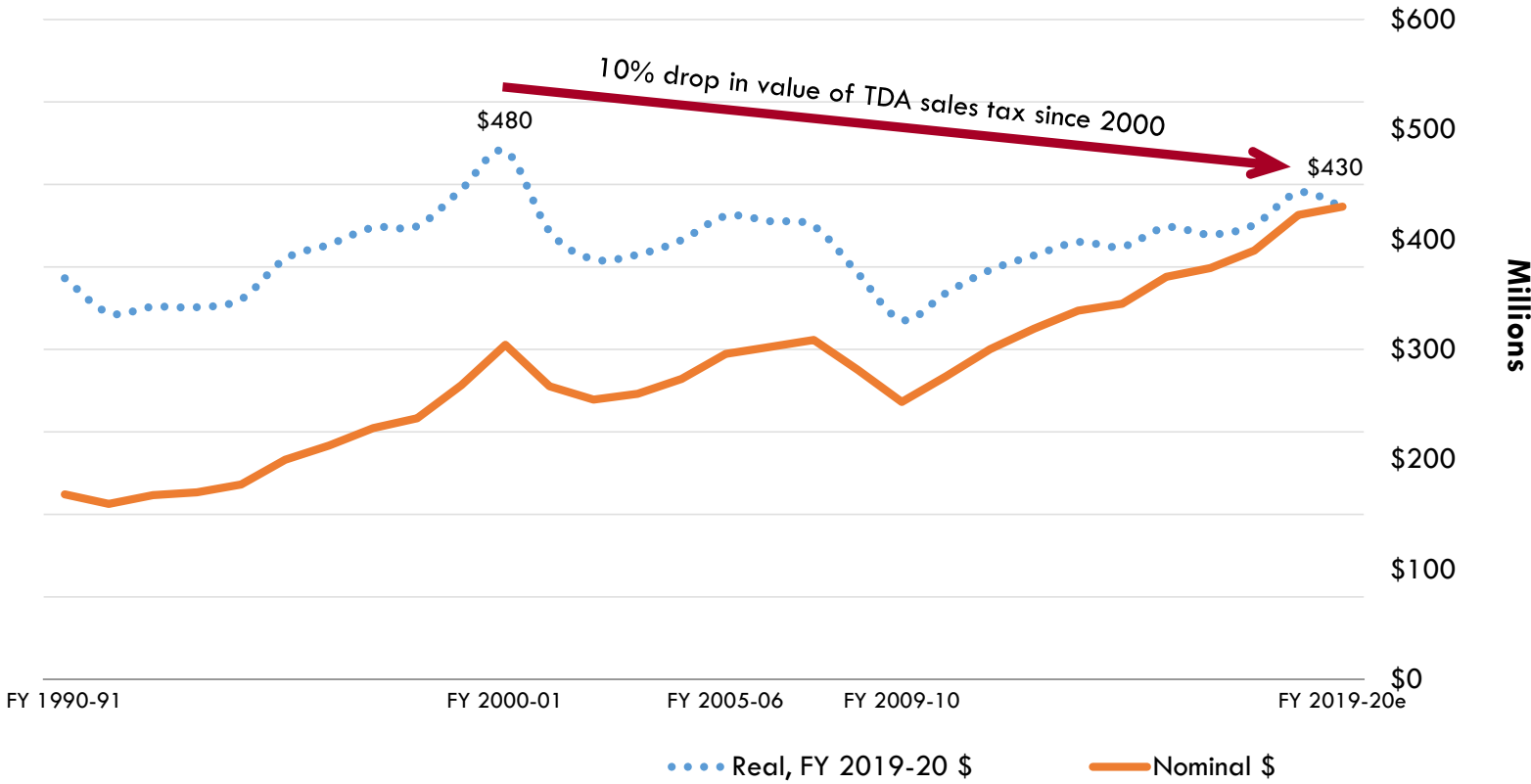
2.4% Unemployment Rate – An All Time Low



Data current as of December 2018 (most recent available data).

Source: California Employment Development Department, Labor Market Information Division – www.labormarketinfo.edd.ca.gov

Real Sales Tax Revenue: 10% Drop Since 2000



Source:
 1. Actuals reported by CA Dept. of Tax & Fee Admin.
 2. FY 2019-20 estimates from FY 2019-20 Fund Estimate

TDA Sales Tax Forecast FY 2020-21

- Estimates for each county prepared by individual county Auditor/Controllers
- Return to source, revenue earned in a county is spent in that county
- Revenue primarily used for transit operations and capital expenses
- Operators should be extra cautious due to uncertainty in County Auditor forecasts resulting from sales tax distribution changes
- **FY 2020-21 forecast of \$435.6 million** is a **2.1% increase** above the Auditor/Controllers' revised forecast for FY 2019-20 (\$426.5 million)
 - Revised FY 2019-20 Auditor/Controllers' forecast represents a 0.8% decrease over original forecast
 - Impacts of *Wayfair* decision on revenue still unclear



AB 1107 Sales Tax Forecast FY 2019-20

- 25% of total revenue from BART's sales tax in Alameda, Contra Costa, and San Francisco counties
- MTC estimates revenue and establishes funding policy
- Only AC Transit, BART, and SFMTA eligible to receive AB 1107 funds per state statute
- Historically, Commission policy is to distribute 50% of funds to AC Transit and 50% to SFMTA
- **FY 2020-21 forecast of \$93.5 million** is a **0% increase** above the actuals for FY 2018-19 (\$93.5 million)

Conservative forecast, but all revenues received will automatically be allocated to SFMTA and AC Transit



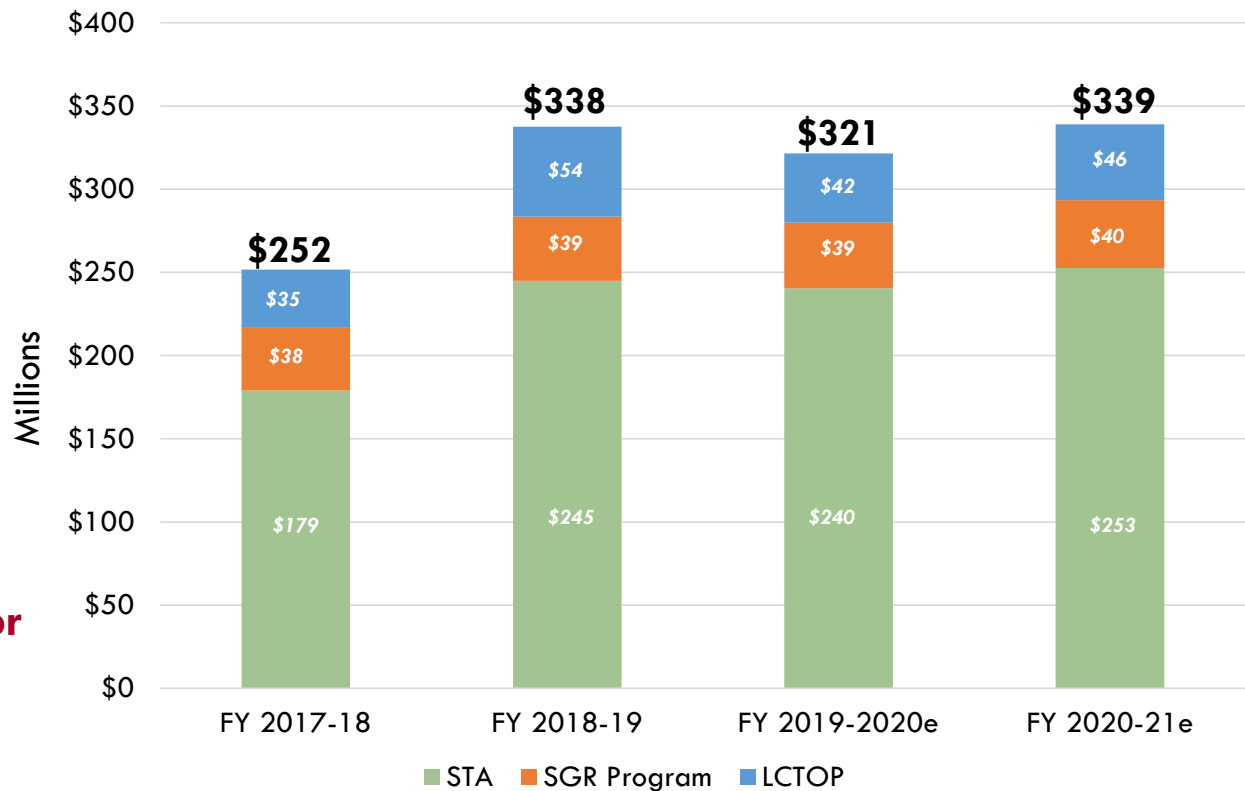
STA Formula Programs FY 2020-21

State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program

Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue

Population-Based funds flow to the Bay Area based on our 19.5% share of the state's population and are programmed by MTC

FY 2020-21 forecast of \$339 million for the Bay Area in STA, State of Good Repair (SGR) Program and Low Carbon Transit Operations Program (LCTOP) revenue



Staff recommendation is to forward to the Commission for approval:

MTC Resolution 4402 (FY 2020-21 Fund Estimate)





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0115 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4403. Adoption of the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines.

The 2021 Regional ATP Cycle 5 will provide \$37 million in new programming covering the fiscal years 2021-22 through FY 2024-25. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 5 funds.

Sponsors:

Indexes:

Code sections:

Attachments: [7b PAC-3b Reso-4403 ATP.pdf](#)
[3b Reso-4403 ATP.pdf](#)

Date	Ver.	Action By	Action	Result
2/12/2020	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4403. Adoption of the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines.

The 2021 Regional ATP Cycle 5 will provide \$37 million in new programming covering the fiscal years 2021-22 through FY 2024-25. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 5 funds.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 12, 2020

Agenda Item 3b

Resolution No. 4403

Subject: Adoption of the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines

Background: The State established the Active Transportation Program (ATP) in September 2013. ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program (“Statewide Competitive ATP”);
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (“Regional ATP”).

MTC is responsible for developing the guidelines for the Regional ATP, and for recommending proposed projects to the California Transportation Commission (CTC) for adoption. Resolution No. 4403 establishes MTC’s policies, procedures, and project selection criteria for the Cycle 5 Regional ATP. Staff expects about \$37 million in new funding available for MTC to program as part of the regional ATP over four years, FY 2021-22 through FY 2024-25.

MTC Guidelines – Proposed Changes

MTC’s Regional ATP Guidelines are based on CTC’s draft ATP Guidelines, scheduled for adoption on March 25, 2020. MTC staff recommends several changes from the Statewide Guidelines, summarized below and further explained in Attachments 1 and 2. Attachment 3 includes a summary of all previously awarded projects in the ATP.

- Remove the 10% target for project funding requests \$1 million and under (a provision in previous MTC ATP Guidelines); and
- Include a new provision requiring applicants requesting more than \$10 million to provide a scalability plan for their project.

Staff expects the region will continue to exceed the 25% state Disadvantaged Communities funding minimum with these minor policy shifts.

Application Technical Assistance Program

Staff proposes establishing an application technical assistance program for applicants in ATP Cycle 5. Regional performance in the Statewide Competitive program has varied greatly, with Bay Area jurisdictions receiving anywhere from 6% to 20% of the available funds in a given cycle. The proposed technical assistance program would provide early application scoping assistance and screening over the next few months, and 1-on-1 application technical assistance in the weeks leading up to application deadline. Staff expects this additional assistance will improve the quality and overall competitiveness of applications from the region.

Staff will prioritize technical assistance for agencies with projects benefiting disadvantaged communities and for agencies that have historically underperformed in the ATP. Further, staff will ensure that application evaluators will not review the same applications they provided technical assistance on, to avoid any conflict of interest.

Schedule and Other Considerations


Staff will submit these guidelines to the CTC for approval following Commission approval. Upon CTC approval of MTC's Regional ATP Guidelines, expected in March 2020, MTC will issue a call for projects for the regional program. Applications for the Regional ATP are due to MTC by June 15, 2020, which is the same due date as the Statewide Competitive ATP. MTC staff will recommend programming of projects from the Regional ATP in early 2021 via an amendment to MTC Resolution No. 4403.

Consistent with the recent discussion at the Commission workshop, no requirements are included in the proposed policy related to housing law compliance or production. Note that the state guidelines do ask jurisdictions to highlight connections to existing and planned housing for large transformative projects, but no points are currently attached to this reporting.

Issues: None.

Recommendation: 1) Refer MTC Resolution No. 4403 to the Commission for approval; 2) direct staff to submit MTC's Regional ATP Guidelines to the California Transportation Commission, and 3) authorize a call for projects consistent with the guidelines upon CTC's approval of MTC's Guidelines.

Attachments: Attachment 1 – Highlighted CTC 2021 ATP Guideline Changes
Attachment 2 – Regional ATP Guidelines Highlights
Attachment 3 – ATP History: List of Previously Awarded Projects
MTC Resolution No. 4403


Therese W. McMillan

Highlighted CTC 2021 ATP Guideline Changes

- **Updated Disadvantaged Communities Definitions**

The CTC removed the Regional Definition as a standalone qualifying metric for Disadvantaged Communities. However, if an applicant believes their project benefits a disadvantaged community, but the project does not meet one of the four approved metrics (median household income, CalEnviroScreen, National School Lunch Program, or Tribal Land criteria), the applicant may submit another means of qualifying as a disadvantaged community in the “Other” category. The Statewide Guidelines list regional definitions that are adopted as a part of a regular 4-year cycle of a Regional Transportation Plan/ Sustainable Communities Strategy and used for broader planning purposes beyond the ATP as a recommended alternative to use to qualify as a disadvantaged community. Applicants must note that if they use MTC’s Communities of Concern or any other means to be eligible beyond the four approved categories, their application cannot obtain the maximum amount of points in the disadvantaged communities section as CTC will not score the severity piece of the question.

- **Updated Project Size Thresholds**

CTC staff will maintain the five different application types available for applicants to complete depending on the project type and size. CTC updated the application size thresholds for the small and medium infrastructure/non-infrastructure categories. The applicant must complete the application appropriate for their project. The five application categories are:

- A. Large Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Any project requesting over \$10M in ATP funding will require an onsite field review with Caltrans and CTC staff.
- B. Medium Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$2 million to \$7 million will be considered a Medium Project and must use the Medium Project application.
- C. Small Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$2 million will be considered a Small Project and must use the Small Project application.
- D. Non-infrastructure Only
- E. Plan

- **Leveraging Funds**

The CTC will only consider funds that are not allocated by the Commission on a project-specific basis as eligible for leveraging points, with the exception of State Transportation Improvement Program funding.

Regional ATP Guidelines Highlights

Proposed Regional ATP Guidelines

MTC will follow the State Competitive ATP Guidelines, with the main differences from the Statewide ATP Guidelines as noted below:

1. Maintain additional screening criteria to require that jurisdictions receiving funds have an approved Housing Element and Complete Streets Policies, as required with the One Bay Area Grant Program (OBAG 2).
2. Maintain additional screening criteria focused on transit agency coordination.
3. Update additional evaluation criteria, as follows:
 - a. Consistency with Regional Priorities and Planning Efforts (such as Bay Trail and Regional Bike Network build-out and gap closures, and multi-jurisdictional projects, construction only requests). **Up to 7 points**, to be scored by MTC Staff.
 - b. Completion of Approved Environmental Document. Met by proof of an approved environmental document, and does not apply to planning activities or stand-alone non-infrastructure projects. **0 or 3 points**.
 - c. Countywide Plans/Goals Consistency. Met by Bay Area County Transportation Agency determination of consistency with countywide plans and/or goals. Inconsistent projects will receive a 2 point penalty. **0 or -2 point**.
 - d. Deliverability. MTC staff will review the project's proposed schedule for deliverability. Projects deemed undeliverable or that have significant delivery risks will receive a 5 point penalty. **0 or -5 points**.
 - e. Consistency with Community-Based Transportation Plan (CBTP). Additional points in the Disadvantaged Communities portion of the Statewide Application for projects identified in an approved CBTP. **See item 4 below**.
 - f. Consistency with Vision Zero Policy & Bike and Pedestrian Safety Policy or Plan. Additional points in the Disadvantaged Communities portion of the Statewide Application for projects within a jurisdiction with an adopted Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan. **See item 4 below**.
4. Maintain the revised the Disadvantaged Communities portion of the Statewide Application as follows:
 - a. Assign the statewide score value for Disadvantaged Communities to 60% of the statewide value (maximum 10 points reduced to 6 points), with the remaining 20% of the statewide value awarded to projects within a jurisdiction with an adopted Vision Zero or Bike and Pedestrian Safety Policy or Plan, and 20% for projects identified in an approved CBTP. Proof of CBTP and Safety Policy or Plan consistency must be provided in the supplemental regional application.
 - b. Use MTC's Communities of Concern definition to meet the 25% requirement for projects benefiting "Disadvantaged Communities," rather than other measures prescribed by CTC (such as median household income, Cal-Enviro-Screen 3.0, tribal lands, and percent of subsidized school lunches), as allowed by state guidelines.
5. Maintain an 11.47% match requirement, with waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to school projects. Also, MTC will waive local match for construction if pre-construction phases are funded entirely with non-federal and non-ATP funds.
6. Remove the 10% target for project funding requests \$1 million and under.
7. Include a provision requiring applicants requesting more than \$10 million to provide a scalability plan for their project.

- a. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request.
8. Maintain a contingency project list.
 - a. MTC will continue to adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 5 Regional ATP that occur prior to the adoption of Cycle 6. This will ensure that MTC will fully program all regional ATP funds, and minimize the loss of ATP funds to the region.

In addition to the above changes, all projects in the Regional ATP must comply with regional policies, including Resolution 3606 deadlines, and must submit a resolution of local support for all selected projects by April 1, 2021.

Other Information

Funding Amount:

The statewide competitive portion of the ATP provides about \$220M over four years, FY2021-22 through FY2024-25. MTC's large urbanized area share of the ATP provides \$37 million in new funding to the nine-county MTC region.

Schedule:

The current estimated schedule for the Cycle 5 ATP is below.

Milestone	Statewide ATP	Regional ATP
MTC Guideline Adoption	N/A	February 26, 2020
CTC Guideline Approval	March 25, 2020	March 25, 2020
Call for Projects	March 26, 2020	March 26, 2020
Application Due Date	June 15, 2020	June 15, 2020
Staff Recommendations	November 2020	January 6, 2021
MTC Adoption	N/A	January 27, 2021
CTC Approval	December 2, 2020	March 2021

Application and Evaluation:

MTC staff will prepare a supplemental application for projects competing for the Regional ATP proposal above. The base application will remain the statewide application to avoid duplication. Staff will form a multi-disciplinary evaluation committee to score and rank the submitted applications.

Programming in the TIP:

Project sponsors will be able to add the projects into the TIP following CTC approval of the Regional ATP program in March 2021.

ATP Contact:

For additional information, please go to the State ATP website (<https://catc.ca.gov/programs/active-transportation-program>), MTC's ATP website (<http://mtc.ca.gov/atp>), or contact Karl Anderson, MTC's ATP Program Manager, 415-778-6645, kanderson@bayareametro.gov.

ATP Regional Component Project Information - All ATP Cycles				
County	Sponsor	Cycle	Project Title	ATP Award Amount
Alameda	Alameda	1	Cross Alameda Trail	\$2,231,000
Alameda	Alameda County	1	Ashland Ave Bike/Ped SRTS	\$708,000
Alameda	Alameda County	1	Be Oakland, Be Active: A Comprehensive SRTS Program	\$988,000
Alameda	Alameda County	1	Hillside Elementary School SRTS	\$858,000
Alameda	Alameda County	1	Safe Routes to School Alameda County	\$668,000
Alameda	Berkeley	1	SRTS Improvements for LeConte Elementary	\$555,000
Alameda	Livermore	1	Marylin Ave Elementary SRTS	\$358,000
Alameda	Oakland	1	City of Oakland Improvements for SRTS	\$1,236,000
Alameda	Oakland	1	High-Courtland-Ygnacio Intersection improvements	\$443,000
Alameda	Oakland	1	Lake Merritt to Bay Trail Bicycle Ped Gap Closure Project	\$3,210,000
Contra Costa	Contra Costa County Transportation Authority	1	Riverside Ave Ped Overcrossing Replacement	\$2,000,000
Contra Costa	Contra Costa County	1	Pt Chicago Hwy/Willow Pass Bike/Ped Facility	\$800,000
Contra Costa	East Bay Regional Park District	1	San Francisco Bay Trail, Pinole Shores to Bay Front Park	\$4,000,000
Contra Costa	Pleasant Hill	1	Contra Costa Blvd Improvements (Beth-Harriett)	\$1,556,000
San Francisco	San Francisco Municipal Transportation Agency	1	San Francisco Citywide Bicycle Wayfinding	\$792,000
San Francisco	San Francisco Municipal Transportation Agency	1	Vision Zero Safety Investment	\$4,058,000
San Mateo	San Mateo (City)	1	City of San Mateo SRTS Program	\$2,515,000
Santa Clara	Santa Clara County	1	Gilroy Moves! SRTS (Non-infrastructure)	\$1,876,000
Santa Clara	Santa Clara Valley Transportation Authority	1	Central and South County Bicycle Corridor Plan	\$443,000
Sonoma	Sonoma County	1	Sonoma Co. SRTS High School Pilot	\$872,000
Cycle 1 Subtotal				\$30,167,000
Alameda	Alameda County	2	Castro Valley Elementary SRTS (Design Only)	\$250,000
Alameda	Alameda County	2	Creekside Middle School SRTS	\$475,000
Alameda	Alameda County	2	Stanton Elementary School SRTS (Design only)	\$300,000
Alameda	Oakland	2	Telegraph Ave Complete Streets	\$4,554,000
Contra Costa	San Pablo	2	Rumrill Blvd Complete Streets Improvement	\$4,310,000
Marin	Marin Transit	2	Novato Transit Facility: Ped Access & Safety Improvements	\$989,000
Napa	Napa Valley Transportation Authority	2	Napa Valley Vine Trail - St. Helena to Calistoga	\$6,106,000
San Francisco	San Francisco Department of Public Health	2	SF Safe Routes to School Non-Infrastructure	\$2,411,000
San Francisco	San Francisco Department of Public Works	2	Lombard Street Vision Zero (Partial Funding)	\$2,507,000
Santa Clara	San Jose	2	Coyote Creek Trail: Mabury to Empire	\$5,256,000
Solano	Solano Transportation Authority	2	SRTS Infrastructure & NI: Benicia, Rio Vista, Vallejo	\$3,067,000
Cycle 2 Subtotal				\$30,225,000

ATP Regional Component Project Information - All ATP Cycles				
County	Sponsor	Cycle	Project Title	ATP Award Amount
Contra Costa	Contra Costa County	3	Fred Jackson Way First Mile/ Last Mile Connection	\$3,298,000
Marin	San Rafael	3	Francisco Blvd East Ave Bridge Bike Ped Connectivity	\$4,025,000
Napa	Napa	3	SR 29 Bike/Ped Undercrossing	\$531,000
San Francisco	San Francisco Municipal Transportation Agency	3	Powell Street Safety Project	\$4,400,000
Solano	Vallejo	3	Bay Trail/Vine Trail Gap Closure	\$4,216,000
Cycle 3 Subtotal				\$16,470,000
Alameda	Alameda County	3.5	Active Oakland Comprehensive SRTS Program	\$977,000
Alameda	Alameda County	3.5	D Street Improvements	\$542,000
Alameda	Alameda County	3.5	Lewelling Blvd SRTS	\$400,000
Alameda	Alameda County	3.5	Somerset Ave School Corridor SRTS	\$330,000
Alameda	Alameda County Transportation Commission	3.5	I-80 Gilman I/C Bike/Ped Over-crossing & Access Improvements	\$4,152,000
Alameda	Berkeley	3.5	SRTS Improvements - John Muir Elementary	\$270,000
Alameda	Emeryville	3.5	Bike/Ped Greenway Safety & Connectivity Improvements Project	\$265,000
Alameda	Oakland	3.5	Oakland SRTS: Crossing to Safety	\$1,895,000
Contra Costa	Concord	3.5	Downtown Corridors Bike/Ped Improvements	\$623,000
Contra Costa	Contra Costa County	3.5	Pacheco Blvd Sidewalk Gap Closure Phase 3	\$619,000
Marin	Corte Madera	3.5	Central Marin Regional Pathways Gap Closure	\$415,000
Napa	Napa County of Education	3.5	Napa County SRTS	\$437,000
San Francisco	San Francisco Municipal Transportation Agency	3.5	Vision Zero SF Safer Intersections	\$2,002,000
San Mateo	San Carlos	3.5	Route 101 Holly Street Bike Ped Overcrossing	\$4,200,000
San Mateo	Woodside	3.5	Woodside ES Student Pathway Phase 3	\$528,000
Solano	Suisun City	3.5	McCoy Creek Trail	\$4,137,000
Cycle 3 Augmentation Subtotal				\$21,792,000
Alameda	Alameda County	4	Active and Safe Oakland	\$999,000
Alameda	Alameda County Transportation Commission	4	Alameda County School Travel Opportunities Program	\$3,761,000
Alameda	Albany	4	Ohlone Greenway Trail Safety Improvements	\$410,000
San Francisco	San Francisco Municipal Transportation Agency	4	6th Street Pedestrian Safety Project	\$6,000,000
Santa Clara	San Jose	4	Willow-Keyes Complete Streets Improvements	\$12,926,000
Sonoma	Sonoma-Marín Area Rail Transit	4	SMART Pathway- Santa Rosa-Rohnert Park and Penngrove Segments	\$12,574,000
Cycle 4 Subtotal				\$36,670,000
Total				\$135,324,000

ATP State Component, Bay Area Project Information - All ATP Cycles				
County	Sponsor	Cycle	Project Title	ATP Award Amount
Alameda	Alameda County Transportation Commission	1	East Bay Greenway	\$2,656,000
Alameda	Albany	1	San Pablo / Buchanan Complete Streets	\$335,000
Alameda	Oakland	1	International Blvd & East 12th St. Ped Improvements	\$2,481,000
Alameda	Oakland	1	Laurel Access to Mills, Maxwell Park and Seminary	\$3,598,000
Napa	Napa Valley Transportation Authority	1	Napa Vine Trail Phase 2 -Gap Closure	\$3,600,000
San Francisco	San Francisco Department of Public Health	1	SF SRTS Non-infrastructure Project	\$990,000
San Francisco	San Francisco Department of Public Works	1	John Yehall Chin SRTS	\$358,000
San Francisco	San Francisco Municipal Transportation Agency	1	SF Safer Streets	\$2,000,000
San Mateo	East Palo Alto	1	US-101 Pedestrian/Bike Overcrossing	\$8,600,000
San Mateo	San Mateo County Office of Education	1	SRTS for Health and Wellness	\$900,000
Solano	Solano Transportation Authority	1	Solano County SRTS - Ingraining Walking & Rolling into the School Culture	\$388,000
Cycle 1 Subtotal				\$25,906,000
Alameda	Berkeley	2	9th Street Bicycle Blvd Extension Pathway, Phase II	\$850,000
Alameda	Oakland	2	19th St BART to Lake Merritt Urban Greenway	\$4,583,000
Contra Costa	Contra Costa County	2	Bailey Road-State Route 4 Interchange	\$4,160,000
Contra Costa	Contra Costa County	2	Rio Vista Elementary School Ped Connection Project	\$600,000
Contra Costa	Richmond	2	Yellow Brick Rd in Richmond's Iron Triangle	\$6,209,000
San Mateo	Daly City	2	Central Corridor Bicycle/Pedestrian Safety Improvements	\$2,019,000
San Mateo	San Mateo County	2	Redwood City 2020 Sustainable Transportation Encouragement Program (STEP)	\$963,000
San Mateo	South San Francisco	2	Linden/Spruce Ave Traffic Calming Improvements	\$868,000
Cycle 2 Subtotal				\$20,252,000
Alameda	Alameda	3	Central Avenue Complete Street Project	\$7,326,000
Santa Clara	Sunnyvale	3	Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements	\$4,847,000
Solano	Fairfield	3	East Tabor/Tolenas Safe Routes to School Gap Closure Project	\$1,700,000
Cycle 3 Subtotal				\$13,873,000
Alameda	Berkeley	3.5	Sacramento Street Complete Streets Improvements	\$1,542,000
Alameda	East Bay Regional Park District	3.5	Doolittle Drive Bay Trail, Martin Luther King Jr. Shoreline, Oakland	\$4,000,000
Alameda	Oakland	3.5	14th Street: Safe Routes in the City	\$10,578,000
Alameda	Oakland	3.5	Fruitvale Alive Gap Closure Project	\$5,850,000
Contra Costa	Pittsburg	3.5	Pittsburg Active Transportation and Safe Routes Plan (WalkBikePittsburg2035)	\$312,000
San Francisco	San Francisco Municipal Transportation Agency	3.5	Geneva Ave Pedestrian and Bicycle Safety Improvements	\$2,350,000
Santa Clara	Sunnyvale	3.5	Sunnyvale Safe Routes to School Improvements	\$1,889,000
Sonoma	Sonoma-Marin Area Rail Transit	3.5	SMART Pathway - Petaluma (Payran to Southpoint)	\$1,461,000
Cycle 3 Augmentation Subtotal				\$27,982,000
San Francisco	San Francisco Municipal Transportation Agency	4	Alemany Interchange Improvements, Phase 2	\$1,971,000
Santa Clara	San Jose	4	Better BikewaySJ - San Fernando Corridor	\$9,992,000
Cycle 4 Subtotal				\$11,963,000
Total				\$99,976,000

Date: February 26, 2020
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4403

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 5 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – 2021 Regional ATP Program of Projects

Date: February 26, 2020

W.I.: 1515

Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 5 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4403

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 has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 26, 2020.

Date: February 26, 2020
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4403
Page 1 of 14

**2021 Regional Active Transportation Program
(ATP)**

Cycle 5

Guidelines

February 26, 2020

**MTC Resolution No. 4403
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://mtc.ca.gov/our-work/fund-invest>**

**2021 Regional Active Transportation Program (ATP) Cycle 5
Guidelines
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2021 Regional Active Transportation Program Cycle 5 Guidelines

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate several other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 5 ATP, scheduled to be approved on March 25, 2020. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC’s Cycle 5 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 26, 2020, for final consideration by the CTC in March 2020.

Development Principles

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings

and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor's control.

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines are scheduled to be adopted on March 25, 2020, and are available at <https://catc.ca.gov/programs/active-transportation-program>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

The development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 5 of ATP funding (FY 2021-22 through FY 2024-25), consistent with the ATP Fund Estimate approved by the CTC on March 25, 2020. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by April 1, 2021, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Active Transportation Program and has additional evaluation and screening criteria. Further information on these changes, as well as instructions for the application process, are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or to both. Sponsors applying to the State ATP program, the Regional ATP program, or both the state and regional programs must submit a copy of their state application to MTC. To be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as “Communities of Concern”. MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. To meet the State’s 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC’s COC definition.

MTC’s Communities of Concern are defined as those census tracts that have a concentration of both minority and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region’s population is located in Communities of Concern. MTC’s Communities of Concern definition of Disadvantaged Communities meets the State’s legislative intent and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area 2040 Equity Analysis Report*, available online at <https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>. Information regarding the 2016 update is available online at <https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057>. The last link also includes a static map of the COC locations. An interactive online map is available at <https://arcg.is/1aeHq>.

Community-Based Transportation Plans (CBTPs)

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding, and implementation discussions.

Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan

Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Vision Zero sets the highest level of responsibility on the system designers – transportation planners and engineers, policymakers, police, etc. Each Vision Zero policy contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgment that human error is inevitable and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety, in the spirit of Vision Zero.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects within a jurisdiction (city or county) with a Vision Zero or Bike and Pedestrian Safety Policy or Plan, and the remaining twenty percent to projects identified in an approved Community-Based Transportation Plan (CBTP) or similar. The applicant will provide proof of Vision Zero safety policy or plan adopted by resolution and CBTP consistency in the supplemental regional application.

3. Match Requirement

The CTC Guidelines do not require a match for Statewide ATP project nominations. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting Disadvantaged Communities, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

4. Large Funding Requests

MTC intends to fund a variety of projects across the region. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and can deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request. The applicant will provide an explanation of scalability in the supplemental regional application. MTC will not consider an application requesting more than \$10 million scalability explanation.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 5 Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC's concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for

each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy must be received by MTC or postmarked no later than June 15, 2020, to be considered.

Additional Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in the Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right of way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must receive the CTC allocation and receive the federal authorization to proceed (E-76 / federal obligation) for federally funded projects by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) 2 Requirements.**
 - a. Consistency with OBAG 2 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016, to be eligible to receive ATP funding. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving ATP funding must comply with this requirement during the entire ATP funding period or risk deprogramming of ATP funding.
 - b. Consistency with OBAG 2 Complete Streets Policy. Complete Streets are an essential part of promoting active transportation. To that end, project sponsors must supply documentation that the jurisdiction(s) in which the project is located meets the OBAG Complete Streets Policy by June 15, 2020. The policy may be met by the jurisdiction, either having updated the General Plan after January 1, 2010, to be consistent with the Complete Streets Act of 2008 or adopting a complete streets policy resolution

incorporating MTC's complete streets requirements. For further information regarding MTC's OBAG Complete Streets Policy, refer to the OBAG 2 website at <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>. A sample complete streets policy resolution is available at http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf

D. Transit Agency Coordination. Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. Evidence of coordination should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact." Otherwise, an application may be disqualified based on a lack of coordination with affected transit operators.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as outlined in the CTC Guidelines, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 7 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2040*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area 2040*'s Healthy and Safe Community goals & Transportation Demand Management strategies.
 - Consistency with MTC's Spare the Air Youth & Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
 - Applications only requesting construction phase funds
 - Demonstration of meeting regional project delivery requirements
 - Prior ATP cycle programming
- **Completion of Approved Environmental Document. (0 or 3 points)**
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
 - Photocopy of the approved environmental document cover and executive summary;
 - Link to the approved environmental document available online;

- Full soft copy of the environmental document provided on the electronic copy of the application;
- Documentation from Caltrans regarding environmental approval; and/or
- Other Council/Board action, such as resolutions and/or Planning Department approval of the environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**
Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than October 1, 2020. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**
MTC staff will review each application's project delivery schedule for the ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 5 (FY 2021-22 through FY 2024-25) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 5 will be held harmless.

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2021. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC) 2021 Regional Active Transportation Program (rATP) Cycle 5 Appendix A-1: ATP Development Schedule (Subject to Change) February 12, 2020	
January 2020	CTC releases draft ATP Guidelines
January 2020	Draft Regional ATP Guidelines presented to Working Groups
February 12, 2020	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
February 26, 2020	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 25, 2020	CTC scheduled adoption of State ATP Guidelines CTC scheduled approval of MTC's Regional ATP Guidelines
March 26, 2020	CTC scheduled release of ATP Call for Projects for Statewide Competitive Program MTC scheduled release of ATP Call for Projects for Regional Program
June 15, 2020	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
October 31, 2020	CTC releases staff recommendation for ATP Statewide Competitive Program
December 2, 2020	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
December 16, 2020	MTC releases staff recommendation for ATP Regional Program
January 2021	Working Group discussions of staff recommendations
January 13, 2021	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 27, 2021	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
March 15, 2021	CTC Approval of ATP Regional Program
April 1, 2021	TIP Amendment Deadline: Successful ATP project sponsors to submit 2021 TIP Amendment, including Resolution of Local Support
January 31, 2022	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2021-22
January 31, 2023	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2022-23
January 31, 2024	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2023-24
January 31, 2025	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2024-25

Shaded Area – Actions by State, CTC or Caltrans

**Metropolitan Transportation Commission (MTC)
 2021 Regional Active Transportation Program (ATP) Cycle 5**

Based on draft CTC fund estimate released on 1/24/2020

Appendix A-2: MTC ATP Regional Share Targets

Cycle 5 Program - FY 2021-22 through FY 2024-25

ATP Regional Share

All numbers in thousands

Fund Source	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
Federal STBG (TAP)			\$5,484	\$5,484	\$10,969
Federal Other			\$1,907	\$1,907	\$3,815
State	\$8,045	\$8,045			\$16,090
SB1			\$3,066	\$3,066	\$6,132
Total ATP Regional Share	\$8,045	\$8,045	\$10,458	\$10,458	\$37,005

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
25% - Benefiting Disadvantaged Communities	\$2,011	\$2,011	\$2,614	\$2,614	\$9,251
75% - Anywhere in the Region	\$6,034	\$6,034	\$7,843	\$7,843	\$27,754
Total ATP Regional Share	\$8,045	\$8,045	\$10,458	\$10,458	\$37,005

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2021 Regional Active Transportation Program (ATP) Cycle 5

Appendix A-3: Regional ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/atp>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
 - a. Statewide ATP Application Form, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/atp>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Scalability plan for applications requesting more than \$10 million.
 - iii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iv. OBAG 2 Complete Streets Policy and Housing Element compliance
 - v. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
 - vi. Community-Based Transportation Plan evidence
 - vii. Transit Agency Coordination evidence
3. Project Programming Request (PPR) form
 - a. Available at: <https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip>
4. Complete Streets Checklist
 - a. Available at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>
 - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2021.

Attachment B
 Metropolitan Transportation Commission
 2021 Active Transportation Program (ATP)
 Cycle 5
 FY 2021-22 through FY 2024-25
 Regional ATP Cycle 5 Program of Projects

MTC Resolution No. 4403
 Attachment B
 Adopted: 02/26/2020-C

Regional ATP Cycle 5 Projects (in order by county)

County	Implementing Agency	Project	Regional ATP
			\$ -
			\$ -
			\$ -
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TOTAL:			\$0

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Regional ATP Cycle 5 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
TOTAL:			\$0

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0256 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 1/28/2020 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee
On agenda: 2/14/2020 **Final action:**
Title: Sonoma-Marín Area Rail Transit (SMART) 1/4-cent Sales Tax Extension

Proposed support for a 30-year extension of the SMART District's sales tax.

Sponsors:

Indexes:

Code sections:

Attachments: [8a Leg-7a SMART Measure Summary Sheet.pdf](#)
[7a SMART Measure Summary Sheet.pdf](#)

Date	Ver.	Action By	Action	Result
2/14/2020	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

Subject:

Sonoma-Marín Area Rail Transit (SMART) 1/4-cent Sales Tax Extension

Proposed support for a 30-year extension of the SMART District's sales tax.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / Commission Approval

Attachments:

Metropolitan Transportation Commission
MTC Legislation Committee

February 14, 2020

Agenda Item 7a

Sonoma-Marin Area Rail Transit (SMART) 1/4-cent Sales Tax Extension

- Subject:** Proposed support for a 30-year extension of the SMART District's sales tax.
- Background:** Last October, the SMART District board voted unanimously to ask voters to approve a 30-year extension of its existing 1/4-cent sales tax (with no increase). The measure will appear as Measure I on the March 3, 2020 ballot in Marin and Sonoma counties. The current 1/4-cent sales tax was approved by 69.6 percent of voters in Marin and Sonoma counties in November 2008; it is set to expire in 2029. An early renewal of the sales tax—which is projected to generate \$39 million this year—would provide the certainty needed for SMART to restructure debt, and in doing so, save the agency an estimated \$12 million annually. The Measure I tax renewal would sunset March 31, 2059. As a special tax, Measure I would require two-thirds voter approval.
- Discussion:** The 2008 voter-approved SMART sales tax was projected to generate \$455 million in sales tax revenue over 10 years—a funding amount which could have supported the planned SMART buildout from Cloverdale to Larkspur. When the recession hit in 2009, however, the bond market crashed, reducing the measure's projected revenue by more than \$150 million. Despite the financial setback, SMART was able to launch service between Santa Rosa and downtown San Rafael in August 2017. In December 2019, SMART opened a Larkspur station to connect to Golden Gate ferries for riders traveling to jobs and other destinations in San Francisco, a vital connection. SMART also opened a downtown Novato station in December 2019. In January, SMART revamped its commuter schedule to run trains every 32 minutes.
- According to SMART staff, an early tax renewal would provide the funding certainty needed to allow for the restructuring of construction debt, which could reduce SMART's financing costs by an estimated \$12 million annually. Of note, this savings paired with SMART's other planned revenue sources would cover the estimated cost to fully fund SMART rail and pathway operations for the next 30 years; it would also provide the revenue needed to operate future rail and pathway extensions to Healdsburg and Cloverdale when additional capital funding is secured to complete construction. Without approval of the tax renewal, SMART would need to identify cost savings, which would likely result in service cuts. Given this, staff recommends the Commission adopt a support position on Measure I.
- Recommendation:** Support / MTC Commission approval
- Bill Positions:** See attached
- Attachments:** Attachment A: Measure I Positions


Therese W. McMillan

Measure I Known Positions*

Support

Organizations

Friends of SMART
Greenbelt Alliance
North Bay Leadership Council
North Bay Labor Council
Northern California Engineering Contractors Association
Save the Bay Action Fund
Sonoma County Alliance
Sonoma County Conservation Action
Sonoma County Transportation and Land-use Coalition
Sustainable Novato
The Climate Center

Elected Officials

Jared Huffman, United States Congress
Mike Thompson, United States Congress
Mike McGuire, CA State Senate
Jim Wood, CA State Assembly
Michael Allen, CA State Assembly (Ret.)
Judy Arnold, Marin County Board of Supervisors
Mary Jane Burke, Marin County Superintendent of Schools
Damon Connolly, Marin County Board of Supervisors
Diane Dillon, Napa County Board of Supervisors
Robert T. Doyle, Marin County Sheriff
James Gore, Sonoma County Board of Supervisors
Steve Herrington, Sonoma County Superintendent of Schools
Lynda Hopkins, Sonoma County Board of Supervisors
David Rabbitt, Sonoma County Board of Supervisors
Kate Sears, Marin County Board of Supervisors
Shirlee Zane, Sonoma County Board of Supervisors
Cynthia Murray, former Marin County Board of Supervisors
Denise Athas, Mayor City of Novato

Melanie Bagby, Councilmember City of Cloverdale
Teresa Barrett, Mayor City of Petaluma
Scot Candell, Councilmember City of Larkspur
Chris Coursey, former Mayor City of Santa Rosa
John A Dell'Osso, Councilmember City of Cotati
Dominic Foppoli, Mayor Town of Windsor
Debora Fudge, Councilmember Town of Windsor
Patrcia Garbarino, SMART Board Member
Leah Gold, Mayor City of Healdsburg
Amy Harrington, Councilmember City of Sonoma
Herman G. Hernandez, Trustee Sonoma County Office of Education
Dan Hillmer, Councilmember City of Larkspur
Madeline Kellner, former Mayor City of Novato
Esther Lemus, Vice Mayor Town of Windsor
Eric Lucan, Councilmember City of Novato
Jake Mackenzie, Vice Mayor City of Rohnert Park
Shaun McCaffery, Councilmember City of Healdsburg
Claire McAuliffe, Councilmember City of Belvedere
Stephanie Moulton-Peters, Councilmember City of Mill Valley
Joe Naujokas, Councilmember City of Healdsburg
Barbara Pahre, SMART Board Member & President Golden Gate Bridge District
Amy Peele, Councilmember City of Novato
Gary Phillips, Mayor City of San Rafael
Chris Rogers, Councilmember City of Santa Rosa
Susan Wernick, Councilmember City of Novato
Larry Chu, former Mayor City of Larkspur

Other

Russel Colombo, Citizens Oversight Committee

Opposition

Coalition of Sensible Taxpayers
Citizens for Sustainable Pension Plans
Carsten Anderson, individual
James H. Andrews, Councilman and Mayor, Town of Corte Madera
Judy Schriebman, individual
Ken Churchill, Director—New Sonoma
Mike Arnold, citizen
Nancy J. Cline, citizen
Paul Premo, individual
Susan Kirch, individual
Thomas A. Rubin, individual
Tracey Buck-Walsh, individual

*Positions reflect the elected official and organization endorsements listed on the Measure I campaign page (staygreenkeepsmart.org) as of January 28, 2020 and “for” and “against” individuals listed in each of the Marin and Sonoma Measure I ballots.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0292 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 1/31/2020 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee
On agenda: 2/14/2020 **Final action:**
Title: Measure J: Contra Costa Transportation Authority

Proposed support for Measure J, a new Contra Costa County ½-cent sales tax.

Sponsors:

Indexes:

Code sections:

Attachments: [8b Leg-7b Measure J Contra Costa.pdf](#)
[7b Measure J Contra Costa.pdf](#)

Date	Ver.	Action By	Action	Result
2/14/2020	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

Subject:

Measure J: Contra Costa Transportation Authority

Proposed support for Measure J, a new Contra Costa County ½-cent sales tax.

Presenter:

Rebecca Long

Recommended Action:

Support / Commission Approval

Attachments:

Metropolitan Transportation Commission
MTC Legislation Committee

February 14, 2020

Agenda Item 7b

Measure J: Contra Costa Transportation Authority

- Subject:** Proposed support for Measure J, a new Contra Costa County ½-cent sales tax.
- Background:** In 2004, Contra Costa County voters approved Measure J, providing an extension of an existing ½-cent sales tax for 25 more years (2009-2034) beyond the original measure's (Measure C) expiration date. The Contra Costa Transportation Authority (CCTA) estimates that the Measure J and its predecessor have raised a total of \$1.4 billion to date, leveraging other regional, state and federal funds by about 3:1 for a total of more than \$5.5 billion. Major projects funded by the sales tax that have been delivered to date include the fourth bore of the Caldecott Tunnel, Highway 4 widening, eBART, and I-680 and I-80 corridor improvements. Because CCTA issued bonds in order to provide the improvements sooner, as of 2018, the vast majority of funds have been committed, leaving little available for new improvements. The new Measure J on the March 2 ballot would add a new ½-cent sales tax for 35 years, generating an additional \$3.6 billion over that timeframe. The current measure would sunset in 2034 unless further extended.
- Discussion:** Measure J includes a number of countywide programs as well as projects focused on specific travel corridors. Countywide programs receive about \$1.98 billion, or 55 percent of the measure and include local road repairs, transit enhancements and bicycle/pedestrian improvements as shown in Attachment A. The measure provides approximately \$1.5 billion for congestion relief and transit enhancements along three major corridors: 1) State Route 242, Highway 4, Transit and eBART; 2) I-680, Highway 24, Transit and BART; and 3) I-80 and I-580 (Richmond-San Rafael Bridge), Transit and BART. These include both roadway capacity and transit enhancements, including BART access improvements, additional eBART rail cars, and enhanced ferry service.
- The expenditure plan takes a corridor approach to funding projects to provide flexibility as the scope of each focus area is further defined. The plan includes some unusual and innovative categories such as a Reduce and Reverse Commutes category aimed at spurring economic development within the county to reduce commutes in the primary commute direction and generally reduce vehicle-miles traveled (VMT). In addition, the Measure includes various policy provisions to further leverage the benefits of the funding, including a requirement that jurisdictions demonstrate reasonable progress on providing housing for all income levels as a condition of receiving local road funds from the measure and a Complete Streets Policy and Vision Zero Policy, consistent with a model policy developed by CCTA.
- Because Measure J is a balanced, multimodal plan with strategic policy levers aimed at reducing VMT, increasing housing production at all income levels, and improving safety, staff recommends a support position.
- Recommendation:** Support/MTC Commission approval
- Bill Positions:** See attached
- Attachments:** Attachment A: Transportation Expenditure Plan Funding Summary
Attachment B: Measure J Positions


Therese W. McMillan

TRANSPORTATION EXPENDITURE PLAN FUNDING SUMMARY

FUNDING CATEGORIES	SUBTOTALS	
	\$ (millions)*	%
RELIEVING CONGESTION ON HIGHWAYS, INTERCHANGES, AND MAJOR ROADS	\$1,484	41.1
Improve State Route 242 (SR-242), Highway 4, Transit, and eBART Corridor	705	19.5
Relieve Congestion and Improve Access to Jobs Along Highway 4 and SR-242	200	5.5
Improve Local Access to Highway 4 and Byron Airport	150	4.2
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100	2.8
Improve Traffic Flow on Major Roads in East County	107	3.0
Enhance Ferry Service and Commuter Rail in East and Central County	50	1.4
Improve Transit Reliability Along SR-242, Highway 4, and Vasco Road	50	1.4
Additional eBART Train Cars	28	0.8
Seamless Connected Transportation Options	20	0.6
Modernize I-680, Highway 24, Transit, and BART Corridor	536	14.9
Relieve Congestion, Ease Bottlenecks, and Improve Local Access Along the I-680 Corridor	200	5.5
Improve Traffic Flow on Major Roads in the Central County and Lamorinda	145	4.0
Improve Transit Reliability along the I-680 and Highway 24 Corridors	50	1.4
Provide Greater Access to BART Stations Along I-680 and Highway 24	49	1.4
Improve Traffic Flow on Highway 24 and Modernize the Old Bores of Caldecott Tunnel	35	1.0
Improve Traffic Flow on Major Roads in San Ramon Valley	32	0.9
Seamless Connected Transportation Options	25	0.7
Enhance I-80, I-580 (Richmond-San Rafael Bridge), Transit, and BART Corridor	243	6.7
Improve Transit Reliability Along the I-80 Corridor	90	2.5
Relieve Congestion and Improve Local Access Along the I-80 Corridor	57	1.6
Improve Traffic Flow on Major Roads in West County	38	1.1
Enhance Ferry Service and Commuter Rail in West County	34	0.9
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge Along I-580 and Richmond Parkway	19	0.5
Seamless Connected Transportation Options	5	0.1
IMPROVING TRANSIT AND TRANSPORTATION COUNTYWIDE IN ALL OUR COMMUNITIES	\$1,980	54.9
Modernize Local Roads and Improve Access to Job Centers and Housing	628	17.4
Provide Convenient and Reliable Transit Services in Central, East, and Southwest Contra Costa	392	10.9
Increase Bus Services and Reliability in West Contra Costa	250	6.9
Improve Walking and Biking on Streets and Trails	215	6.0
Accessible Transportation for Seniors, Veterans, and People with Disabilities	180	5.0
Cleaner, Safer BART	120	3.3
Safe Transportation for Youth and Students	104	2.9
Reduce and Reverse Commutes	54	1.5
Reduce Emissions and Improve Air Quality	37	1.0
SUBTOTAL	\$3,464	96%
Transportation Planning, Facilities & Services	\$108	3.0
Administration	\$36	1.0
TOTAL	\$3,608	100%

*Funding amounts are rounded

Measure J Known Positions

SUPPORT

Community Organizations

Save Mount Diablo

Save The Bay

Bike East Bay

Contra Costa Young
Democrats

TransForm

SPUR

Monument Impact

350 East Bay

Contra Costa Citizens' Climate
Lobby

Sunflower Alliance

Sustainable Rossmoor

Contra Costa MoveOn

Indivisible ReSisters

Orinda Progressive Action
Alliance

Greenbelt Alliance

El Cerrito Democratic Club

League of Women Voters of
West Contra Costa County

Business & Labor

East Bay Leadership Council

Carpet, Linoleum, Soft Tile
Workers Local Union #12

Contra Costa Building and
Construction Trades Council

East Bay Economic
Development Alliance

Glaziers, Architectural Metal
and Glassworkers Local Union
169

International Brotherhood of
Electrical Workers Local 302

Iron Workers Union Local 378

Operating Engineers Local 3

United Association of
Journeymen and Apprentices
of the Plumbing and Pipe
Fitting Industry Local 355

AFSCME Local 3916

Public Agencies

City of Antioch

City of Brentwood

City of Clayton

City of Concord

Town of Danville

City of El Cerrito

City of Hercules

City of Lafayette

City of Martinez

Town of Moraga

City of Oakley

City of Orinda

City of Pinole

City of Pittsburg

City of Pleasant Hill

City of Richmond

City of San Pablo

City of San Ramon

City of Walnut Creek

OPPOSE

Alliance of Contra Costa
Taxpayers

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0220 **Version:** 1 **Name:**
Type: Senate Bill **Status:** Commission Approval
File created: 1/21/2020 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee
On agenda: 2/14/2020 **Final action:**
Title: Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

Sponsors:**Indexes:****Code sections:**

Attachments: [8c Leg-8c SB 795 \(Beall\).pdf](#)
[8c SB 795 \(Beall\).pdf](#)

Date	Ver.	Action By	Action	Result
2/14/2020	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

Subject:

Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

Presenter:

Rebecca Long

Recommended Action:

Support / Commission Approval

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Legislation Committee and ABAG Legislation Committee**

February 14, 2020

Agenda Item 8c

Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

- Subject:** SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.
- Background:** Since 1992, state law has required local agencies to reallocate a portion of property tax revenue to the Educational Revenue Augmentation Fund (ERAF) for redistribution to local school districts as a way to backfill state funding cuts to education. SB 795 would establish a new program, named the Affordable Housing and Community Development Investment Program, funded using ERAF resources, subject to approval of a locally-nominated project by an interagency Affordable Housing and Community Development Investment Committee (Committee), which the bill would create. Each county could only apply for funds equivalent to its share of the ERAF contribution for that year. The bill would authorize \$200 million per year statewide in fiscal years (FY) 2022-27 and \$250 million per year statewide in FY 2027-31 for a grand total of \$2 billion in funds. The intention of the bill is to hold school funding harmless and essentially backfill the lost property tax revenue with state General Fund resources.

SB 795 would allow this ERAF property tax increment to be used for the following purposes:

- Predevelopment, development, acquisition, rehabilitation, and preservation of affordable housing.
- Transit-oriented development for the purpose of developing higher density uses within close proximity to transit stations that will increase public transit ridership and contribute to the reduction of vehicle miles traveled and greenhouse gases. Fiscal incentives shall be offered to offset local community impacts associated with greater densities.
- Infill development that supports high-density, affordable, and mixed-income housing in locations designated as infill.
- Reuse and redevelopment of previously developed, underutilized land that is presently served by transit, street, water, sewer, and other essential services, particularly in underserved areas.
- Local community planning and engagement efforts to revitalize and restore neighborhoods.
- Protecting communities dealing with the effects of climate change, including, but not limited to, sea level rise, wildfires, seismic safety, and flood protection.

As noted above, the bill would establish a new state-level interagency committee, to review and approve plans. The Committee would be comprised of the chair of the Strategic Growth Council, the chair of the California Housing Finance Agency, the chair of the California Workforce Investment Board, the Director of the Department of Housing and Community Development, Senate and Assembly appointees, and a public member appointed by the Joint Legislative Budget Committee.

At a minimum, 50 percent of the program’s funding must be used to construct affordable housing. Of the 50 percent funds for affordable housing, a minimum of 80 percent must be used for low-income housing [below 80 percent Area Median Income (AMI)] and be consistent with the Low-Income Housing Tax Credit program. The remaining 20 percent can be used for moderate-income housing (80-120 percent AMI). Provisions also ensure that housing remains affordable to renters.

The bill would require the Committee, upon approval of a plan, to direct the county auditor for the appropriate jurisdiction to transfer an amount of ad valorem property tax revenue otherwise required to be contributed to the county’s ERAF from the applicant (e.g., a city or a county) by the amount approved to fund the project in a given year. For an applicant who does not already contribute to a county’s ERAF—i.e., an enhanced infrastructure financing district, affordable housing authority, community revitalization investment authority, affordable housing and community development investment agency, or transit village development district—the bill would require the county auditor to allocate an amount from the county’s ERAF to the city or county that created the entity, and the city or county would transfer the funds to the entity, in the amount equal to its approved amount. The bill would authorize applicants to use approved amounts to incur debt or issue bonds or other financing to support an approved project.

Discussion: Based on staff’s review, SB 795 appears to be an innovative approach to harnessing property tax funding to build affordable housing and other important local priorities, including sea level rise mitigation. Because SB 795 provides a significant ongoing financeable funding stream for affordable housing (along with other important purposes), staff recommends MTC and ABAG take a “support” position on the bill.

Recommendation: Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Bill Positions: See Attachment A

Attachments: Attachment A: Bill Positions



Therese W. McMillan

Senate Bill 795 (Beall) Known Positions

Support

State Building and Construction Trades Council, ALF-CIO (Sponsor)

Affordable Housing Network

Bay Area Housing Advocacy Coalition

BART Transit Village Advocates

California-Nevada Conference of Operating Engineers

City of Alameda

City of Bellflower

City of Duarte

City of El Centro

City of Fountain Valley

City of Palo Alto

City of Pasadena

City of South Pasadena

Council of Community Housing Organizations

County of Los Angeles

California State Association of Counties

EAH Housing

LifeMoves

Mercy Housing

Midpeninsula Regional Open Space District

Orange County Business Council

San Jose Conservation Corps and Charter School

SPUR

Silicon Valley @ Home

Silicon Valley Leadership Group

Silicon Valley Young Democrats

Oppose

None on file

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0163 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/7/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda: 2/14/2020 **Final action:**
Title: MTC Resolution No. 3757, Revised: Proposed Final Bay Area Transportation Air Quality Conformity Protocol

Recommend approval of MTC Resolution No. 3757, Revised, which updates the procedures for conducting and consulting on the air quality conformity analysis for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Sponsors:**Indexes:****Code sections:**

Attachments: [9a_Planning-4a_Reso-3757_Conformity_Interagency_Procedures.pdf](#)
[4a_Conformity_Interagency_Procedures.pdf](#)

Date	Ver.	Action By	Action	Result
2/14/2020	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

Subject:

MTC Resolution No. 3757, Revised: Proposed Final Bay Area Transportation Air Quality Conformity Protocol

Recommend approval of MTC Resolution No. 3757, Revised, which updates the procedures for conducting and consulting on the air quality conformity analysis for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Presenter:

Matt Maloney

Recommended Action:

Commission Approval

Attachments:

**Metropolitan Transportation Commission
MTC Planning Committee**

February 14, 2020

Agenda Item 4a

**MTC Resolution No. 3757, Revised:
Proposed Final Bay Area Transportation Air Quality Conformity Protocol**

Subject: Recommend approval of MTC Resolution No. 3757, Revised, which updates the procedures for conducting and consulting on the air quality conformity analysis for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Background: The Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and MTC adopted the Bay Area's current Transportation Air Quality Conformity Protocol and Interagency Consultation Procedures in 2006. These procedures, along with the 2001 Ozone Attainment Plan and certain BAAQMD rules, are Bay Area elements of the California State Implementation Plan (SIP) which is the plan to attain the national ambient air quality standards (NAAQS).

MTC and the Sacramento Area Council of Governments (SACOG) share responsibilities for federal transportation-air quality requirements in Solano County. Northeastern Solano County is part of the Yolo-Solano Air Quality Management District, whereas the remainder of the county is part of the Bay Area Air Quality Management District. MTC and BAAQMD staff are proposing to revise procedures for interagency consultation to account for additional federal transportation-air quality requirements and to provide clarity on MTC's and SACOG's roles and updated responsibilities on these requirements, constituting a formal revision to the Bay Area elements of the SIP. MTC has consulted with the Air Quality Conformity Task Force¹ to ensure the proposed revisions reflect consultation best practices.

The proposed conformity and interagency consultation procedures revisions have been reviewed and approved by the Air Quality Conformity Task Force. The key revisions are summarized below:

- Coordination between MTC and SACOG when exchanging travel data for emission inventories in eastern Solano County; and,
- Coordination between MTC and SACOG when conducting project-level conformity in eastern Solano County.

BAAQMD and ABAG Delegation of Authority to MTC to Hold Public Hearing

BAAQMD and ABAG are co-lead agencies involved in preparing the SIP but have delegated authority to MTC to hold a public hearing on the revised conformity and interagency consultation procedures. ABAG and BAAQMD took delegation of authority actions at their respective board meetings in November 2019.

¹ The Bay Area's Air Quality Conformity Task Force consists of staff members of the U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, California Air Resources Board (CARB), BAAQMD, and MTC/ABAG.

Public Hearing and Comments

A public hearing was held during the January 10, 2020, joint meeting of the MTC Planning Committee and the ABAG Administrative Committee to receive oral comments on the proposed revisions to MTC Resolution No. 3757, Revised. MTC noticed and recorded the public hearing in accordance with MTC's public involvement procedures. No oral comments were offered during the public hearing. One written comment was received from U.S. Environmental Protection Agency (EPA) about the use of "CO and PM" versus the word "pollutant". See Attachment A for EPA's comment which was incorporated into the final proposed version of the protocol.

The Proposed Final Bay Area Transportation Air Quality Conformity Protocol can be found at the following link: <https://mtc.ca.gov/Proposed-Final-Bay-Area-Transportation-Air-Quality-Conformity-Protocol> , at the Hub at 375 Beale St. in San Francisco, CA, and will be sent to major libraries throughout the Bay Area upon request.

Issues: None identified.

Recommendation: Each of the three co-lead agencies must adopt the proposed conformity protocol (MTC Resolution 3757, Revised). MTC staff recommends that the MTC Planning Committee approve MTC Resolution 3757, Revised and refer it to the Commission for final action on February 26, 2020. The BAAQMD Board of Directors final action is scheduled for March 4, 2020. ABAG will take final action at its Executive Board meeting scheduled for March 19, 2020.

Attachments: Attachment A: EPA Comment on Proposed Final Version of Conformity Protocol
Attachment B: MTC Resolution No. 3757, Revised


Therese W. McMillan

EPA Comment on Proposed Final Version of Conformity Protocol

From: Stauffer, Panah <Stauffer.Panah@epa.gov>

Sent: Wednesday, January 29, 2020 11:18 AM

To: Harold Brazil <HBrazil@bayareametro.gov>; Kraft, Dominique (FTA) <Dominique.Kraft@dot.gov>;
Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Tavitas, Rodney A@DOT <rodney.tavitas@dot.ca.gov>;
'Fahey, Dick' <dick_fahey@dot.ca.gov>; Sanchez, Lucas@DOT <Lucas.Sanchez@dot.ca.gov>

Cc: Matley, Ted (FTA) <Ted.Matley@dot.gov>

Subject: RE: Proposed Final Version of Conformity Protocol

Hi Harold,

Thanks for sharing this. It looks fine. My only suggestion is to retain “CO and PM” in front of “hotspot analysis” in the tables (on pages 3, 4, 6, 7, and 11) since those are the only pollutants applicable to hotspots. It’s not vital, though, just a thought.

Best,
Panah

Panah Stauffer
Air Planning Section (ARD-2)
US EPA Region 9
75 Hawthorne Street
San Francisco, CA 94105
415-972-3247

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee
Revised: 02/26/20-C

ABSTRACT

Resolution No. 3757

This Resolution approves the “San Francisco Bay Area Transportation Air Quality Conformity Protocol,” listed as Attachment A (conformity procedures) and Attachment B (interagency consultation procedures), for determining the conformity of the Regional Transportation Plan and Transportation Improvement Program with federal air quality plans and procedures. These two Attachments constitute the “Conformity SIP” for the San Francisco Bay Area (the conformity portion of the State Implementation Plan (SIP)).

Attachments A and B contained in this resolution were revised on February 26, 2020, to update and clarify the responsibilities of MTC and SACOG for the overlapped area for conducting the project-level conformity process and coordinating the exchange of travel data.

This Resolution will be submitted to the California Air Resources Board (ARB) and the U.S. Environmental Protection Agency (EPA) for approval as revisions to the California State Implementation Plan (SIP), which governs transportation conformity and decisions in the San Francisco Bay Area.

Further discussion of this action is contained in the Executive Director’s memorandum dated January 10, 2020.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

Re: Approval of San Francisco Bay Area Transportation Air Quality Conformity Protocol

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3757

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

WHEREAS, the Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG) and MTC are collectively responsible for developing and implementing various portions of the federal air quality plans in the San Francisco Bay Area; and

WHEREAS, prior to adopting or amending the long-range Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), MTC must first determine that these plans and programs conform to the federal air quality plan for the San Francisco Bay Area (termed the State Implementation Plan, or SIP) using procedures established by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the three agencies have prepared a protocol for determining transportation air quality conformity in compliance with Federal regulation entitled: San Francisco Bay Area Transportation Air Quality Conformity Protocol (“the Protocol”), which includes certain conformity procedures relating to transportation plans, programs, and projects and the interagency consultation procedures, attached hereto as Attachment A and Attachment B, respectively, and incorporated herein as though set forth at length; and

WHEREAS, the three agencies have revised the Protocol to reflect the most recent guidance provided by the U.S. EPA; and

WHEREAS, Federal regulations for amending the SIP require a public hearing prior to adoption or changes to the Protocol, and the BAAQMD and ABAG have delegated authority to MTC to hold a public hearing on the Protocol as proposed herein; and

WHEREAS, MTC held a duly noticed public hearing on June 9, 2006; and

WHEREAS, at the conclusion of the public hearing, the Protocol was referred back to the three respective agencies along with the public comments and staff recommendations that each agency adopt the new Protocol; and

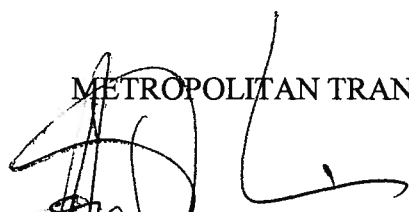
WHEREAS, the Protocol must be submitted to the California Air Resources Board (ARB) for review and subsequent submittal to the U.S. Environmental Protection Agency (EPA) for revision of the California State Implementation Plan (SIP), now therefore be it

RESOLVED, that the Protocol to be included in the Conformity SIP are approved for submission to CARB and to EPA; and, be it further

RESOLVED, that the MTC staff may make minor adjustments, as necessary, to the Protocol in the Conformity SIP in response to ARB and EPA comments; and, be it further

RESOLVED, that this resolution supercedes MTC Resolution No. 3075.

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on July 26, 2006.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee
Revised: 02/26/20-C

Attachment A
Resolution No. 3757
Page 1 of 1

SAN FRANCISCO BAY AREA TRANSPORTATION AIR QUALITY CONFORMITY PROTOCOL

Conformity Procedures

Current federal law does not require that EPA's detailed procedures for determining the conformity of plans, programs and projects be included in the Conformity SIP. Therefore, Part 93 of MTC's conformity procedures (MTC Resolution 3075), which includes verbatim EPA's transportation conformity regulation from 40 CFR Part 93, is deleted in entirety, with the exception of sections 93.122(a)(4)(ii) and 93.125(c)(see below).

In accordance with 40 CFR section 93.122(a)(4)(ii), prior to making a conformity determination on the RTP or TIP, MTC will not include emissions reduction credits from any control measures that are not included in the RTP or TIP and that do not require a regulatory action in the regional emissions analysis used in the conformity analysis unless MTC or FHWA/FTA obtains written commitments, as defined in 40 CFR section 93.101, from the appropriate entities to implement those control measures. The written commitments to implement those control measures must be fulfilled by the appropriate entities.

In accordance with 40 CFR section 93.125(c), prior to making a project-level conformity determination for a transportation project, FHWA/FTA must obtain from the project sponsor and/or operator written commitments, as defined in 40 CFR section 93.101, to implement any project-level mitigation or control measures in the construction or operation of the project identified as conditions for NEPA approval. The written commitments to implement those project-level mitigation or control measures must be fulfilled by the appropriate entities. Prior to making a conformity determination on the RTP or TIP, MTC will ensure the project design concept and scope are appropriately identified in the regional emissions analysis used in the conformity analysis.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee
Revised: 02/26/20-C

Attachment B
Resolution No. 3757
Page 1 of 17

SAN FRANCISCO BAY AREA TRANSPORTATION AIR QUALITY CONFORMITY PROTOCOL

Interagency Consultation Procedures

I. General

These procedures implement the interagency consultation process for the nine-county San Francisco Bay Area, and include procedures to be undertaken by the Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), State and local air agencies and U.S. EPA, before making transportation conformity determinations on the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Air quality planning in the Bay Area is the joint responsibility of the Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD).

Air Quality Conformity Task Force

To conduct consultation, staff involved in conformity issues for their respective agencies will participate in an Air Quality Conformity Task Force, hereafter referred to as the "Conformity Task Force." The Conformity Task Force is open to all interested agencies, but will include staff of:

- Federal agencies: FHWA, FTA, EPA
- State DOT: Caltrans
- Regional planning agencies: MTC, ABAG
- County transportation agencies: all CTAs,
- State and local air quality agencies: California Air Resources Board and BAAQMD
- Transit operators

MTC will maintain a directory for the current membership of the Conformity Task Force. MTC will chair the Conformity Task Force and will consult with members of the Conformity Task Force to determine items for meeting agendas and will transmit all meeting materials. Agendas and other meeting material will generally be transmitted seven days in advance of meetings, or on occasion, distributed at the meetings. MTC will prepare summary minutes of each meeting. Any member of the Conformity Task Force listed above can request MTC to call a meeting of

this group to discuss issues under the purview of the Conformity Task Force as described below, including whether certain events would trigger the need to make a new conformity determination for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Persons of any organizational level in the member agencies may attend meetings of the Conformity Task Force. All meetings of the Conformity Task Force will be open to the public.

Meeting frequency will be at least quarterly, unless there is consensus among the federal and state transportation agencies and air quality agencies to meet less frequently. MTC will also consult with these agencies to determine which items may not require a face-to-face meeting and could be handled via conference call or email.

II. Consultation on Regional Transportation Plan (RTP) and RTP Amendments

a. RTP Consultation Structure and Process

The mechanism for developing the RTP and for reviewing RTP documents is through The Bay Area Partnership or its successor. MTC is responsible for convening meetings of The Bay Area Partnership and its subcommittees.

The Bay Area Partnership, hereafter referred to as the “Partnership”, was established in 1991 by MTC as a strategic alliance to advise and implement the mandates of the Intermodal Surface Transportation Efficiency Act of 1991. The Partnership includes representatives of all federal, state and local transportation agencies involved in developing and implementing transportation policies and programs in the nine-county San Francisco Bay Area as well as other regional agencies, such as the BAAQMD, ABAG, and Bay Conservation and Development Commission (BCDC). The Conformity Task Force member agencies, including EPA and ARB, are represented on the Partnership, and therefore the Conformity Task Force member agencies may participate directly in the Partnership process. MTC maintains a directory of the current membership of the Partnership. Partnership membership changes are frequent and expected. The current membership of the Conformity Task Force will be included in the Partnership directory.

Early in the RTP development process, MTC will develop a schedule for key activities and meetings leading up to the adoption of the RTP. In developing the draft RTP, MTC brings important RTP-related issues to the Partnership for discussion and feedback. MTC is responsible for transmitting all materials used for these discussions to the Partnership prior to the meetings, or on occasion, may distribute materials at the meetings. All materials that are relevant to interagency consultation, such as the RTP schedule, important RTP-related issues, and draft RTP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur with RTP amendments although amendments to the RTP are few and infrequent.

Public involvement in development of the RTP and RTP Amendments will be provided in accordance with MTC’s adopted public involvement procedures. Key RTP supporting documents are posted on MTC’s Web site for reference.

Policy decisions and actions pertaining to the RTP are the responsibility of MTC and will be made through MTC's Commission and its standing committee structure. The MTC standing committee currently in charge of the RTP is the Planning Committee, but changes to committee names can be expected from time to time. Comments received on important RTP-related issues and materials will be reviewed and considered by MTC staff in preparation of issuing a draft and final RTP for public review. MTC staff will respond to all significant comments, and the comments and response to comments will be made available for discussion with the Planning Committee and the Commission. MTC will transmit RTP-related materials to be discussed at the Planning Committee and Commission meetings to the Conformity Task Force prior to the meeting, or on occasion, may distribute materials at the meetings. Staff and policy board members of Conformity Task Force agencies may participate in these meetings.

b. Agency Roles and Responsibilities. Development of the RTP will be a collaborative process with agencies participating through participation the Partnership and/or MTC Commission and its standing committees. The following are the expected participation of key agencies in RTP development and review.

Agency	Roles
MTC	As the MPO for the San Francisco Bay Area, MTC develops, coordinates, circulates and provides for public involvement prior to adopting the RTP. Develops supporting technical documents, environmental documents, public information and other supplemental reports related to RTP. Prepares conformity analysis for RTP and makes conformity findings prior to adoption. Includes funding for TCMs in RTP. MTC Commission will act as the final policy body in the development and adoption of the RTP.
ABAG	Adopts long-range land use and demographic projections for the Bay Area. Provides detailed demographic data to MTC for travel forecasting and regional emissions analysis.
California DOT (Caltrans)	Project initiator for all state highway projects in the MTC region. Works directly with MTC in providing and reviewing detailed technical programming information. Defines the design concept and scope of projects in the RTP to conduct regional emissions analysis. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects. Conducts project level pollutant hotspot analyses. Identifies and commits to project level pollutant mitigation measures, as required. Implements TCMs for which Caltrans is responsible in a timely fashion.
California ARB	Develops, solicits input on and adopts motor vehicle emissions factors; seeks EPA approval for their use in conformity analyses.
BAAQMD	Reviews and comments on all aspects of the conformity determinations for the RTP.
EPA	Administers and provides guidance on the Clean Air Act and Transportation Conformity regulations. Determines adequacy of motor vehicle emissions budget used for making RTP conformity findings. Reviews and comments on conformity determinations for the RTP.

Agency	Roles
Local Municipalities	Local municipalities propose projects for inclusion in the RTP and provide related information on design concept and scope for all regionally significant projects, including facilities where detailed design features have not yet been decided. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects that would affect a new conformity analysis. Conducts project level pollutant hotspot analyses. Identifies and commits to project level mitigation measures, as required. Implement TCMs for which local governments have responsibility in a timely fashion.
Local Transportation Agencies (CTAs, Transit Operators)	Project initiators for certain road and transit projects. See above Local Municipalities.
FHWA/FTA	FHWA and FTA consult with EPA on finding that the RTP conforms to the SIP. Provide guidance on transportation planning regulations. Ensure that all transportation planning and transportation conformity requirements contained in 23 CFR Part 450 and 40 CFR Part 93, respectively, are met.

* While these are the key areas and agencies involved in the development of the RTP, participation in the RTP process by other agencies may occur.

c. Consultation on RTP and RTP Amendment Conformity Analysis

Consultation on the assumptions and approach to the conformity analysis of the RTP or RTP Amendment will occur during the preparation of the draft RTP or RTP Amendment. MTC typically starts discussing the assumptions and approach to the conformity analysis with the Conformity Task Force at least two to three months prior to the conformity analysis being conducted. Early in the RTP or RTP Amendment development process, MTC will consult with the Conformity Task Force on, at a minimum, the following topics:

- Travel forecasting and modeling assumptions
- Latest planning assumptions
- Motor vehicle emission factors to be used in conformity analysis
- Appropriate analysis years
- Key regionally significant projects assumed in the transportation network and the year of operation
- Status of TCM implementation
- Financial constraints and other requirements that affect conformity pursuant to Federal Statewide and Metropolitan Planning regulations.
- Reliance on a previous regional emissions analysis
- The need for an Interim RTP (in the event of a conformity lapse)

The preparation of the draft conformity analysis will typically begin after public review of the draft RTP or RTP Amendment since there may be changes to projects and programs resulting from further public input. MTC will transmit the results of the draft conformity analysis to the

Conformity Task Force prior to releasing the draft conformity analysis for public review. The Conformity Task Force will respond promptly to MTC staff with any comments. The draft conformity analysis will be available for public review at least 30 days prior to any final action by MTC on the final conformity analysis and RTP or RTP Amendment. MTC will consult with the Conformity Task Force, as needed, in preparing written responses to significant comments on the draft conformity analysis. The draft conformity analysis will be reviewed by the MTC standing committee responsible for the RTP and will be referred to the Commission for approval. Members of the public can comment on the draft conformity analysis in writing or in person at MTC meetings prior to the close of the 30-day public review period. After the Commission approves the final conformity analysis, MTC will provide the final conformity analysis to FHWA/FTA for joint review as required by 40 CFR 93.104 and 23 CFR 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule. Copies of the final conformity analysis will also be transmitted to the Conformity Task Force and made available in the MTC/ABAG Library and MTC's Web site.

III. Consultation on Transportation Improvement Program (TIP) and TIP Amendments

a. TIP Consultation Structure and Process

Similar to the RTP development, the mechanism for developing the TIP or TIP Amendments is through the Partnership or its successor. MTC is responsible for convening meetings of the Partnership and its subcommittees. These meetings are open to the public.

The Partnership includes representatives of all federal, state and local transportation agencies involved in developing and implementing transportation policies and programs in the nine-county San Francisco Bay Area as well as other regional agencies, such as the BAAQMD, ABAG, and BCDC. The Conformity Task Force member agencies, including EPA and ARB, are represented on the Partnership, and therefore the Conformity Task Force member agencies may participate directly in the Partnership process.

Early in the TIP development process, MTC will develop a schedule for key activities and meetings leading up to the adoption of the TIP. In developing the draft TIP, MTC brings important TIP-related issues to the Partnership for discussion and feedback. MTC is responsible for transmitting all materials used for these discussions to the Partnership prior to the meetings, or on occasion, may distribute materials at the meetings. All materials that are relevant to interagency consultation, such as the TIP schedule, important TIP-related issues, and draft TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for TIP Amendments requiring an air quality conformity determination.

Public involvement in development of the TIP or TIP Amendments will be provided in accordance with MTC's adopted public involvement procedures. Key TIP supporting documents are posted on MTC's Web site for reference.

Policy decisions and actions pertaining to the TIP are the responsibility of MTC and will be made through MTC's Commission and its standing committee structure. The MTC standing committee

currently in charge of the TIP is the Programming and Allocations Committee, but changes to committee names can be expected from time to time. Comments received on important TIP-related issues and materials will be reviewed and considered by MTC staff in preparation of issuing a draft and final TIP for public review. MTC staff will respond to all significant comments, and the comments and response to comments will be made available for discussion with the Programming and Allocations Committee and the Commission. MTC will transmit TIP-related materials to be discussed at the Programming and Allocations Committee and Commission meetings to the Conformity Task Force prior to the meeting, or on occasion, may distribute materials at the meetings. Staff and policy board members of Conformity Task Force agencies may participate in these meetings.

b. Agency Roles and Responsibilities

Development of the TIP will be a collaborative process with agencies participating through the Partnership or its successor. The following are the expected participation of key agencies in TIP development and review:

Agency	Roles
MTC	As MPO for the San Francisco Bay Area, MTC develops, coordinates, circulates and provides for public involvement prior to adopting the TIP. Develops supporting technical documents and memorandum. Ensures projects in the TIP are consistent with the RTP. Ensures project sponsors have written commitments to any pollutant mitigation measures required as conditions to NEPA process, prior to funding approval. Prepares conformity analysis for the TIP and makes conformity findings prior to adoption. Includes funding for TCMs in the TIP to ensure timely implementation. MTC Commission will act as the final policy body in the development of the TIP, prior to submittal to Caltrans, FHWA and FTA.
ABAG	Adopts long-range land use and demographic projections for the Bay Area. Provides detailed demographic data to MTC for travel forecasting and regional emissions analysis.
California DOT (Caltrans)	Project initiator for all state highway projects in the MTC region. As such, works directly with MTC in providing and reviewing detailed technical programming information. Defines the design concept and scope of projects in the TIP to conduct regional emissions analysis and provides costs. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects. Conducts project level pollutant hotspot analyses. Identifies and commits to certain pollutant mitigation measures, as required. Implements TCMs for which Caltrans is responsible in a timely fashion.
California ARB	Develops, solicits input on and adopts motor vehicle emissions factors. Seeks EPA approval for their use in conformity analyses
BAAQMD	Reviews and comments on all aspects of the conformity determinations for the TIP.
EPA	Administers and provides guidance on the Clean Air Act and transportation conformity regulations. Determines adequacy of motor vehicle emissions budget used for making TIP conformity findings. Reviews and comments on conformity determinations for the TIP.

Agency	Roles
Local Municipalities	Local municipalities propose projects for inclusion in the TIP. Responsible for informing MTC of design concept and scope and costs of all regionally significant projects, including non-FHWA/FTA funded projects when the project sponsor is a recipient of federal funds. Provides design concept and scope for facilities where detailed design features have not yet been decided. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of any regionally significant projects that would affect a new conformity analysis. Ensures regionally significant projects are in a conforming RTP and TIP (or otherwise meet the requirements of EPA conformity regulations, Sec. 93.121) prior to local approval action. Conducts project level pollutant hotspot analyses. Identifies and commits to project level mitigation measures, as required. Implement TCMs for which local governments have responsibility in a timely fashion.
Local Transportation Agencies (CTAs, Transit Operators)	Project initiators for certain road and transit projects. See above Local Municipalities.
FHWA/FTA	FHWA and FTA consult with EPA on finding that the TIP conforms to the SIP. Provide guidance on transportation planning regulations. Ensure that all transportation planning and transportation conformity requirements contained in 23 CFR Part 450 and 40 CFR Part 93, respectively, are met.

* While these are the key areas and agencies involved in the development of the TIP, participation in the TIP process by other agencies may occur.

c. Consultation and Notification Procedures for Conformity Analysis of TIP and TIP Amendments

Adoption of a new TIP will occur at intervals specified in federal planning requirements, whereas TIP Amendments can be expected to occur much more frequently. Consultation on the assumptions and approach to the conformity analysis of the TIP or TIP Amendment will occur during the preparation of the draft TIP or TIP Amendment. MTC typically starts discussing the assumptions and approach to the conformity analysis with the Conformity Task Force at least two to three months prior to the conformity analysis being conducted. When preparing a new TIP, MTC will consult with the Conformity Task Force on the same topics listed for the RTP (see Section II.c.), as well as the additional topics listed below:

- Identification of exempt projects in the TIP
- Identification of exempt projects which should be treated as non-exempt
- Determination of projects which are regionally significant (both FHWA/FTA and non FHWA/FTA funded projects)
- Development of an Interim TIP (in the event of a conformity lapse)

For TIP Amendments, MTC will consult with the Conformity Task Force as identified below:

Consultation Required in Situations Requiring a Conformity Determination, Including, But Not Limited To:

- Add a regionally significant project to the TIP when it has already been appropriately accounted for in the regional emissions analysis for the RTP
- Add a non-regionally significant project to the TIP
- Add non-exempt, regionally significant project that has not been accounted for in the regional emissions analysis
- Change in non-exempt, regionally significant project that is not consistent with the design concept and scope or the conformity analysis years

In addition, notification at the beginning of the public comment period is required for major amendments that add/delete exempt project or project phases to/from the TIP and add environmental studies for non-exempt project to the TIP.

Some changes to an adopted TIP do not require consultation or notification of these changes to federal or state agencies.

No Consultation Required:

According to FHWA/FTA/Caltrans *Procedures for Minor Modification to the FSTIP*, minor change amendments are revisions to project descriptions that do not affect the scope or conflict with the environmental documents, funding revisions that are no more than \$2 million but not more than 20% of the total project cost, changes to fund sources, changes to project lead agency, changes that split or combine projects with no scope or funding changes, changes to required information for grouped projects and adding or deleting projects from grouped project listings. Per the *Procedures for Minor Modification to the FSTIP*, these types of changes are considered administrative actions and do not require any public notification or consultation.

The preparation of the draft conformity analysis will typically begin during the public review period and be completed when all changes to the proposed listing of projects and programs in the draft TIP or TIP Amendment have been finalized. MTC will transmit the results of the draft conformity analysis to the Conformity Task Force prior to releasing the draft conformity analysis for public review. The Conformity Task Force will respond promptly to MTC staff with any comments. The draft conformity analysis will be available for public review at least 30 days prior to any final action by MTC on the final conformity analysis and TIP or TIP Amendment. MTC will consult with the Conformity Task Force, as needed, in preparing written responses to significant comments on the draft conformity analysis. The draft conformity analysis will be reviewed by the MTC standing committee responsible for the TIP and will be referred to the Commission for approval. Members of the public can comment on the draft conformity analysis in writing or in person at MTC meetings prior to the close of the 30-day public review period. After the Commission approves the final conformity analysis, MTC will provide the final conformity analysis to FHWA/FTA for joint review as required by 40 CRF 93.104 and 23 CRF 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule. Copies of the final

conformity analysis will also be transmitted to the Conformity Task Force and made available in the MTC/ABAG Library and MTC's Web site.

IV. State Implementation Plan (SIP) Consultation Process

a. SIP Consultation Structure and Process

The BAAQMD, MTC and ABAG have co-lead responsibilities for preparing the SIP. The SIP will normally be developed through a series of workshops, technical meetings, and public involvement forums independent of the Conformity Task Force; however, all Conformity Task Force agencies will be provided with all information and every opportunity to fully participate in the development of the SIP. The BAAQMD will provide and update schedules for SIP development that will be available to all agencies and the public. Public involvement will be in accordance with the BAAQMD's public involvement procedures. Key documents will be posted on BAAQMD's website. SIP development will normally cover inventory development, determination of emission reductions necessary to achieve and/or maintain federal air quality standards, transportation and other control strategies that may be necessary to achieve these standards, contingency measures, and other such technical documentation as required. The SIP will include a process to develop and evaluate transportation control measures as may be suggested by the co-lead agencies, other agencies, and the public.

MTC will consult with the BAAQMD and ARB in providing the travel activity data used to develop the on-road motor vehicle emissions inventory. If new transportation control strategies are necessary to achieve and/or maintain federal air quality standards, MTC will evaluate and receive public comment on potential new measures through the SIP consultation process administered by the BAAQMD. This SIP process will define the motor vehicle emissions budget (MVEB), and its various components, that will be used for future conformity determinations of the RTP and TIP. Prior to publishing the draft SIP, the Conformity Task Force will have an opportunity to review and comment on the proposed MVEB.

The BAAQMD will circulate the draft SIP for public review, and all comments will be responded to in writing prior to adoption of the SIP by the co-lead agencies. The Boards of the co-lead agencies will formally adopt the submittal. The BAAQMD will then transmit the adopted submittal, along with the public notice, public hearing transcript and a summary of comments and responses, to the ARB.

b. Agency Roles and Responsibilities

The following provides a summary on the roles and responsibilities of the different agencies with involvement in development and review of SIP submittals dealing with TCMs or emissions budgets.

Agency	Responsibilities
MTC	MTC is a co-lead agency for development of the SIP. Responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agencies' comments, and preparing public hearing transcripts and responding to public comments. MTC is responsible for developing regional travel demand forecasts used in the SIP emissions inventory and analysis of new TCMs. MTC develops, analyzes, and monitors and reports on implementation of federal TCMs. MTC participates in public workshops and hearings on the SIP. MTC will provide final SIP documents to the Conformity Task Force and place copies in MTC's library.
ABAG	ABAG is a co-lead agency for development of the SIP. Responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agency comments, and preparing public hearing transcripts and responding to public comments. ABAG's responsibilities include developing regional economic, land use and population forecasts used in developing SIP inventories. ABAG participates in public workshops and hearings on SIP submittals
California DOT (Caltrans)	Caltrans participates through various meetings, workshops, and hearings that are conducted by the co-lead agencies.
California ARB	ARB participates in the SIP development process in the Bay Area. ARB receives the Bay Area's SIP submittals, and upon approval, transmits them to EPA. Concurs with TCM substitution in the SIP.
BAAQMD	BAAQMD is responsible for air quality monitoring, preparation and maintenance of detailed and comprehensive emissions inventories, and other air quality planning and control responsibilities. BAAQMD is responsible for air quality planning in the region. Its responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agencies' comments, and preparing public hearing transcripts and responding to public comments. BAAQMD organizes and participates in public workshops and hearings on SIP submittals.
EPA	EPA receives the Bay Area's SIP submittals from the California ARB, and has the responsibility to act on them in a timely manner. EPA directly influences the content of the submittals through regulations implementing the federal Clean Air Act. EPA also has the opportunity to influence the submittals through various meetings, workshops, and hearings that are conducted by the co-lead agencies. Provides guidance on the Clean Air Act. Determines adequacy of motor vehicle emissions budget used for making RTP/TIP conformity findings. Concurs with TCM substitution in the SIP.
Local Municipalities	Local municipalities will also participate through various meetings, workshops, and hearings that are conducted by the co-lead agencies.
Local Transportation Agencies (CTAs and Transit Operators)	CTAs and transit operators participate through various meetings, workshops, and hearings that are conducted by the co-lead agencies. CTAs represent the collective transportation interests of cities and counties, and, in certain cases, other local agencies.
FHWA/FTA	Provide guidance on transportation planning regulations. Opportunities to participate in the SIP are as noted above.

V. Consultation process for model assumptions, design and data collection

Consultation on model assumptions, design and data collection will take place through two forums ⁽¹⁾:

Group	Role/Focus	Approximate Meeting Frequency
Conformity Task Force	Feedback on regional travel demand forecast model development and assumptions. Consultation on regional emission models and assumptions. Feedback on pollutant hot spot analysis models developed by others	Quarterly, unless consensus to meet less frequently
Model Coordination Working Group of the Partnership	Consultation on regional travel model data collection, analysis, forecasting assumptions, and model development and calibration.	At the call of the Chair.

⁽¹⁾ Membership and meeting frequency changes are regular and expected. Committee structure is subject to change as new committees are formed or as additional committees are included in modeling consultation.

The Model Coordination Working Group focuses on regional transportation model development and coordination. The Working Group or its successor, among other duties, provides a process for consulting on the design, schedule and funding of research and data collection efforts and on development and upgrades to the regional travel demand forecast model maintained by MTC. MTC staff coordinates meetings and helps prepare agenda items. Agendas and packets are generally mailed out one week prior to each meeting. Participation is open to all interested agencies, including members of the Conformity Task Force and the public.

Significant modeling issues that affect or pertain to conformity determinations of the RTP and TIP will be brought by MTC to the Conformity Task Force for discussion prior to any conformity analysis that requires the use of the MTC travel demand forecast model. Any member of the Conformity Task Force can independently request information from MTC concerning specific issues associated with the MTC model design or assumptions, and MTC staff will make the information available.

Models for analysis of localized pollutant hot spots have been developed by others, and the Conformity Task Force does not have any direct role in their development or application. The Conformity Task Force may:

1. Periodically review and participate with Caltrans and other agencies as appropriate in the update of these models and procedures.
2. Refer project sponsors to the most up to date guidance on hot spot analyses.

VI. Project-Level Conformity Determinations

Project-level conformity determinations are required for Federal highway and transit projects in nonattainment and maintenance areas. The project must come from a conforming metropolitan transportation plan and TIP. Additionally, as part of these project-level determinations, in Federal nonattainment and maintenance areas, localized analysis requirements apply for certain Federally-funded or approved projects.

Project sponsors should use the most recent Caltrans procedures for project-level conformity analyses approved by CARB and the EPA. In accordance with Government Code 66518 and 66520, MTC will determine the following:

1. That FHWA or FTA has approved the project-level conformity analysis which is included in the project's environmental document.
2. That the design concept and scope of the project has not changed significantly from that used by MTC in its regional emissions analysis of the RTP or the TIP.

The Conformity Task Force may periodically review and participate with Caltrans and other agencies as appropriate in the update of the Caltrans procedures for project-level conformity analyses and provide technical guidance to project sponsors who use these procedures.

VII. Monitoring of Transportation Control Measures (TCMs)

The periodic conformity analyses for the RTP and TIP will include updates of the implementation of TCMs in the applicable SIP. The Conformity Task Force may request more frequent updates, as needed.

Prior to conducting a new conformity analysis for an RTP or TIP, MTC will document the status of TCMs that have not been completed, by comparing progress to the implementation steps in the SIP. Where TCM emissions reductions are included as part of the MVEB, MTC will also estimate the portion of emission reductions that have been achieved. If there are funding or scheduling issues for a TCM, MTC will describe the steps being undertaken to overcome these obstacles, including means to ensure that funding agencies are giving these TCM maximum priority. MTC may propose substitution of a new TCM for all or a portion of an existing TCM that is experiencing implementation difficulties (see below).

VIII. Substitution of TCMs in the SIP

After consultation with the Conformity Task Force, MTC may recommend and proceed with the substitution of a new TCM in the SIP to overcome implementation difficulties with an existing TCM(s). The substitution will take place in accordance with MTC's adopted TCM substitution procedures, which provide for full public involvement. In the event of possible discrepancies between MTC's TCM Substitution Procedures and those in SAFETEA (Public Law 109-59), the provisions of SAFETEA will govern.

IX. Other Conformity Task Force Processes and Procedures

Interagency consultation procedures for specific conformity issues are described below:

1. Defining regionally significant projects: Regionally significant projects are defined as a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs and would normally be included in the coded network for the regional transportation demand forecast model, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. MTC's travel model roadway network may also include other types of facilities for reasons of functionality or connectivity that would not normally be considered regionally significant. MTC will periodically review with the Conformity Task Force the types of facilities and projects that are coded in the network but which MTC recommends should not be classified as regionally significant (and which therefore would not trigger a new regional emissions analysis if amended into the TIP). MTC will document the decisions of the Task Force for future reference. The Task Force will also consider projects that would not be found regionally significant according to the modeling definition above but should be treated as regionally significant for conformity purposes.
2. Determination of significant change in project design concept and scope: Project sponsors should provide timely notice to MTC of any change in the design concept or scope of any regionally significant project in the RTP and TIP. MTC will consider a significant change in design concept and scope to be one that would alter the coding of the project in the transportation network associated with the regional travel model. When a project(s) has a change in design concept and scope from that assumed in the most recent conformed TIP and RTP, MTC will not normally consider revisions to the RTP or TIP if such a revision requires a new regional emissions analysis for the entire Plan and TIP. MTC will evaluate projects that may be considered to have a change in design concept and scope and will consult with the Conformity Task Force prior to advising the project sponsor as to how MTC intends to proceed with any request to amend the RTP and/or TIP.
3. Determining if exempt projects should be treated as non-exempt: MTC will identify all projects in the TIP that meet the definition of an exempt project, as defined in the Conformity regulations. MTC will provide a list of exempt projects to the Conformity Task Force for review prior to releasing the draft TIP for public comment. If any member of the Conformity

Task Force believes an exempt project has potentially adverse emission impacts or interferes with TCM implementation, they can bring their concern to the Conformity Task Force for review and resolution. If it is determined by the Conformity Task Force that the project should be considered non-exempt, MTC will notify the project sponsor of this determination and make appropriate changes to the conformity analysis, as required.

4. Treatment of non-FHWA/FTA regionally significant projects: Any recipient of federal funding is required to disclose to MTC the design concept and scope of regionally significant projects that do not use FHWA or FTA funds. MTC will request that Caltrans and local agencies identify all such projects prior to conducting a new conformity analysis for the RTP or TIP. As part of the conformity analysis, MTC will also include a written response to any significant comment received about whether any project or projects of this type are adequately accounted for in the regional emissions analysis.
5. Projects that can advance during a conformity lapse. In the event of a conformity lapse, MTC will convene the Conformity Task Force to identify projects in the RTP and TIP that may move forward. MTC will also consult the Conformity Task Force on the process for preparing an Interim RTP and TIP.

X. Addressing Activities and Emissions that Cross MPO Boundaries

When a project that is not exempt is proposed in another MPO's Plan or TIP crosses MTC's boundaries, MTC will review the project with the Conformity Task Force to determine appropriate methods for addressing the emissions impact of the project in MTC's conformity analysis, consistent with EPA's conformity regulations.

MTC's federal transportation planning area includes a portion of Solano County, which is in the Sacramento air basin. This portion, the eastern half of Solano County, is also designated nonattainment for the ozone National Ambient Air Quality Standard (NAAQS), and is included in the Sacramento Metropolitan air quality planning area. (see Exhibit A) The Sacramento Area Council of Governments (SACOG) is the MPO for this planning area. MTC and SACOG, in consultation with Caltrans, the State Air Resources Board, and the Governor's Office, have developed and signed a Memorandum of Understanding (MOU) for undertaking conformity analysis in eastern Solano County.

MTC staff has consulted with the Conformity Task Force and SACOG staff and has prepared revisions to the MTC/SACOG MOU. The revisions account for additional federal transportation-air quality requirements and provide clarity on MTC and SACOG's roles and responsibilities relative to these new requirements. The MTC/SACOG MOU revisions were reviewed and approved by the Conformity Task Force and SACOG staff. The key revisions are summarized below:

- Programming of CMAQ funds in eastern Solano County;

- Coordination between MTC and SACOG when exchanging travel data for emission inventories in eastern Solano County; and,
- Coordination between MTC and SACOG when conducting project-level conformity in eastern Solano County.

The MTC approved MTC Resolution No. 2611, Revised, and MTC's and SACOG's executive directors executed the revised MTC/SACOG MOU on September 11, 2018.

XI. Conflict Resolution

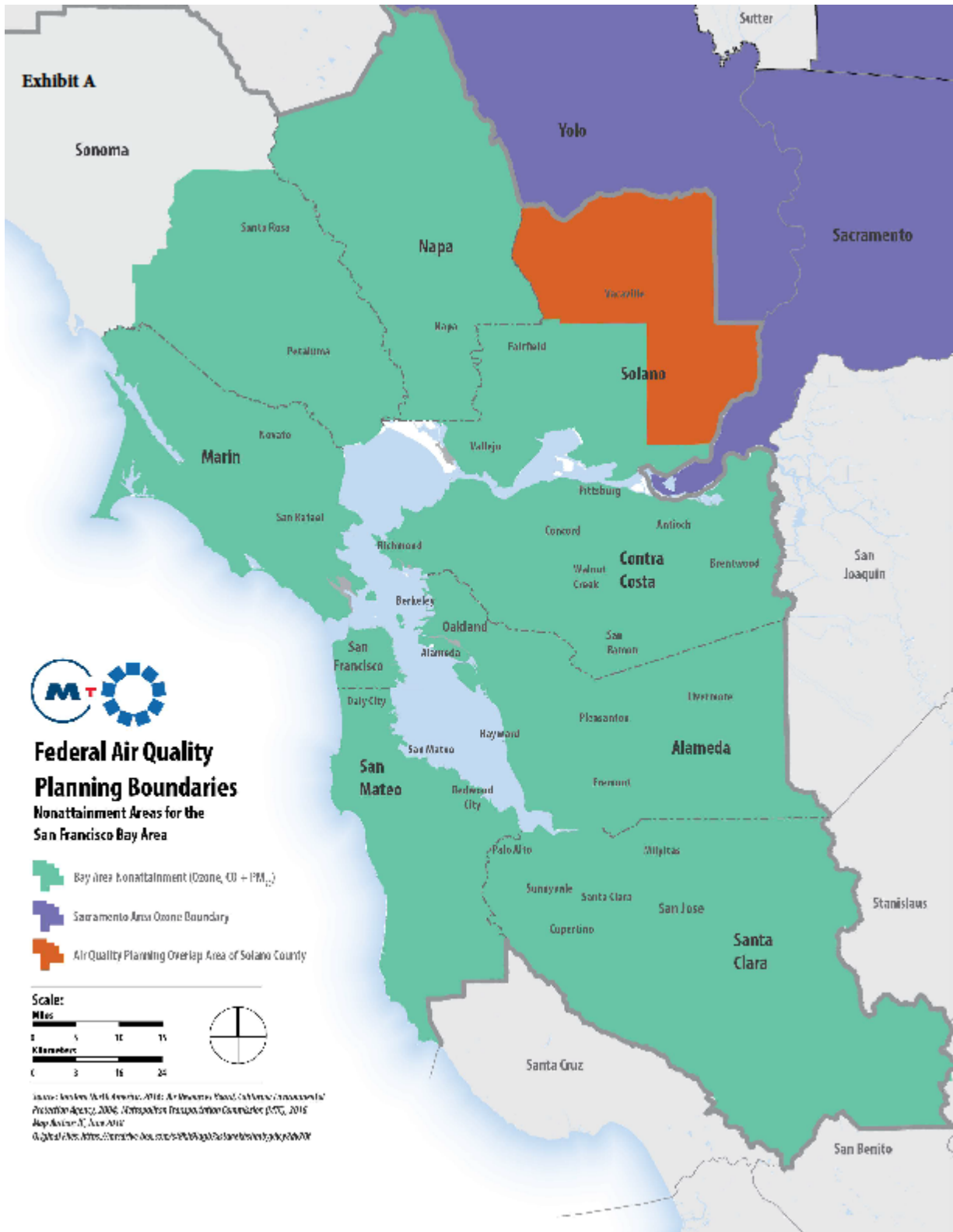
Conflicts between State agencies, ABAG, MTC or BAAQMD that arise during consultation will be resolved as follows:

1. A statement of the nature of the conflict will be prepared and agreed to by the Conformity Task Force.
3. Staff of the affected agencies will meet in a good faith effort to resolve the conflict in a manner acceptable to all parties.
4. If the staff is unsuccessful, the Executive Directors or their designee of any state agency and all other parties to the conflict shall meet to resolve differences in a manner acceptable to all parties.
5. The parties to the conflict will determine when the 14-day clock (see below) starts.
6. Following these steps, the State Air Resources Board has 14 days to appeal to the Governor after Caltrans or MTC has notified the State Air Resources Board that either party plans to proceed with their conformity decision or policy that is the source of the conflict. If the State air agency appeals to the Governor, the final conformity determination must have the concurrence of the Governor. If the State Air Resources Board does not appeal to the Governor within 14 days, the MTC or State Department of Transportation may proceed with the final conformity determination. The Governor may delegate his or her role in this process, but not to the head or staff of the State or local air agency, State department of transportation, State transportation commission or board, or an MPO.

XII. Public Consultation Procedures

MTC will follow its adopted public involvement procedures when making conformity determinations on transportation plans, and programs. These procedures establish a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by MTC at the beginning of the public comment period and prior to taking formal action on a

conformity determination for the RTP and TIP, consistent with these requirements and those of 23 CFR 450.316(b). Meetings of the Conformity Task Force and Partnership are open to the public. Any charges imposed for public inspection and copying should be consistent with the fee schedule contained in 49 CFR 7.95. These agencies shall also provide opportunity for public involvement in conformity determinations for projects where otherwise required by law.



Legislation Details (With Text)

File #: 20-0189 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 1/14/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee

On agenda: 2/14/2020 **Final action:**

Title: MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies

Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs. ABAG Resolution Nos. 02-2020 and 03-2020 are proposed for adoption on the February 20, 2020 ABAG Executive Board agenda.

Sponsors:

Indexes:

Code sections:

- Attachments:** [9b Planning-5a PBA50 DraftBlueprint GeographiesAction.pdf](#)
[5a PBA50 DraftBlueprint GeographiesAction Summary.pdf](#)
[5a Handout-FriendsofNorthSonomaStronglyOpposeSpringsSpecificPlans_February2020.pdf](#)
[5a Handout2 Resolution 2019-0567.pdf](#)

Date	Ver.	Action By	Action	Result
2/14/2020	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

Subject:

MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies

Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs. ABAG Resolution Nos. 02-2020 and 03-2020 are proposed for adoption on the February 20, 2020 ABAG Executive Board agenda.

Presenter:

Dave Vautin and Mark Shorett

Recommended Action:

Commission Approval

Attachments:



COMMISSION AGENDA ITEM 9b

Agenda Items 5a and

Agenda Item 5b

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Joint MTC Planning Committee with the ABAG Administrative Committee
DATE: February 13, 2020

FR: MTC Policy Advisory Council
W.I. 1114

RE: Plan Bay Area 2050: Draft Blueprint - Growth Geographies and Strategies

At its Wednesday, February 12, 2020 meeting, the Policy Advisory Council received presentations on the Plan Bay Area 2050 Draft Blueprint Growth Geographies and the proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint.

After the presentation on the proposed Growth Geographies, the Council voted unanimously to recommend that staff test Option B as the growth strategy with the inclusion of the Council's recommendation to consider the need for improved transit and infrastructure in Priority Production Areas, e.g., sidewalks, street lighting, bus and bicycle lanes, and green space, in order to stimulate growth in these areas.

Following the presentation on the proposed strategies, Council members expressed the following concerns:

- the equity issues raised by per-mile tolling;
- the need for higher levels of required affordable housing production (beyond the proposed levels of 10 to 20 percent) and the need for public funding to reach a higher goal;
- the barriers created by limited transit availability for shift workers and students;
- the inclusion of persons with disabilities, who may be solo drivers, in proposed toll discounts; and
- the need to study whether in lieu fees are providing affordable housing and the location of that housing.

The Policy Advisory Council recommends that these concerns be addressed in staff's analysis of the proposed strategies before any findings are released in spring 2020 for additional public feedback and policymaker refinement.

**Metropolitan Transportation Commission and the Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

February 14, 2020

Agenda Item 5a

**ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and
MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies**

Subject: Approval of proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs.

Background: Following Commission and Executive Board adoption of an update to the Regional Growth Framework in May 2019, MTC/ABAG staff engaged local jurisdictions to identify new priority areas, modify the boundaries of existing PDAs, and establish a timeline for adopting PDA plans. Staff also worked with County Transportation Agencies (CTAs) to identify transit improvements to bring all PDAs up to at least the minimum transit standard. Letters of Interest to nominate new or modify existing PDAs and PCAs, and to nominate PPAs, were due in September 2019, with adopted resolutions for new Priority Areas due in January 2020. Jurisdictions nominated 88 new eligible Priority Areas – 34 PDAs, 19 PCAs, and 35 PPAs. In addition, jurisdictions submitted 48 eligible requests to modify the boundaries of an existing PDA.

Together, the submitted priority areas, transit improvements, and planning commitments help to advance regional housing, climate, and equity goals, bring nearly all existing PDAs into alignment with the adopted planning and transit standards required for Plan Bay Area 2050, and build upon coordinated economic development efforts. Despite these gains, the updated set of locally-nominated priority areas may not be adequate to create a Plan Bay Area 2050 Blueprint that meets the state mandated greenhouse gas (GHG) reduction target and demonstrates the ability to meet the region’s future housing need at all income levels. Many of the places in which growth could provide the greatest regional benefit have still not been designated PDAs. For example, only 20 percent of the High-Resource Areas (HRAs) eligible for designation as PDAs have been nominated by local jurisdictions, and the share of the region’s Transit-Rich Areas (TRAs) nominated as PDAs remains below 50 percent.

To advance discussion about overcoming the obstacles that remain to achieving regional housing, climate, and equity objectives after taking into account this expanded footprint, staff prepared three potential options for the set of Growth Geographies to include in the Draft Blueprint for discussion at the October and November Committees: A) **highly focused in existing & proposed PDAs**, an approach similar to the first two iterations of Plan Bay Area; B) **focused in existing & proposed PDAs plus select HRAs and PDA-eligible TRAs** not currently designated PDAs; and C) **focused in existing & proposed PDAs, with more distributed growth** within Urban Growth Boundaries.

These options were discussed this fall with ABAG and MTC committees, as well as through a day-long Regional Advisory Working Group with a group of topic-area experts. Growth Geographies were also a key component of public feedback at recent “pop up” workshops and in the *Mayor of Bayville* online game. In general,

there was robust support for including areas outside of PDAs in the Plan Bay Area 2050 Blueprint, both with the public and with stakeholders. Staff also received useful feedback on the desire for a context-based approach to prioritizing the wide range of places within each geography, taking into account factors such as level of transit and job access, displacement risk, natural hazard risk and more. There was also significant interest in coordinating the Growth Geographies and Blueprint strategies across all four elements (Transportation, Housing, Economy, and Environment).

Additional analysis conducted by staff following this engagement process led to a refined set of proposed Draft Blueprint Growth Geographies that builds upon Option B, presented in detail in Attachment D. Designed to respond to feedback and maximize the Blueprint's potential to achieve the Plan's GHG reduction target, meet the region's future housing needs, and align with the Regional Housing Needs Allocation (RHNA), the proposed set of geographies combine existing and new locally nominated PDAs and PPAs with select Transit-Rich and High-Resource Areas outside PDAs. Taking this approach, the share of Transit-Rich areas included in the Blueprint would increase from 44 percent in Plan Bay Area 2040 to 77 percent; High-Resource Areas served by at least basic transit service would increase from 16 percent to 58 percent. Finally, the share of areas that are both Transit-Rich and High-Resource – the places in which new homes are likely to deliver the greatest regional benefit – would increase from 27 percent to nearly 80 percent.

Issues:

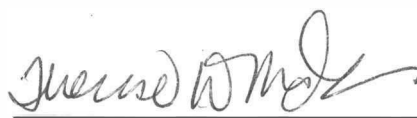
While the Geographies will define *where* growth is focused in the Blueprint, the Blueprint Strategies - discussed in the next agenda item - will shape *what kind* of growth takes place in these Geographies. This approach allows the Blueprint to move beyond a "one size fits all" model to one that balances local context, such as neighboring land uses, with the imperative to shape a more equitable, affordable, and environmentally sustainable Bay Area.

Recommendation:

Staff requests that the *ABAG Administrative Committee* approve ABAG Resolution No. 02-2020 adopting new PDAs, PPAs, and PCAs. Furthermore, staff requests that the *ABAG Administrative Committee* approve ABAG Resolution No. 03-2020 and that the *MTC Planning Committee* approve MTC Resolution No. 4410. These resolutions identify the Growth Geographies included in the Draft Blueprint, while recognizing that there is an opportunity for further refinement to these geographies this spring and summer prior to the Final Blueprint phase. Staff will analyze the Draft Blueprint and report back on forecasted outcomes in late spring.

Attachments:

Attachment A: ABAG Resolution No. 02-2020
Attachment B: ABAG Resolution No. 03-2020
Attachment C: MTC Resolution No. 4410
Attachment D: Presentation



Therese W. McMillan

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

ABSTRACT

Resolution No. 02-2020

This resolution adopts new Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs) nominated by local jurisdictions in 2020. The PDAs and PPAs adopted in this resolution will become part of the Plan Bay Area 2050 Growth Geographies adopted in Resolution No. 03-2020, adopted concurrently with this Resolution.

Further discussion of this subject is contained in the Joint MTC Planning Committee with the ABAG Administrative Summary Sheet dated February 14, 2020.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

RESOLUTION NO. 02-2020

RE: APPROVAL OF NEW PRIORITY DEVELOPMENT AREAS (PDAS), PRIORITY PRODUCTION AREAS (PPAS), AND PRIORITY CONSERVATION AREAS (PCAS)

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, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs in previous years, each nominated through a resolution from the governing body with land use authority over the area in which these priority areas are located.

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area ("Plan") constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Resolution 02-19, adopted on May 22, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with Resolution 02-19; and

WHEREAS, local jurisdictions nominated 34 eligible PDAs, 35 eligible PPAs, and 19 eligible PCAs, supported by a resolution from the governing body with land use authority over the area in which these areas are located; and

RESOLVED, that ABAG, hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that ABAG, as a decision making body, hereby adopts the new Priority Development Areas, Priority Production Areas, and Priority Conservation Areas in Attachment A, and authorizes staff to include these areas as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

The foregoing was adopted by the Executive Board this 20th day of February, 2020.

Jesse Arreguín, Chair
President

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 20th day of February, 2020.

Frederick Castro
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

Attachment A: New Priority Areas for Adoption

Table 1: New Priority Development Areas (PDAs)

County	Jurisdiction	Priority Development Area Name
Alameda	Berkeley	North Berkeley BART
Alameda	Livermore	McGrath Southfront PDA
Alameda	Fremont	North Fremont Blvd Connected Community PDA
Alameda	Fremont	Osgood Rd Connected Community PDA
Alameda	Fremont	Warm Springs Blvd Connected Community PDA
Contra Costa	Brentwood	Brentwood Blvd
Contra Costa	Brentwood	Downtown Brentwood
Contra Costa	Brentwood	Brentwood Transit Village
Contra Costa	Richmond	Hilltop
San Francisco	San Francisco	Sunset Corridors
San Francisco	San Francisco	Richmond District
San Francisco	San Francisco	Lombard Street
San Francisco	San Francisco	West Portal/Forest Hill Station Area
San Mateo	Pacifica	Sharp Park Specific Plan
San Mateo	Pacifica	Skyline Corridor
Santa Clara	Santa Clara	Freedom Circle
Santa Clara	Santa Clara	Lawrence Station Phase II
Santa Clara	Santa Clara	Patrick Henry Drive
Santa Clara	Santa Clara	Related Santa Clara/City Place
Santa Clara	Santa Clara	Tasman East
Santa Clara	San Jose	South DeAnza
Santa Clara	Sunnyvale	Moffett Park Specific Plan
Santa Clara	Palo Alto	Downtown/University
Santa Clara	Milpitas	Midtown Specific Plan
Solano	Vallejo	Carquinez Heights
Solano	Vallejo	Mare Island
Solano	Vallejo	Solano 360/I-80/SR-37 Gateway
Solano	Vallejo	Central Corridor West
Solano	Vallejo	Central Corridor East
Sonoma	Sonoma County	Sonoma County Airport
Sonoma	Sonoma County	Springs
Sonoma	Sonoma County	Santa Rosa Avenue
Sonoma	Petaluma	Corona Road SMART Station
Sonoma	Cotati	Gravenstein Corridor

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

Table 2: Pilot Priority Production Areas (PPAs)

County	Jurisdiction	Priority Production Area Name
Alameda	Fremont	Bayside Industrial Priority Production Area
Alameda	Fremont	Pacific Commons Priority Production Area
Alameda	Hayward	Hayward PPA
Alameda	Livermore	Eastside PPA
Alameda	Livermore	Westside PPA
Alameda	Oakland	Port PPA
Alameda	Oakland	Airport PPA
Alameda	San Leandro	San Leandro PPA
Alameda	Union City	Union City PPA
Contra Costa	Antioch	Northern Waterfront Industrial Corridor
Contra Costa	Concord	Northern Concord PPA
Contra Costa	Concord	Western Concord PPA
Contra Costa	Oakley	Employment Area
Contra Costa	Pittsburg	Northern Waterfront
Contra Costa	Unincorporated Contra Costa	Pacheco Manufacturing Zone
Contra Costa	Unincorporated Contra Costa	Baypoint Industrial Sector
Napa	American Canyon	American Canyon PPA
San Francisco	San Francisco	Bayshore/Central Waterfront/Islais Creek
San Mateo	Pacifica	Northern Palmetto PPA
Santa Clara	Milpitas	Central Manufacturing Area
Santa Clara	Milpitas	McCarthy Ranch Industrial Area
Santa Clara	Milpitas	Southwestern Employment Area
Santa Clara	Morgan Hill	Morgan Hill PPA
Santa Clara	San Jose	Monterey Business Corridor
Solano	Benicia	Benicia Industrial PPA
Solano	Dixon	Northeast Quadrant
Solano	Fairfield	Train Station Employment Center
Solano	Fairfield	Fairfield PPA
Solano	Rio Vista	Rio Vista PPA
Solano	Suisun City	Suisun City Gentry (westside)
Solano	Suisun City	Suisun City East Side PPA
Solano	Vacaville	Vacaville Industrial Priority Production Area
Solano	Vallejo	Vallejo PPA Mare Island
Solano	Vallejo	Vallejo PPA South Vallejo
Sonoma	Cotati	Cotati PPA

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

Table 3: New Priority Conservation Areas (PCAs)

County	Jurisdiction	Priority Conservation Area Name
Alameda	Livermore	Arroyo Las Positas Trail
Alameda	Livermore	First Street
Contra Costa	Pittsburg	Northwest Waterfront
Marin	Tiburon	Tiburon Open Space
Marin	San Anselmo	Bald Hill
Santa Clara	Palo Alto	Palo Alto Baylands
San Francisco	San Francisco	Excelsior/OMI Park Connections
San Francisco	San Francisco	Crosstown Trail
San Francisco	San Francisco	India Basin
San Francisco	San Francisco	Lake Merced/Ocean Beach
San Francisco	San Francisco	Central Waterfront
San Francisco	San Francisco	Northern Waterfront
San Francisco	San Francisco	Treasure Island/Yerba Buena Island
Solano	Unincorporated Solano County	Dixon Agricultural Service Area
Solano	Unincorporated Solano County	Cache Slough
Sonoma	Santa Rosa	Southeast Greenway
Solano	Vallejo	Mare Island Open Space
Solano	Vallejo	Napa Sonoma Marshes Wildlife Area
Solano	Vallejo	White Slough Wetlands Area

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 02-2020**

Attachment B: New Priority Area Maps



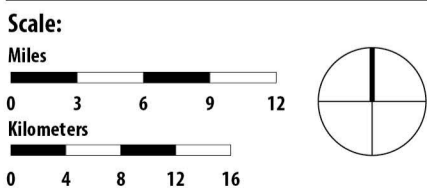
Priority Development Areas

- New PDA
- Existing PDA
- Other Urbanized Area
- Regional Rail Station
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)

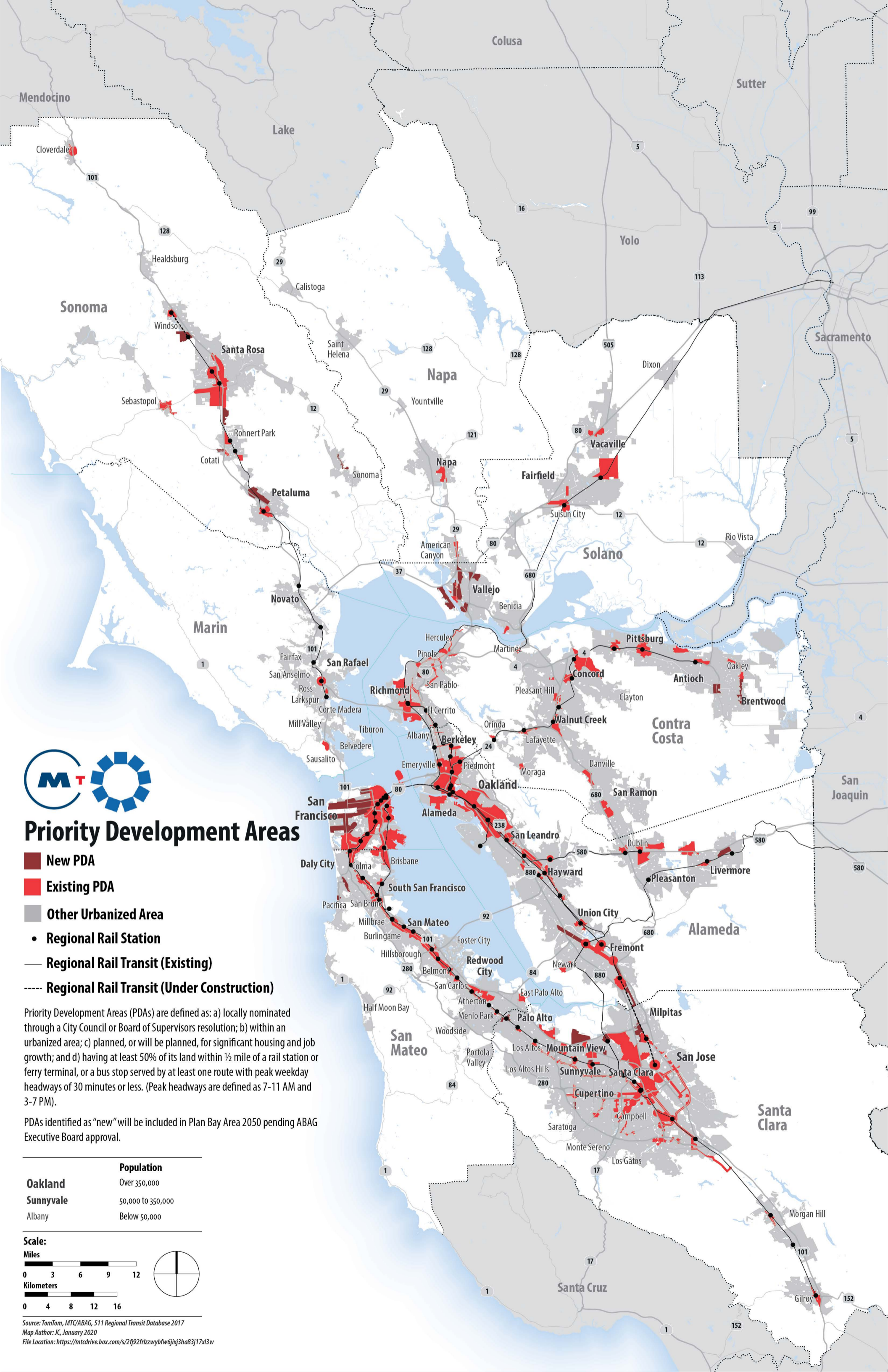
Priority Development Areas (PDAs) are defined as: a) locally nominated through a City Council or Board of Supervisors resolution; b) within an urbanized area; c) planned, or will be planned, for significant housing and job growth; and d) having at least 50% of its land within 1/2 mile of a rail station or ferry terminal, or a bus stop served by at least one route with peak weekday headways of 30 minutes or less. (Peak headways are defined as 7-11 AM and 3-7 PM).

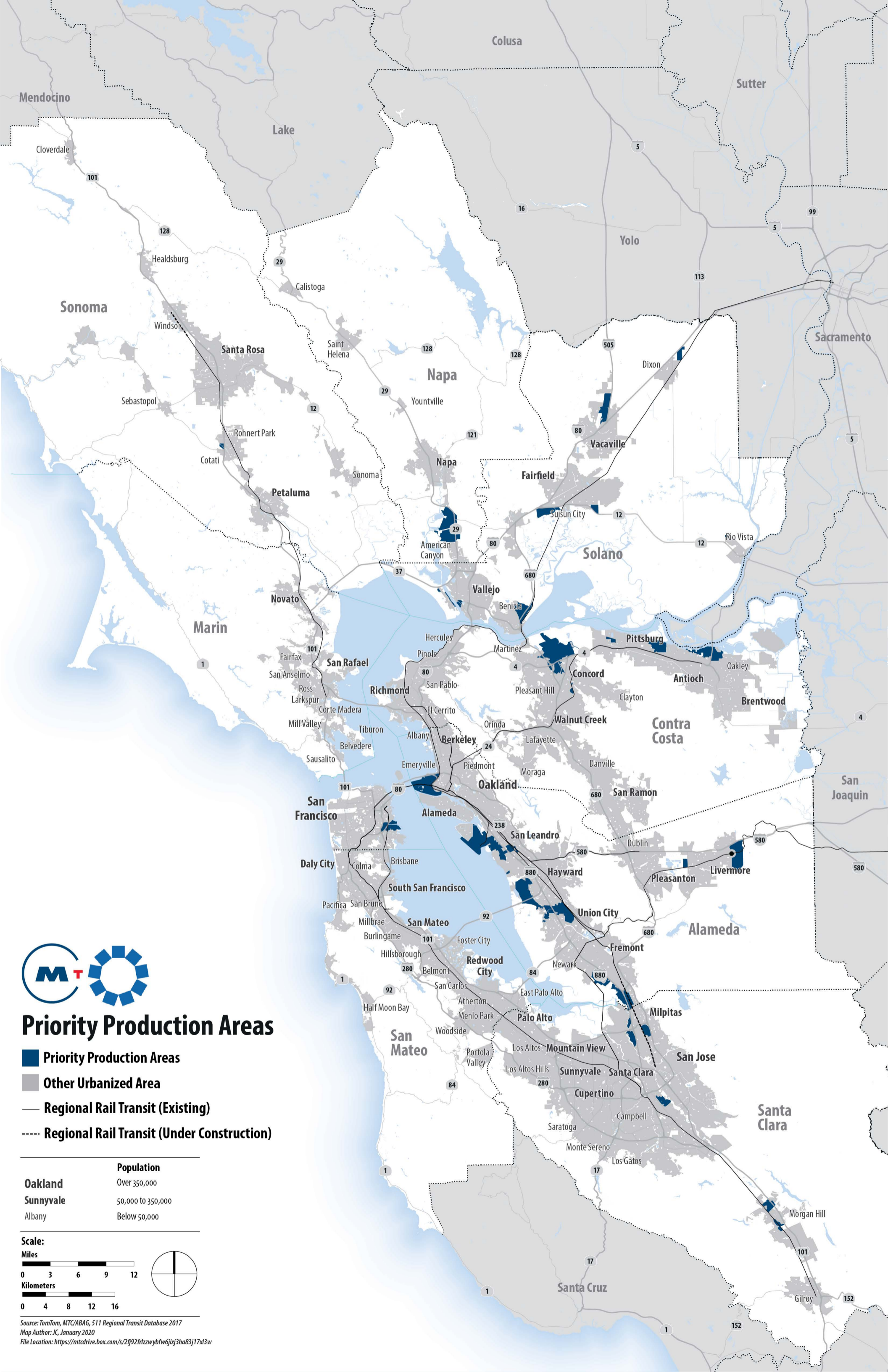
PDAs identified as "new" will be included in Plan Bay Area 2050 pending ABAG Executive Board approval.

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017
 Map Author: JC, January 2020
 File Location: <https://mtdrive.box.com/s/2f92frzzwyf6jxj3ha83j17x13w>

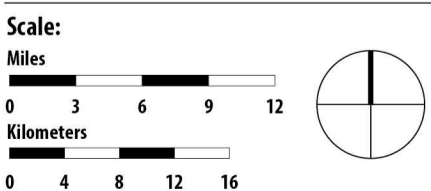




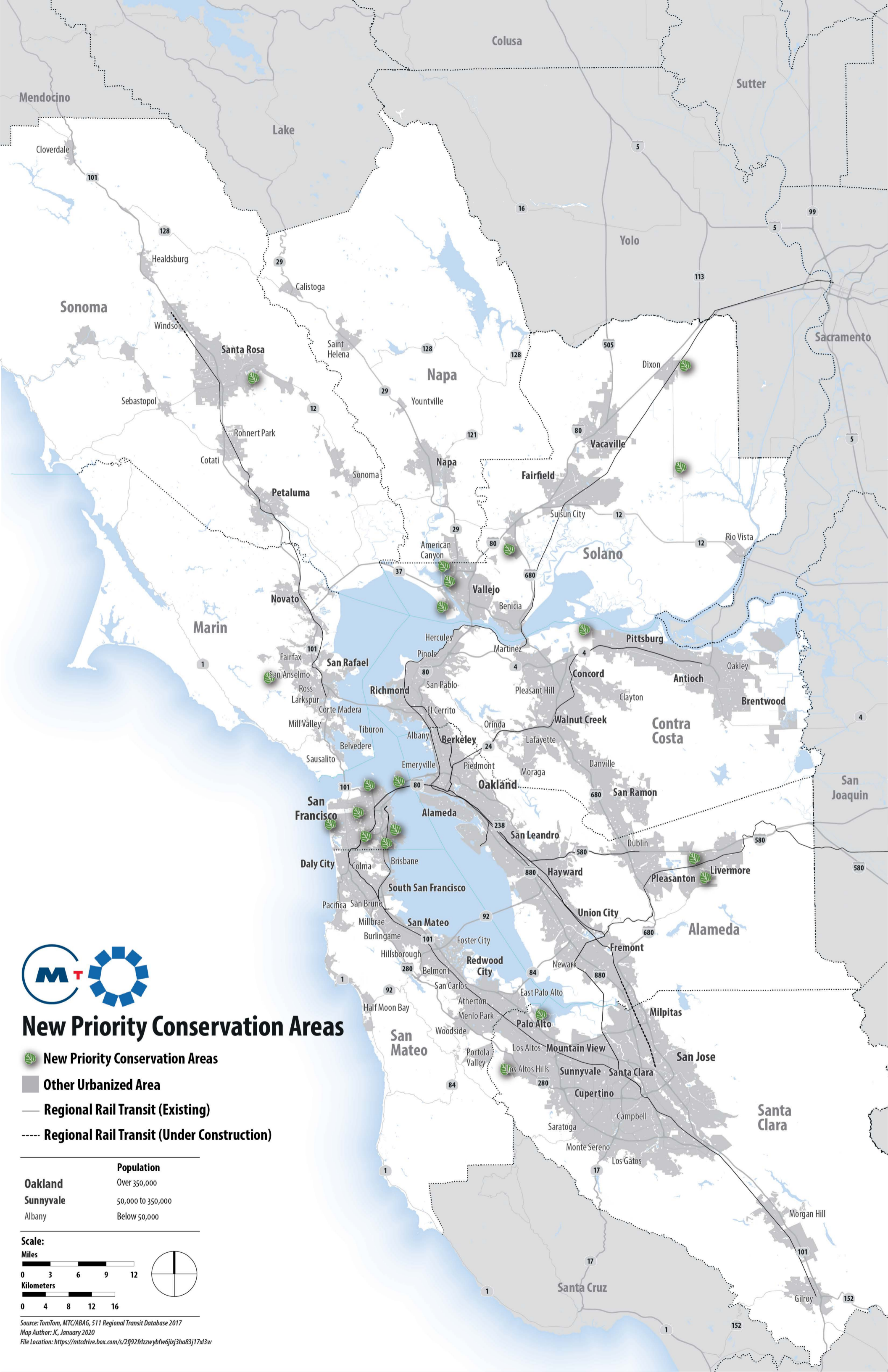
Priority Production Areas

- Priority Production Areas
- Other Urbanized Area
- Regional Rail Transit (Existing)
- Regional Rail Transit (Under Construction)


	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



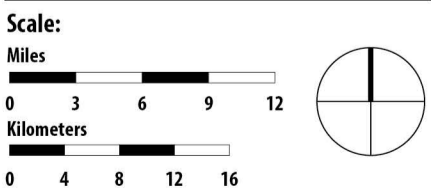
Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017
 Map Author: JC, January 2020
 File Location: <https://mtcdrive.box.com/s/2f92frtzwbyfw6jix3ha83j17xl3w>



New Priority Conservation Areas

-  New Priority Conservation Areas
-  Other Urbanized Area
-  Regional Rail Transit (Existing)
-  Regional Rail Transit (Under Construction)

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017
 Map Author: JC, January 2020
 File Location: <https://mtcdrive.box.com/s/2f92frtzwbyfw6jix3ha83j17xl3w>

**ASSOCIATION OF BAY AREA GOVERNMENTS
EXECUTIVE BOARD**

ABSTRACT

Resolution No. 03-2020

This resolution establishes the geographic areas (Growth Geographies) included in the Plan Bay Area 2050 Draft Blueprint as priority areas for future housing and job growth.

Further discussion of this subject is contained in the Administrative Committee Summary Sheet dated February 14, 2020.

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

RESOLUTION NO. 03-2020

RE: APPROVAL OF THE PLAN BAY AREA 2050 DRAFT BLUEPRINT GROWTH
GEOGRAPHIES

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, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs nominated by local governments in previous years; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area ("Plan") constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Resolution 02-19, adopted on May 16, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with Resolution 02-19, and received 34 submissions for eligible PDAs and 35 PPAs, respectively, supported by adopted City Council or Board of Supervisor resolutions; and

WHEREAS, these eligible areas, included in Attachment A, were adopted by the ABAG Executive Board through ABAG Resolution 02-2020 on February 20, 2020; and

WHEREAS, these areas advanced regional climate, equity, and economic development objectives, but left the majority of areas eligible for PDA nomination undesignated, including areas with the greatest transit access and access to upward mobility; and

WHEREAS, including only locally-nominated PDAs as Growth Geographies in the Plan Bay Area 2050 Blueprint could make it challenging for the region to meet its state-mandated GHG reduction target and to support the Guiding Principles of Plan Bay Area 2050; and

WHEREAS, feedback from members of the public, MTC and ABAG committees, and from topic-area experts provided the basis for a set of proposed Growth Geographies – identified in Attachment A – that balance local priorities with shared regional responsibility and the need to achieve the region’s greenhouse gas target, as well as its housing, equity, environment, and other goals; now, therefore, be it

RESOLVED, that ABAG hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

RESOLVED, that ABAG, as a decision-making body, hereby adopts the criteria for Plan Bay Area 2050 Growth Geographies in Attachment A, and authorizes staff to include areas consistent with these criteria as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

The foregoing was adopted by the Executive Board this 20th day of February, 2020.

Jesse Arreguín, Chair
President

Certification of Executive Board Approval

I, the undersigned, the appointed and qualified Clerk of the Board of the Association of Bay Area Governments (Association), do hereby certify that the foregoing resolution was adopted by the Executive Board of the Association at a duly called meeting held on the 20th day of February, 2020.

Frederick Castro
Clerk of the Board

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

Plan Bay Area 2050 Blueprint Growth Geographies

The following areas shall be prioritized as Growth Geographies for new housing and jobs in the Plan Bay Area 2050 Draft Blueprint, with specific density and land use assumptions based upon Draft Blueprint Housing Strategies.

In all local jurisdictions:

- Priority Development Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Priority Production Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Transit-Rich Areas within ½ mile of a regional rail station with headways of 15 minutes or better during the AM (6 AM to 10 AM) and PM (3 PM to 7 PM) peak periods, including Bay Area Rapid Transit (BART) and CalTrain Baby Bullet station areas.
Note: *Priority Conservation Areas will be included in the Plan, but are not Growth Geographies.*

In local jurisdictions that have nominated less than 50 percent of the PDA eligible areas as PDAs:

- All remaining Transit-Rich Areas not explicitly identified above (including both High-Resource Areas and places outside High-Resource Areas)
- High-Resource Areas within ¼ mile of a bus stop with 16- to 30-minute peak period headways




Exclusions:

The following areas are excluded from PDA eligibility, and not used in calculating the share of a jurisdiction's PDA-eligible land locally nominated:

- Wildland urban interface areas
- Areas of unmitigated sea level rise (*i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element*)
- Areas outside locally-adopted urban growth boundaries
- Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

**Table 1: Proposed Plan Bay Area 2050 Geographies:
Priority Development Areas (PDAs)**

GUIDE		Existing PDA, boundaries not modified		New PDA (Pending Executive Board Adoption)
		Existing PDA, boundaries modified		

County	Jurisdiction	Priority Development Area
Alameda	Alameda	Naval Air Station
Alameda	Alameda	Northern Waterfront
Alameda	Albany	San Pablo & Solano Mixed Use Neighborhood
Alameda	Berkeley	Adeline Street
Alameda	Berkeley	Downtown
Alameda	Berkeley	North Berkeley BART**
Alameda	Berkeley	San Pablo Avenue
Alameda	Berkeley	South Shattuck
Alameda	Berkeley	Southside/Telegraph Avenue
Alameda	Berkeley	University Avenue
Alameda	Dublin	Downtown Specific Plan Area
Alameda	Dublin	Town Center
Alameda	Dublin	Transit Center/Dublin Crossings
Alameda	Emeryville	Mixed-Use Core
Alameda	Fremont	Centerville Transit PDA*
Alameda	Fremont	Downtown/City Center Transit PDA*
Alameda	Fremont	Irvington Transit PDA*
Alameda	Fremont	North Fremont Blvd Connected Community PDA**
Alameda	Fremont	Osgood Rd Connected Community PDA**
Alameda	Fremont	Warm Springs Connected Community PDA**
Alameda	Fremont	Warm Springs Innovation District Transit PDA*
Alameda	Hayward	Downtown
Alameda	Hayward	Mission Boulevard Corridor
Alameda	Hayward	South Hayward BART
Alameda	Hayward	The Cannery
Alameda	Livermore	Downtown
Alameda	Livermore	Isabel Avenue/BART Station Planning Area
Alameda	Livermore	McGrath Southfront PDA**
Alameda	Newark	Dumbarton Transit Oriented Development
Alameda	Newark	Old Town Mixed Use Area
Alameda	Oakland	Coliseum Bay Area Rapid Transit Station Area*
Alameda	Oakland	Downtown & Jack London Square*
Alameda	Oakland	Eastmont Town Center / International Blvd TOD*
Alameda	Oakland	Fruitvale and Dimond Areas*

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
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County	Jurisdiction	Priority Development Area
Alameda	Oakland	MacArthur Blvd Corridor*
Alameda	Oakland	MacArthur Transit Village*
Alameda	Oakland	North Oakland / Golden Gate*
Alameda	Oakland	San Antonio*
Alameda	Oakland	West Oakland*
Alameda	Pleasanton	Hacienda
Alameda	San Leandro	BayFair TOD*
Alameda	San Leandro	Downtown Transit Oriented Development
Alameda	San Leandro	East 14th Street
Alameda	Unincorporated Alameda	Castro Valley BART
Alameda	Unincorporated Alameda	East 14th Street and Mission Boulevard
Alameda	Unincorporated Alameda	Hesperian Boulevard
Alameda	Unincorporated Alameda	Meekland Avenue Corridor
Alameda	Union City	Greater Station District Area*
Contra Costa	Antioch	Hillcrest eBART Station
Contra Costa	Antioch	Rivertown Waterfront
Contra Costa	Brentwood	Brentwood Blvd**
Contra Costa	Brentwood	Brentwood Transit Village**
Contra Costa	Brentwood	Downtown Brentwood**
Contra Costa	Concord	Concord Naval Weapons Station
Contra Costa	Concord	Downtown
Contra Costa	Danville	Downtown
Contra Costa	El Cerrito	San Pablo Avenue Corridor
Contra Costa	Hercules	Central Hercules
Contra Costa	Hercules	Waterfront District
Contra Costa	Hercules	San Pablo Avenue Corridor
Contra Costa	Lafayette	Downtown
Contra Costa	Martinez	Downtown
Contra Costa	Moraga	Moraga Center
Contra Costa	Oakley	Downtown
Contra Costa	Oakley	Potential Planning Area
Contra Costa	Orinda	Downtown
Contra Costa	Pinole	Appian Way Corridor
Contra Costa	Pinole	Old Town San Pablo Avenue
Contra Costa	Pittsburg	Downtown
Contra Costa	Pittsburg	Railroad Avenue eBART Station
Contra Costa	Pleasant Hill	Buskirk Avenue Corridor

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
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County	Jurisdiction	Priority Development Area
Contra Costa	Pleasant Hill	Diablo Valley College
Contra Costa	Richmond	North Richmond*
Contra Costa	Richmond	Central Richmond & 23rd Street Corridor*
Contra Costa	Richmond	Hilltop**
Contra Costa	Richmond	San Pablo Ave Corridor*
Contra Costa	Richmond	South Richmond*
Contra Costa	San Pablo	Rumrill Boulevard
Contra Costa	San Pablo	San Pablo Avenue & 23rd Street Corridors
Contra Costa	San Ramon	City Center
Contra Costa	San Ramon	North Camino Ramon
Contra Costa	Unincorporated Contra Costa	Contra Costa Centre
Contra Costa	Unincorporated Contra Costa	Downtown El Sobrante PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Connected Community PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Transit Rich PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg/Bay Point BART Station
Contra Costa	Unincorporated Contra Costa	San Pablo Avenue
Contra Costa	Walnut Creek	Core Area
Marin	San Rafael	Downtown
Marin	Unincorporated Marin	Urbanized Corridor*
Napa	American Canyon	Highway 29 Corridor
Napa	Napa	Downtown Napa and Soscol Gateway Corridor
San Francisco	San Francisco	19th Avenue*
San Francisco	San Francisco	Balboa Park and Southwest Corridors*
San Francisco	San Francisco	Bayview/Southeast Neighborhoods*
San Francisco	San Francisco	Central City Neighborhoods*
San Francisco	San Francisco	Downtown/Van Ness/Northeast Neighborhoods*
San Francisco	San Francisco	Eastern Neighborhoods*
San Francisco	San Francisco	J Church and Mission Corridor*
San Francisco	San Francisco	Lombard Street**
San Francisco	San Francisco	Market Octavia*
San Francisco	San Francisco	Mission Bay*
San Francisco	San Francisco	Richmond District**
San Francisco	San Francisco	Sunset Corridors**
San Francisco	San Francisco	Transbay/Rincon Hill*

**ASSOCIATION OF BAY AREA GOVERNMENTS
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County	Jurisdiction	Priority Development Area
San Francisco	San Francisco	Treasure Island & Yerba Buena Island
San Francisco	San Francisco	West Portal/Forest Hill Station Area**
San Mateo	Belmont	Villages of Belmont
San Mateo	Brisbane	Brisbane*
San Mateo	Burlingame	Burlingame El Camino Real
San Mateo	Burlingame	Downtown*
San Mateo	Colma	El Camino Real*
San Mateo	Daly City	Bayshore
San Mateo	Daly City	Mission Boulevard
San Mateo	East Palo Alto	Ravenswood
Santa Clara	Menlo Park	El Camino Real Corridor and Downtown
San Mateo	Millbrae	Transit Station Area
San Mateo	Pacifica	Sharp Park Specific Plan**
San Mateo	Pacifica	Skyline Corridor**
San Mateo	Redwood City	Broadway/Veterans Boulevard Corridor
San Mateo	Redwood City	Downtown
San Mateo	Redwood City	El Camino Real Corridor
San Mateo	San Bruno	Transit Corridors
San Mateo	San Carlos	Railroad Corridor*
San Mateo	San Mateo	Downtown
San Mateo	San Mateo	El Camino Real
San Mateo	San Mateo	Grand Boulevard Initiative
San Mateo	San Mateo	Rail Corridor
San Mateo	South San Francisco	Downtown
San Mateo	South San Francisco	El Camino Real
San Mateo	Unincorporated San Mateo	El Camino Real (North Fair Oaks)
San Mateo	Unincorporated San Mateo	El Camino Real (Unincorporated Colma)
Santa Clara	Campbell	Central Redevelopment Area
Santa Clara	Cupertino	Cores & Corridors
Santa Clara	Gilroy	Downtown Gilroy*
Santa Clara	Milpitas	Midtown**
Santa Clara	Milpitas	Transit Area Specific Plan*
Santa Clara	Morgan Hill	Downtown Morgan Hill*
Santa Clara	Mountain View	Downtown*
Santa Clara	Mountain View	El Camino Real
Santa Clara	Mountain View	North Bayshore
Santa Clara	Mountain View	San Antonio

**ASSOCIATION OF BAY AREA GOVERNMENTS
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County	Jurisdiction	Priority Development Area
Santa Clara	Mountain View	Whisman*
Santa Clara	Palo Alto	California Avenue
Santa Clara	Palo Alto	Downtown Palo Alto**
Santa Clara	San Jose	Bascom TOD Corridor
Santa Clara	San Jose	Bascom Urban Village
Santa Clara	San Jose	Berryessa Station
Santa Clara	San Jose	Blossom Hill/Snell Urban Village
Santa Clara	San Jose	Camden Urban Village
Santa Clara	San Jose	Capitol Corridor Urban Villages
Santa Clara	San Jose	Capitol/Tully/King Urban Villages
Santa Clara	San Jose	Communications Hill
Santa Clara	San Jose	Cottle Transit Village (Hitachi)
Santa Clara	San Jose	Downtown "Frame"
Santa Clara	San Jose	East Santa Clara/Alum Rock Corridor
Santa Clara	San Jose	Greater Downtown
Santa Clara	San Jose	North San Jose
Santa Clara	San Jose	Oakridge/Almaden Plaza Urban Village
Santa Clara	San Jose	Cores & Corridors
Santa Clara	San Jose	Saratoga TOD Corridor
Santa Clara	San Jose	South DeAnza**
Santa Clara	San Jose	Stevens Creek TOD Corridor
Santa Clara	San Jose	West San Carlos and Southwest Expressway Corridors
Santa Clara	San Jose	Westgate/El Paseo Urban Village
Santa Clara	San Jose	Winchester Boulevard TOD Corridor
Santa Clara	Santa Clara	City Place**
Santa Clara	Santa Clara	El Camino Real Focus Area
Santa Clara	Santa Clara	Freedom Circle**
Santa Clara	Santa Clara	Lawrence Station Phase II**
Santa Clara	Santa Clara	Patrick Henry Drive**
Santa Clara	Santa Clara	Santa Clara Station Focus Area
Santa Clara	Santa Clara	Tasman East**
Santa Clara	Sunnyvale	Downtown & Caltrain Station
Santa Clara	Sunnyvale	East Sunnyvale
Santa Clara	Sunnyvale	El Camino Real Corridor
Santa Clara	Sunnyvale	Lawrence Station Transit Village
Santa Clara	Sunnyvale	Moffett Park Specific Plan**
Santa Clara	Sunnyvale	Tasman Crossing
Solano	Benicia	Downtown
Solano	Fairfield	Fairfield-Vacaville Train Station*
Solano	Fairfield	Heart of Fairfield*
Solano	Fairfield	North Texas Street Core

**ASSOCIATION OF BAY AREA GOVERNMENTS
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County	Jurisdiction	Priority Development Area
Solano	Suisun City	Downtown & Waterfront
Solano	Vacaville	Allison Area*
Solano	Vacaville	Allison Policy Plan Area- Proposed PDA Expansion*
Solano	Vacaville	Downtown
Solano	Vallejo	Solano 360/ I-80/ I-37 Gateway**
Solano	Vallejo	Central Corridor East**
Solano	Vallejo	Central Corridor West**
Solano	Vallejo	Carquinez Heights**
Solano	Vallejo	Mare Island PDA**
Solano	Vallejo	Sonoma Boulevard
Solano	Vallejo	Waterfront & Downtown
Sonoma	Cloverdale	Downtown/SMART Transit Area
Sonoma	Cotati	Downtown and Cotati Depot
Sonoma	Cotati	Gravenstein Corridor**
Sonoma	Petaluma	Corona**
Sonoma	Petaluma	Lakeville*
Sonoma	Rohnert Park	Central Rohnert Park
Sonoma	Rohnert Park	Sonoma Mountain Village
Sonoma	Santa Rosa	Downtown Station Area*
Sonoma	Santa Rosa	Mendocino Avenue/Santa Rosa Avenue Corridor
Sonoma	Santa Rosa	North Santa Rosa Station
Sonoma	Santa Rosa	Roseland
Sonoma	Santa Rosa	Sebastopol Road Corridor
Sonoma	Sebastopol	Core Area
Sonoma	Unincorporated Sonoma	Sonoma Airport**
Sonoma	Unincorporated Sonoma	Santa Rosa Avenue Priority Development Area**
Sonoma	Unincorporated Sonoma	Sonoma County: Sonoma Valley, The Springs**
Sonoma	Windsor	Station Area/Downtown Specific Plan Area

Notes: 1) PBA 2040 PDAs no longer designated include: Dixon Downtown, Gilroy VTA Cores, Corridors, and Station Areas and Los Altos VTA Cores, Corridors, and Station Areas; 2) In some cases, modified PDAs include renamed or combined PDAs included in PBA 2040

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
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**Table 2: Proposed Plan Bay Area 2050 Geographies:
Priority Production Areas (PPAs)**

County	Jurisdiction	PPA Name
Alameda	Fremont	Bayside Industrial Priority Production Area
Alameda	Fremont	Pacific Commons Priority Production Area
Alameda	Hayward	Hayward PPA
Alameda	Livermore	Eastside PPA
Alameda	Livermore	Westside PPA
Alameda	Oakland	Port PPA*
Alameda	Oakland	Airport PPA*
Alameda	San Leandro	San Leandro PPA
Alameda	Union City	Union City PPA
Contra Costa	Antioch	Northern Waterfront Industrial Corridor
Contra Costa	Concord	Northern Concord PPA
Contra Costa	Concord	Western Concord PPA
Contra Costa	Oakley	Employment Area
Contra Costa	Pittsburg	Northern Waterfront
Contra Costa	Unincorporated Contra Costa	Pacheco Manufacturing Zone
Contra Costa	Unincorporated Contra Costa	Baypoint Industrial Sector
Napa	American Canyon	American Canyon PPA
San Francisco	San Francisco	Bayshore/Central Waterfront/Islais Creek
San Mateo	Pacifica	Northern Palmetto PPA

**ASSOCIATION OF BAY AREA GOVERNMENTS
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County	Jurisdiction	PPA Name
Santa Clara	Milpitas	Central Manufacturing Area
Santa Clara	Milpitas	McCarthy Ranch Industrial Area
Santa Clara	Milpitas	Southwestern Employment Area
Santa Clara	Morgan Hill	Morgan Hill PPA
Santa Clara	San Jose	Monterey Business Corridor
Solano	Benicia	Benicia Industrial PPA
Solano	Dixon	Northeast Quadrant
Solano	Fairfield	Train Station Employment Center
Solano	Fairfield	Fairfield PPA
Solano	Rio Vista	Rio Vista PPA
Solano	Suisun City	Suisun City Gentry (westside)
Solano	Suisun City	Suisun City East Side PPA
Solano	Vacaville	Vacaville Industrial Priority Production Area
Solano	Vallejo	Vallejo PPA Mare Island
Solano	Vallejo	Vallejo PPA South Vallejo
Sonoma	Cotati	Cotati PPA

**ASSOCIATION OF BAY AREA GOVERNMENTS
RESOLUTION NO. 03-2020
ATTACHMENT A**

MAPS OF PROPOSED GROWTH GEOGRAPHIES



Proposed Draft Blueprint Growth Geographies

Priority Development Area

Priority Production Area

Potential Additional Growth Geographies

Transit-Rich Area (Outside High Resource Area)

Transit-Rich Area (Within High Resource Area)

High Resource Area with Basic Bus Service*

• **Regional Rail Station**

— **Regional Rail Transit (Existing)**

--- **Regional Rail Transit (Under Construction)**

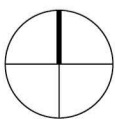
*Peak headways of 16 to 30 minutes.

Priority Production Areas (PPAs) not shown

Areas shown are conceptual and for discussion purposes. Specific levels of development studied in the Draft Blueprint would vary throughout the region and will be determined through further discussion.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.

Scale:



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017

Map Author: JC, January 2020

File Location: <https://mtdrive.box.com/s/2fj92fHzwYbFw6jij3ha83j17x3w>

Date: February 26, 2020
W.I.: 1121
Referred by: Planning

ABSTRACT

Resolution No. 4410

This resolution establishes the geographic areas (Growth Geographies) included in the Plan Bay Area 2050 Draft Blueprint as priority areas for future housing and job growth.

Further discussion of this subject is contained in the Planning Committee Summary Sheet dated February 14, 2020.

Date: February 26, 2020
W.I.: 1121
Referred by: Planning

Re: Approval of the Plan Bay Area 2050 Draft Blueprint Growth Geographies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4410

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, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 et seq., is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, in 2007 ABAG established a framework (Regional Growth Framework) for future development that seeks to concentrate growth in locally-identified Priority Development Areas (PDAs) and protect locally-identified Priority Conservation Areas (PCAs) from development, and established the procedures for designation of PDAs and PCAs; and

WHEREAS, ABAG has adopted 188 PDAs and 165 PCAs nominated by local governments in previous years; and

WHEREAS, California Government Code § 65080 et seq. requires MTC to prepare and update a long-range Regional Transportation Plan (RTP), including a Sustainable Communities Strategy (SCS) prepared in conjunction with the ABAG, every four years; and

WHEREAS, Plan Bay Area (“Plan”) constitutes the Regional Transportation Plan and SCS for the San Francisco Bay Area; and

WHEREAS, MTC and ABAG jointly adopted the first Plan Bay Area in 2013 (Plan Bay Area 2013) (MTC Resolution No. 4111 and ABAG Resolution No. 06-13), and the second Plan Bay Area in 2017 (Plan Bay Area 2040) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, Plan Bay Area 2013 and Plan Bay Area 2040 were consistent with state-mandated targets for greenhouse gas reduction and housing, and included a growth pattern consistent with the Regional Growth Framework, projecting that more than 70 percent of new homes would be built in PDAs and development would not occur in PCAs; and

WHEREAS, potential revisions to the Regional Growth Framework that concerned PDAs, PCAs, and PPAs, were presented to ABAG Regional Planning Committee, MTC Policy Advisory Council, Regional Advisory Working Group, and ABAG Administrative Committee and MTC Planning Committee (collectively, ABAG and MTC Committees), local government staff, and other stakeholders in March and April 2019; and

WHEREAS, comments from ABAG and MTC Committees, local government staff, and stakeholders, and the findings from the 2015 PDA Assessment and 2019 Horizon Regional Growth Strategies Perspective Paper, provided the basis for specific revisions to the criteria for PDAs and PPAs; and

WHEREAS, Resolution 4386, adopted on May 22, 2019, established an updated definition and criteria for PDAs and a definition and criteria for PPAs through a pilot program; and

WHEREAS, ABAG/MTC staff solicited applications from local jurisdictions for the areas that meet PDA and PPA eligibility criteria consistent with MTC Resolution 4386, and received 34 submissions for eligible PDAs and 35 PPAs, respectively, supported by adopted City Council or Board of Supervisor resolutions; and

WHEREAS, these eligible areas, included in Attachment A, were adopted by the ABAG Executive Board through ABAG Resolution 02-2020 on February 20, 2020; and

WHEREAS, these areas advanced regional climate, equity, and economic development objectives, but left the majority of areas eligible for PDA nomination undesignated, including areas with the greatest transit access and access to upward mobility; and

WHEREAS, including only locally-nominated PDAs as Growth Geographies in the Plan Bay Area 2050 Blueprint could make it challenging for the region to meet its state-mandated GHG reduction target and to support the Guiding Principles of Plan Bay Area 2050; and

WHEREAS, feedback from members of the public, MTC and ABAG committees, and from topic-area experts provided the basis for a set of proposed Growth Geographies – identified in Attachment A – that balance local priorities with shared regional responsibility and the need to achieve the region’s greenhouse gas target, as well as its housing, equity, environment, and other goals; now, therefore, be it

RESOLVED, that MTC hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, that MTC, as a decision-making body, hereby adopts the criteria for Plan Bay Area 2050 Growth Geographies in Attachment A, and authorizes staff to include areas consistent with these criteria as priorities for future housing and job growth in the Plan Bay Area 2050 Blueprint.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on February 26, 2020.

Date: February 26, 2020
W.I.: 1121
Referred by: Planning Committee

Attachment A
Resolution No. 4410
Page 1 of 10

Plan Bay Area 2050 Blueprint Growth Geographies

The following areas shall be prioritized as Growth Geographies for new housing and jobs in the Plan Bay Area 2050 Draft Blueprint, with specific density and land use assumptions based upon Draft Blueprint Housing Strategies.

In all local jurisdictions:

- Priority Development Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Priority Production Areas nominated by local jurisdictions and adopted by the ABAG Executive Board
- Transit-Rich Areas within ½ mile of a regional rail station with headways of 15 minutes or better during the AM (6 AM to 10 AM) and PM (3 PM to 7 PM) peak periods, including Bay Area Rapid Transit (BART) and CalTrain Baby Bullet station areas.
Note: Priority Conservation Areas will be included in the Plan, but are not Growth Geographies.

In local jurisdictions that have nominated less than 50 percent of the PDA eligible areas as PDAs:




- All remaining Transit-Rich Areas not explicitly identified above (including both High-Resource Areas and places outside High-Resource Areas)
- High-Resource Areas within ¼ mile of a bus stop with 16- to 30-minute peak period headways

Exclusions:

The following areas are excluded from PDA eligibility, and not used in calculating the share of a jurisdiction's PDA-eligible land locally nominated:

- Wildland urban interface areas
- Areas of unmitigated sea level rise (*i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element*)
- Areas outside locally-adopted urban growth boundaries
- Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database

**Table 1: Proposed Plan Bay Area 2050 Geographies:
 Priority Development Areas (PDAs)**

GUIDE	 Existing PDA, boundaries not modified	 * New PDA (Pending Executive Board Adoption)
	 * Existing PDA, boundaries modified	

County	Jurisdiction	Priority Development Area
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Alameda	Alameda	Northern Waterfront
Alameda	Albany	San Pablo & Solano Mixed Use Neighborhood
Alameda	Berkeley	Adeline Street
Alameda	Berkeley	Downtown
Alameda	Berkeley	North Berkeley BART**
Alameda	Berkeley	San Pablo Avenue
Alameda	Berkeley	South Shattuck
Alameda	Berkeley	Southside/Telegraph Avenue
Alameda	Berkeley	University Avenue
Alameda	Dublin	Downtown Specific Plan Area
Alameda	Dublin	Town Center
Alameda	Dublin	Transit Center/Dublin Crossings
Alameda	Emeryville	Mixed-Use Core
Alameda	Fremont	Centerville Transit PDA*
Alameda	Fremont	Downtown/City Center Transit PDA*
Alameda	Fremont	Irvington Transit PDA*
Alameda	Fremont	North Fremont Blvd Connected Community PDA**
Alameda	Fremont	Osgood Rd Connected Community PDA**
Alameda	Fremont	Warm Springs Connected Community PDA**
Alameda	Fremont	Warm Springs Innovation District Transit PDA*
Alameda	Hayward	Downtown
Alameda	Hayward	Mission Boulevard Corridor
Alameda	Hayward	South Hayward BART
Alameda	Hayward	The Cannery
Alameda	Livermore	Downtown
Alameda	Livermore	Isabel Avenue/BART Station Planning Area
Alameda	Livermore	McGrath Southfront PDA**
Alameda	Newark	Dumbarton Transit Oriented Development
Alameda	Newark	Old Town Mixed Use Area
Alameda	Oakland	Coliseum Bay Area Rapid Transit Station Area*
Alameda	Oakland	Downtown & Jack London Square*
Alameda	Oakland	Eastmont Town Center / International Blvd TOD*
Alameda	Oakland	Fruitvale and Dimond Areas*

County	Jurisdiction	Priority Development Area
Alameda	Oakland	MacArthur Blvd Corridor*
Alameda	Oakland	MacArthur Transit Village*
Alameda	Oakland	North Oakland / Golden Gate*
Alameda	Oakland	San Antonio*
Alameda	Oakland	West Oakland*
Alameda	Pleasanton	Hacienda
Alameda	San Leandro	BayFair TOD*
Alameda	San Leandro	Downtown Transit Oriented Development
Alameda	San Leandro	East 14th Street
Alameda	Unincorporated Alameda	Castro Valley BART
Alameda	Unincorporated Alameda	East 14th Street and Mission Boulevard
Alameda	Unincorporated Alameda	Hesperian Boulevard
Alameda	Unincorporated Alameda	Meekland Avenue Corridor
Alameda	Union City	Greater Station District Area*
Contra Costa	Antioch	Hillcrest eBART Station
Contra Costa	Antioch	Rivertown Waterfront
Contra Costa	Brentwood	Brentwood Blvd**
Contra Costa	Brentwood	Brentwood Transit Village**
Contra Costa	Brentwood	Downtown Brentwood**
Contra Costa	Concord	Concord Naval Weapons Station
Contra Costa	Concord	Downtown
Contra Costa	Danville	Downtown
Contra Costa	El Cerrito	San Pablo Avenue Corridor
Contra Costa	Hercules	Central Hercules
Contra Costa	Hercules	Waterfront District
Contra Costa	Hercules	San Pablo Avenue Corridor
Contra Costa	Lafayette	Downtown
Contra Costa	Martinez	Downtown
Contra Costa	Moraga	Moraga Center
Contra Costa	Oakley	Downtown
Contra Costa	Oakley	Potential Planning Area
Contra Costa	Orinda	Downtown
Contra Costa	Pinole	Appian Way Corridor
Contra Costa	Pinole	Old Town San Pablo Avenue
Contra Costa	Pittsburg	Downtown
Contra Costa	Pittsburg	Railroad Avenue eBART Station
Contra Costa	Pleasant Hill	Buskirk Avenue Corridor

County	Jurisdiction	Priority Development Area
Contra Costa	Pleasant Hill	Diablo Valley College
Contra Costa	Richmond	North Richmond*
Contra Costa	Richmond	Central Richmond & 23rd Street Corridor*
Contra Costa	Richmond	Hilltop**
Contra Costa	Richmond	San Pablo Ave Corridor*
Contra Costa	Richmond	South Richmond*
Contra Costa	San Pablo	Rumrill Boulevard
Contra Costa	San Pablo	San Pablo Avenue & 23rd Street Corridors
Contra Costa	San Ramon	City Center
Contra Costa	San Ramon	North Camino Ramon
Contra Costa	Unincorporated Contra Costa	Contra Costa Centre
Contra Costa	Unincorporated Contra Costa	Downtown El Sobrante PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Connected Community PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg Bay Point Transit Rich PDA*
Contra Costa	Unincorporated Contra Costa	Pittsburg/Bay Point BART Station
Contra Costa	Unincorporated Contra Costa	San Pablo Avenue
Contra Costa	Walnut Creek	Core Area
Marin	San Rafael	Downtown
Marin	Unincorporated Marin	Urbanized Corridor*
Napa	American Canyon	Highway 29 Corridor
Napa	Napa	Downtown Napa and Soscol Gateway Corridor
San Francisco	San Francisco	19th Avenue*
San Francisco	San Francisco	Balboa Park and Southwest Corridors*
San Francisco	San Francisco	Bayview/Southeast Neighborhoods*
San Francisco	San Francisco	Central City Neighborhoods*
San Francisco	San Francisco	Downtown/Van Ness/Northeast Neighborhoods*
San Francisco	San Francisco	Eastern Neighborhoods*
San Francisco	San Francisco	J Church and Mission Corridor*
San Francisco	San Francisco	Lombard Street**
San Francisco	San Francisco	Market Octavia*
San Francisco	San Francisco	Mission Bay*
San Francisco	San Francisco	Richmond District**
San Francisco	San Francisco	Sunset Corridors**
San Francisco	San Francisco	Transbay/Rincon Hill*

County	Jurisdiction	Priority Development Area
San Francisco	San Francisco	Treasure Island & Yerba Buena Island
San Francisco	San Francisco	West Portal/Forest Hill Station Area**
San Mateo	Belmont	Villages of Belmont
San Mateo	Brisbane	Brisbane*
San Mateo	Burlingame	Burlingame El Camino Real
San Mateo	Burlingame	Downtown*
San Mateo	Colma	El Camino Real*
San Mateo	Daly City	Bayshore
San Mateo	Daly City	Mission Boulevard
San Mateo	East Palo Alto	Ravenswood
Santa Clara	Menlo Park	El Camino Real Corridor and Downtown
San Mateo	Millbrae	Transit Station Area
San Mateo	Pacifica	Sharp Park Specific Plan**
San Mateo	Pacifica	Skyline Corridor**
San Mateo	Redwood City	Broadway/Veterans Boulevard Corridor
San Mateo	Redwood City	Downtown
San Mateo	Redwood City	El Camino Real Corridor
San Mateo	San Bruno	Transit Corridors
San Mateo	San Carlos	Railroad Corridor*
San Mateo	San Mateo	Downtown
San Mateo	San Mateo	El Camino Real
San Mateo	San Mateo	Grand Boulevard Initiative
San Mateo	San Mateo	Rail Corridor
San Mateo	South San Francisco	Downtown
San Mateo	South San Francisco	El Camino Real
San Mateo	Unincorporated San Mateo	El Camino Real (North Fair Oaks)
San Mateo	Unincorporated San Mateo	El Camino Real (Unincorporated Colma)
Santa Clara	Campbell	Central Redevelopment Area
Santa Clara	Cupertino	Cores & Corridors
Santa Clara	Gilroy	Downtown Gilroy*
Santa Clara	Milpitas	Midtown**
Santa Clara	Milpitas	Transit Area Specific Plan*
Santa Clara	Morgan Hill	Downtown Morgan Hill*
Santa Clara	Mountain View	Downtown*
Santa Clara	Mountain View	El Camino Real
Santa Clara	Mountain View	North Bayshore
Santa Clara	Mountain View	San Antonio

County	Jurisdiction	Priority Development Area
Santa Clara	Mountain View	Whisman*
Santa Clara	Palo Alto	California Avenue
Santa Clara	Palo Alto	Downtown Palo Alto**
Santa Clara	San Jose	Bascom TOD Corridor
Santa Clara	San Jose	Bascom Urban Village
Santa Clara	San Jose	Berryessa Station
Santa Clara	San Jose	Blossom Hill/Snell Urban Village
Santa Clara	San Jose	Camden Urban Village
Santa Clara	San Jose	Capitol Corridor Urban Villages
Santa Clara	San Jose	Capitol/Tully/King Urban Villages
Santa Clara	San Jose	Communications Hill
Santa Clara	San Jose	Cottle Transit Village (Hitachi)
Santa Clara	San Jose	Downtown "Frame"
Santa Clara	San Jose	East Santa Clara/Alum Rock Corridor
Santa Clara	San Jose	Greater Downtown
Santa Clara	San Jose	North San Jose
Santa Clara	San Jose	Oakridge/Almaden Plaza Urban Village
Santa Clara	San Jose	Cores & Corridors
Santa Clara	San Jose	Saratoga TOD Corridor
Santa Clara	San Jose	South DeAnza**
Santa Clara	San Jose	Stevens Creek TOD Corridor
Santa Clara	San Jose	West San Carlos and Southwest Expressway Corridors
Santa Clara	San Jose	Westgate/El Paseo Urban Village
Santa Clara	San Jose	Winchester Boulevard TOD Corridor
Santa Clara	Santa Clara	City Place**
Santa Clara	Santa Clara	El Camino Real Focus Area
Santa Clara	Santa Clara	Freedom Circle**
Santa Clara	Santa Clara	Lawrence Station Phase II**
Santa Clara	Santa Clara	Patrick Henry Drive**
Santa Clara	Santa Clara	Santa Clara Station Focus Area
Santa Clara	Santa Clara	Tasman East**
Santa Clara	Sunnyvale	Downtown & Caltrain Station
Santa Clara	Sunnyvale	East Sunnyvale
Santa Clara	Sunnyvale	El Camino Real Corridor
Santa Clara	Sunnyvale	Lawrence Station Transit Village
Santa Clara	Sunnyvale	Moffett Park Specific Plan**
Santa Clara	Sunnyvale	Tasman Crossing
Solano	Benicia	Downtown
Solano	Fairfield	Fairfield-Vacaville Train Station*
Solano	Fairfield	Heart of Fairfield*
Solano	Fairfield	North Texas Street Core

County	Jurisdiction	Priority Development Area
Solano	Suisun City	Downtown & Waterfront
Solano	Vacaville	Allison Area*
Solano	Vacaville	Allison Policy Plan Area- Proposed PDA Expansion*
Solano	Vacaville	Downtown
Solano	Vallejo	Solano 360/ I-80/ I-37 Gateway**
Solano	Vallejo	Central Corridor East**
Solano	Vallejo	Central Corridor West**
Solano	Vallejo	Carquinez Heights**
Solano	Vallejo	Mare Island PDA**
Solano	Vallejo	Sonoma Boulevard
Solano	Vallejo	Waterfront & Downtown
Sonoma	Cloverdale	Downtown/SMART Transit Area
Sonoma	Cotati	Downtown and Cotati Depot
Sonoma	Cotati	Gravenstein Corridor**
Sonoma	Petaluma	Corona**
Sonoma	Petaluma	Lakeville*
Sonoma	Rohnert Park	Central Rohnert Park
Sonoma	Rohnert Park	Sonoma Mountain Village
Sonoma	Santa Rosa	Downtown Station Area*
Sonoma	Santa Rosa	Mendocino Avenue/Santa Rosa Avenue Corridor
Sonoma	Santa Rosa	North Santa Rosa Station
Sonoma	Santa Rosa	Roseland
Sonoma	Santa Rosa	Sebastopol Road Corridor
Sonoma	Sebastopol	Core Area
Sonoma	Unincorporated Sonoma	Sonoma Airport**
Sonoma	Unincorporated Sonoma	Santa Rosa Avenue Priority Development Area**
Sonoma	Unincorporated Sonoma	Sonoma County: Sonoma Valley, The Springs**
Sonoma	Windsor	Station Area/Downtown Specific Plan Area

Notes: 1) PBA 2040 PDAs no longer designated include: Dixon Downtown, Gilroy VTA Cores, Corridors, and Station Areas and Los Altos VTA Cores, Corridors, and Station Areas; 2) In some cases, modified PDAs include renamed or combined PDAs included in PBA 2040

**Table 2: Proposed Plan Bay Area 2050 Geographies:
Priority Production Areas (PPAs)**

County	Jurisdiction	PPA Name
Alameda	Fremont	Bayside Industrial Priority Production Area
Alameda	Fremont	Pacific Commons Priority Production Area
Alameda	Hayward	Hayward PPA
Alameda	Livermore	Eastside PPA
Alameda	Livermore	Westside PPA
Alameda	Oakland	Port PPA*
Alameda	Oakland	Airport PPA*
Alameda	San Leandro	San Leandro PPA
Alameda	Union City	Union City PPA
Contra Costa	Antioch	Northern Waterfront Industrial Corridor
Contra Costa	Concord	Northern Concord PPA
Contra Costa	Concord	Western Concord PPA
Contra Costa	Oakley	Employment Area
Contra Costa	Pittsburg	Northern Waterfront
Contra Costa	Unincorporated Contra Costa	Pacheco Manufacturing Zone
Contra Costa	Unincorporated Contra Costa	Baypoint Industrial Sector
Napa	American Canyon	American Canyon PPA
San Francisco	San Francisco	Bayshore/Central Waterfront/Islais Creek
San Mateo	Pacifica	Northern Palmetto PPA

County	Jurisdiction	PPA Name
Santa Clara	Milpitas	Central Manufacturing Area
Santa Clara	Milpitas	McCarthy Ranch Industrial Area
Santa Clara	Milpitas	Southwestern Employment Area
Santa Clara	Morgan Hill	Morgan Hill PPA
Santa Clara	San Jose	Monterey Business Corridor
Solano	Benicia	Benicia Industrial PPA
Solano	Dixon	Northeast Quadrant
Solano	Fairfield	Train Station Employment Center
Solano	Fairfield	Fairfield PPA
Solano	Rio Vista	Rio Vista PPA
Solano	Suisun City	Suisun City Gentry (westside)
Solano	Suisun City	Suisun City East Side PPA
Solano	Vacaville	Vacaville Industrial Priority Production Area
Solano	Vallejo	Vallejo PPA Mare Island
Solano	Vallejo	Vallejo PPA South Vallejo
Sonoma	Cotati	Cotati PPA

MAPS OF PROPOSED GROWTH GEOGRAPHIES



Proposed Draft Blueprint Growth Geographies

Priority Development Area

Priority Production Area

Potential Additional Growth Geographies

Transit-Rich Area (Outside High Resource Area)

Transit-Rich Area (Within High Resource Area)

High Resource Area with Basic Bus Service*

• **Regional Rail Station**

— **Regional Rail Transit (Existing)**

---- **Regional Rail Transit (Under Construction)**

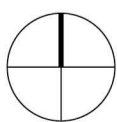
*Peak headways of 16 to 30 minutes.

Priority Production Areas (PPAs) not shown

Areas shown are conceptual and for discussion purposes. Specific levels of development studied in the Draft Blueprint would vary throughout the region and will be determined through further discussion.

The following areas are excluded from the map: Wildland urban interface areas; Areas of unmitigated sea level rise (i.e., areas at risk from sea level rise through year 2050 that lack mitigation strategies in Plan Bay Area 2050 Environment Element); Areas outside locally-adopted urban growth boundaries; and Parkland and other open spaces within urbanized areas identified in the California Protected Areas Database. To complement adopted PDAs, High-Resource and Transit -Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Specific land uses analyzed in these locations in the Blueprint are expected to vary based upon local and regional context.

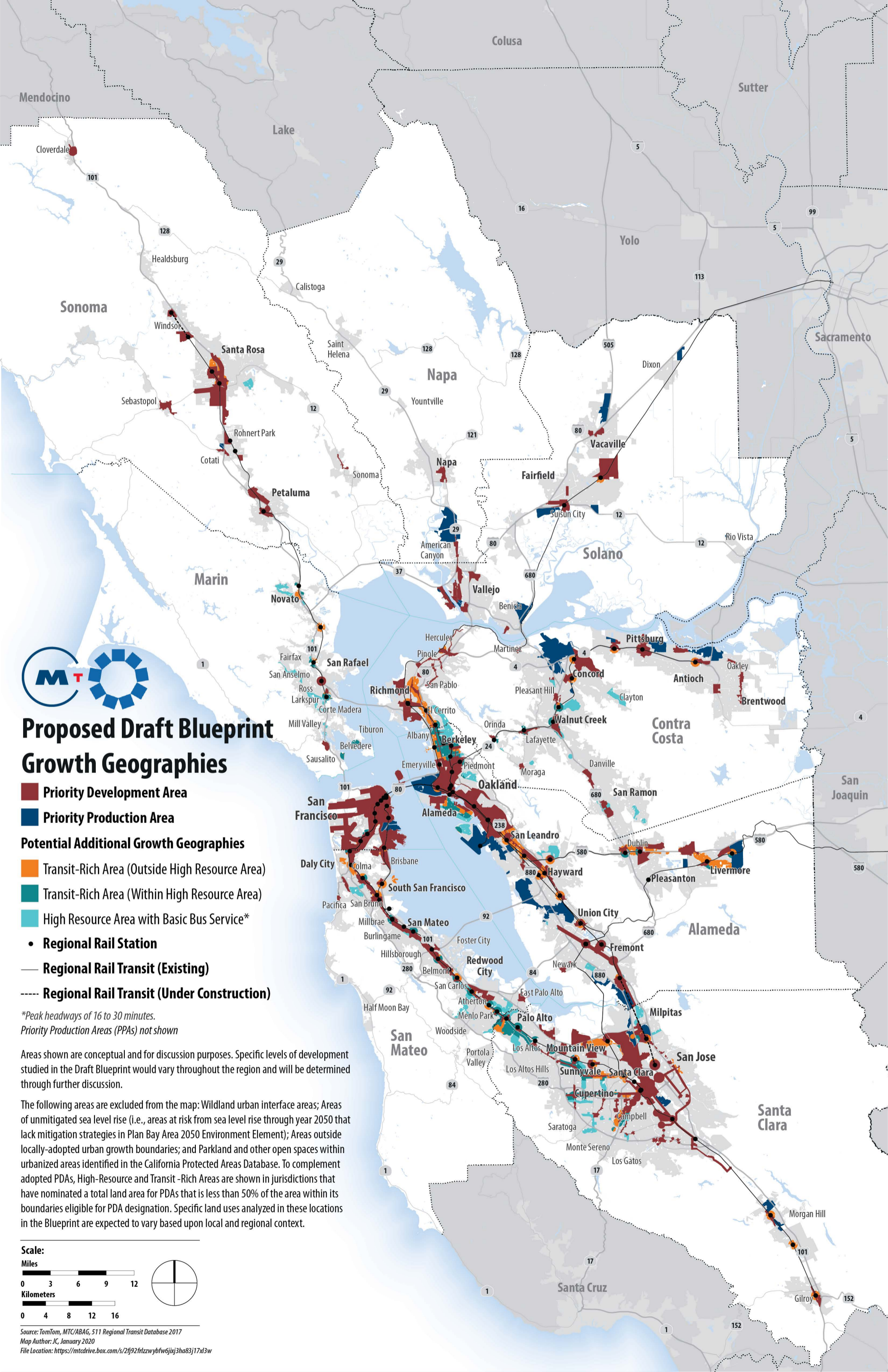
Scale:



Source: TomTom, MTC/ABAG, 511 Regional Transit Database 2017

Map Author: JC, January 2020

File Location: <https://mtdrive.box.com/s/2fj92fHzwYbFw6jij3ha83j17x3w>





PLAN BAY AREA 2050

Draft Blueprint: Growth Geographies

Seeking Direction on Geographies to Study

February 14, 2020

MTC Planning & ABAG Administrative Committees

PLAN BAY AREA 2050

Setting the Stage

Where We've Been, Where We're Going

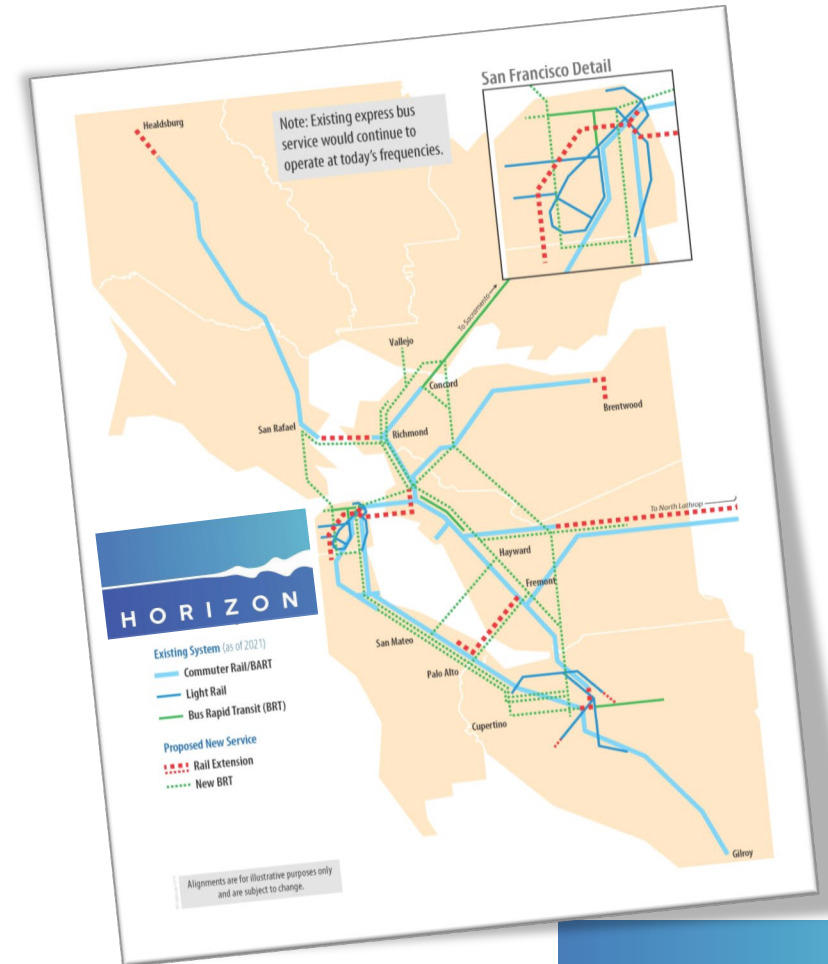


Plan Bay Area 2050 builds upon Horizon, which tested visionary strategies for an uncertain future.



Horizon explored dozens of bold strategies for the region's future, "stress testing" them against a broad range of external forces.

These included megaregional trends, technological shifts, and natural disasters, among others.



The Plan Bay Area 2050 Blueprint is a package of strategies designed to advance the regional vision.

*Vision: Ensure by the year 2050 that the Bay Area is **affordable**, **connected**, **diverse**, **healthy** and **vibrant** for all.*



- **Transportation** Investments & Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

What requirements must the Plan meet?

While Plan Bay Area 2050 must meet many statutory requirements, these three are among the most critical:



Fiscal Constraint

Under federal transportation planning regulations, the Plan must rely upon reasonably-expected revenues

Impact if Not Met: federal and state agencies will reject the Plan's approval, triggering a conformity lapse



Greenhouse Gas Reduction

Under Senate Bill 375, Plan Bay Area 2050 must meet or exceed a recently-enhanced 19 percent per-capita GHG reduction target for light-duty vehicles by 2035.

Impact if Not Met: region ineligible for select SB 1 funding



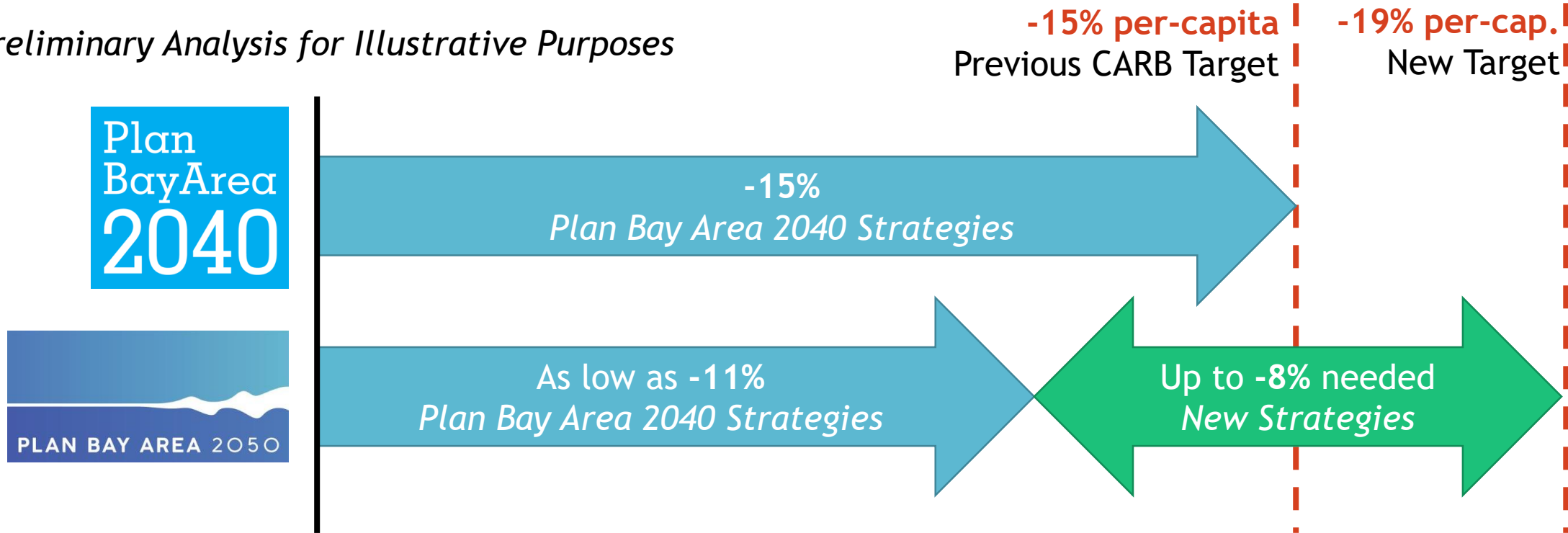
Housing at All Income Levels

Under Senate Bill 375, Plan Bay Area 2050 plan for sufficient housing for all income levels; RHNA must advance fair housing and ultimately be consistent with the Plan.

Impact if Not Met: HCD may not approve RHNA

Without bold new strategies, it may be very difficult to meet the more ambitious GHG target.

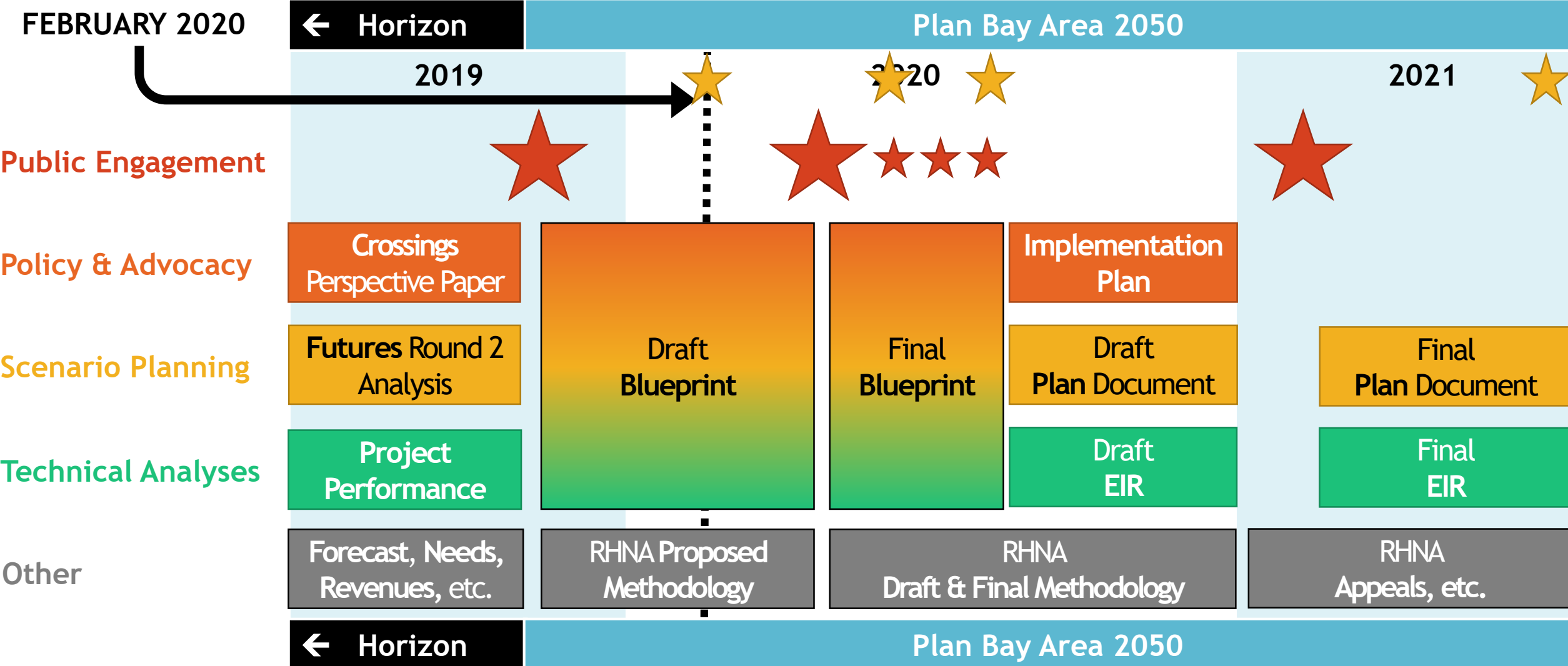
Preliminary Analysis for Illustrative Purposes



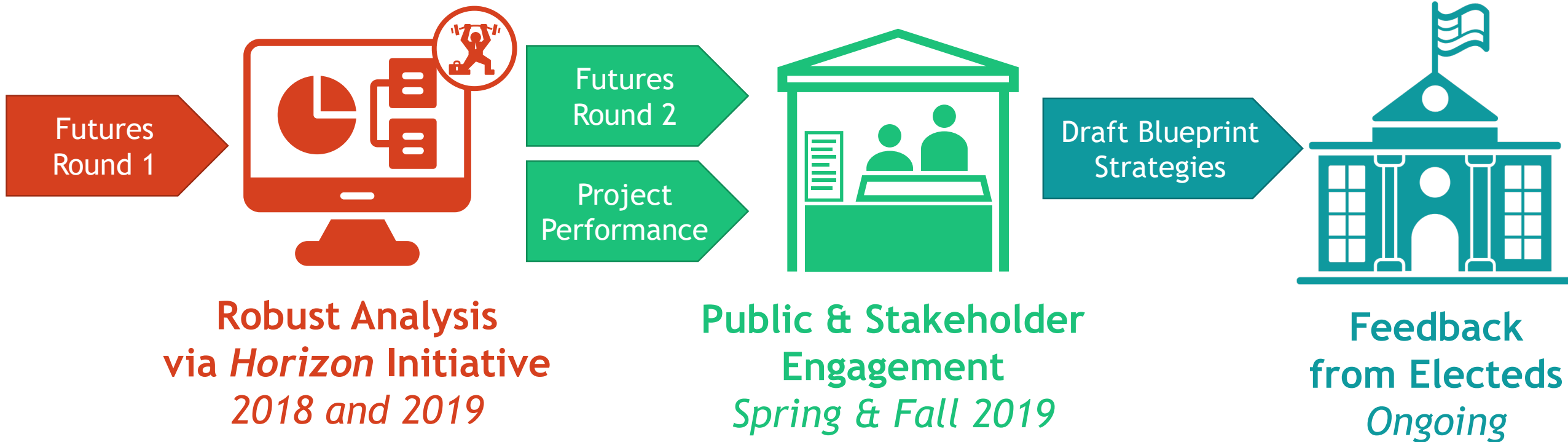
As part of the Draft Blueprint, we are **seeking your approval** this month to further study key strategies.

What's the schedule for Plan Bay Area 2050?

★ = Major Policy Board Decisions



How were strategies generated & refined?



Action Item
February 2020
(MTC & ABAG)



3,000

comments at fall 2019
“pop-up” workshops

9,900

comments from *Mayor of Bayville* online tool

AN BAY AREA 2050

LL US WHAT YOU THINK



>250

attendees at fall 2019
Draft Blueprint
stakeholder workshops

90%

of comments at fall 2019 “pop-up” workshops supported the strategies advanced into Plan Bay Area 2050



Integrating Feedback from the January Workshop of the Commission & Board

Workshop participants were interested in encouraging job growth in housing-rich areas, but not via office development caps

Workshop participants were interested in how major capital projects fit into the Plan, including rail expansions and express lanes



Option B

Workshop participants were interested in considering transit-rich and high-resource areas for inclusion in Plan Bay Area 2050

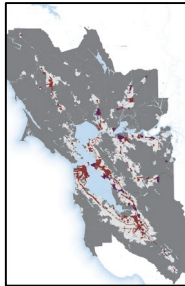
What are the critical action items being considered by MTC and ABAG this month?

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*



Diving into Growth Geographies


Seeking Action on *PDAs Plus*








What was the path to today's recommendation for Growth Geographies?

Regional Growth Framework 1.0 (2007-18)

BAY AREA FOCUSED GROWTH



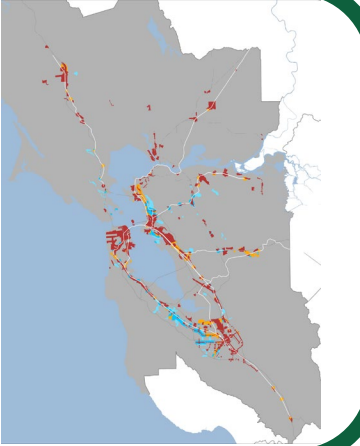
Regional Growth Framework Review & 2019 Update

<p>PDA Criteria Since 2007</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/>  Planned for growth <input checked="" type="checkbox"/>  or  or  Rail Station or Ferry Terminal or Bus Line <small>≤20 minutes in peak periods Includes both existing and planned service</small> 	<p>Proposed New Criteria</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/>  Planned for growth Plan must be complete <input checked="" type="checkbox"/> Create two categories to allow gr flexibility, incorporating new mobility & equity into the mix PDA's that do not already align with one of the two tiers would need to address this by late 2019.
--	--




Local Priority Area Submissions



Recommended Draft Blueprint Growth Geographies



Options Discussion

A	Highly focused in: Existing & Proposed PDAs	
B	Focused in: Existing & Proposed PDAs + Select High-Resource Areas + Select Transit-Rich Areas outside PDAs	
C	Focused in Existing & Proposed PDAs & more distributed growth within Urban Growth Boundaries	



Refresher: the Strategies and Geographies for the Draft Blueprint are designed to work in concert; both are designed to more closely align the Plan with RHNA.



Refresher: What new priority areas were nominated by local jurisdictions in 2019?

34

new PDAs

*Priority Development
Areas*

19

new PCAs

*Priority Conservation
Areas*

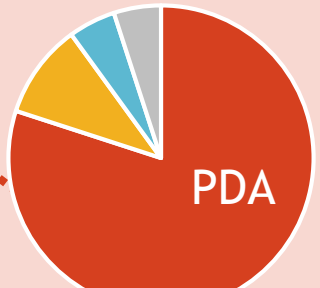
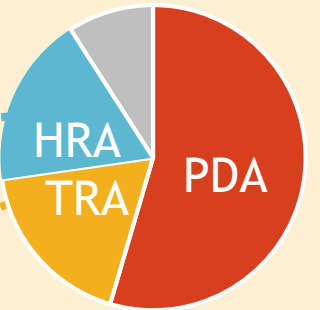
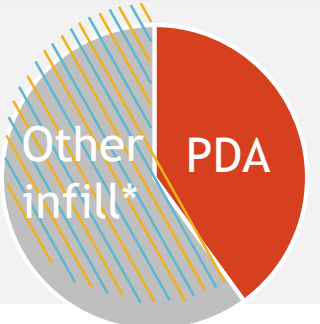
35

pilot PPAs

*Priority Production
Areas*

In addition, MTC/ABAG staff worked with local jurisdictions & CTAs to ensure that **all PDAs advanced into Plan Bay Area 2050 meet program guidelines** for transit and local planning. The full list of PDAs is incorporated in your packet.

Refresher: What options were identified?

Location of Growth (charts are illustrative)			GHG Reduction	Equity	RHNA Consistency	Local Implementation
A	Highly focused in: Existing & Proposed PDAs		+	— —	—	++
B	Focused in: Existing & Proposed PDAs + select High-Resource Areas + Select Transit-Rich Areas outside PDAs		++	++	+	—
C	More distributed growth within Urban Growth Boundaries * Including all High-Resource Areas + Transit-Rich Areas		— —	+	+	+

What geographies would Option B protect and prioritize?

Protect



Areas outside Urban Growth Boundaries
(including PCAs)



Unmitigated High Hazard Areas

Prioritize



PDAs



PPAs



TRAs:
Frequent Regional Rail



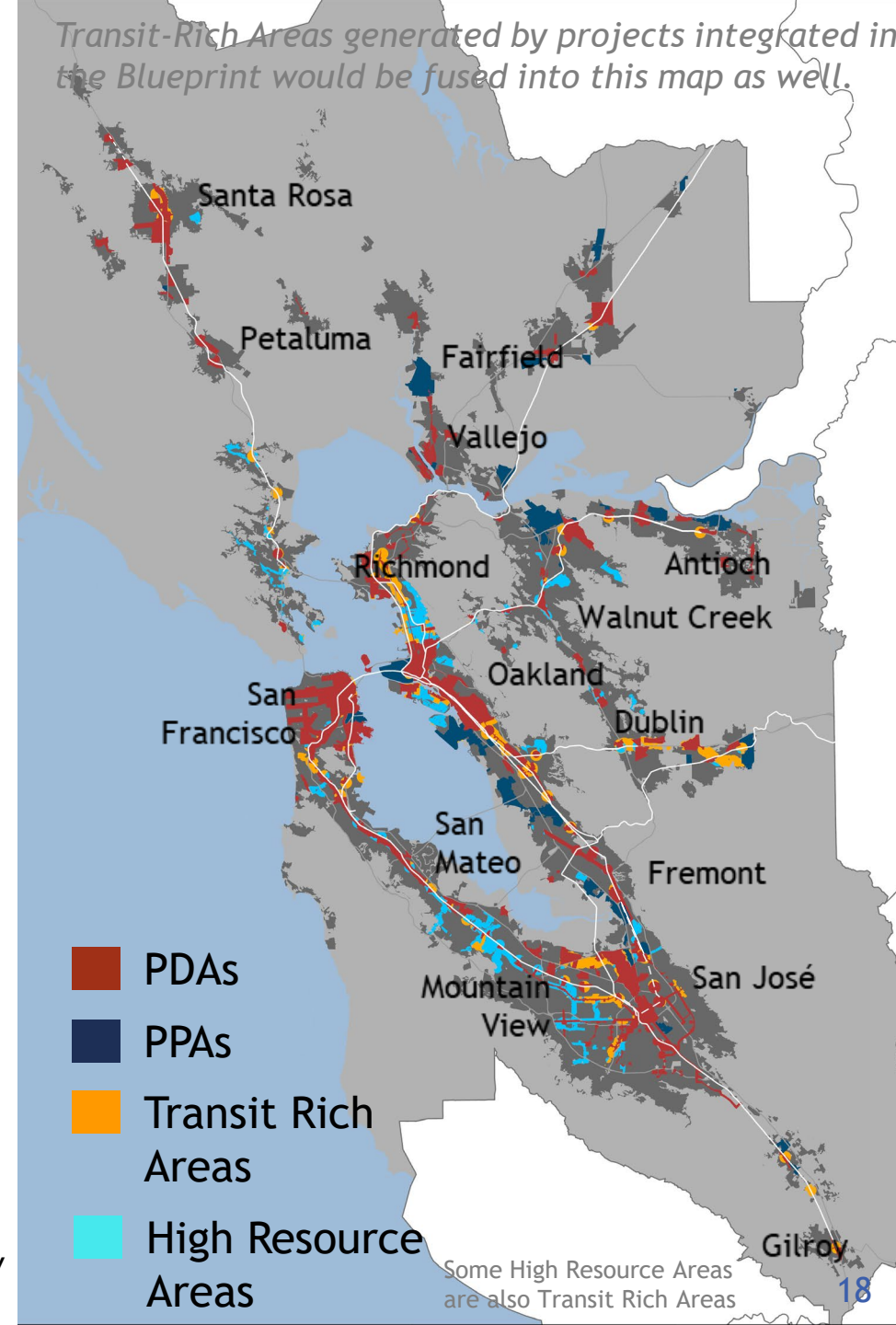
TRAs*
All Other



HRAs*

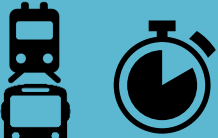







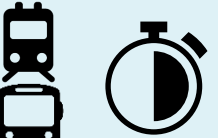



* Applies to all jurisdictions except those that have already nominated more than 50% of PDA-eligible areas

Transit-Rich Areas generated by projects integrated in the Blueprint would be fused into this map as well.



What might this look like on the ground?

Example: Housing

<i>Context (not exhaustive)</i>			<i>Housing Mix (illustrative only)</i>	
Transit	Job Access	Area Land Use		
 <p><i>Very frequent service</i></p>				
 <p><i>Frequent service</i></p>				
 <p><i>Basic service</i></p>				

Included in all areas: essential local services and supportive transportation infrastructure

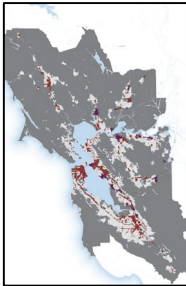
We are seeking your approval of the first two action items at this time.

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

February 4, 2020

Therese McMillan
Executive Director, ABAG/MTC
375 Beale Street, #700
San Francisco, CA 94105

Re: Friends of North Sonoma **Strongly Oppose** Springs Specific Plan as a PDA

Dear Ms. McMillan,

Our understanding is that the Joint MTC Planning and ABAG Administrative Committee and the ABAG Executive Board will be making a decision regarding whether to approve the Springs Specific Plan (SSP) application to become a Priority Development Area (PDA) soon. We urge you to NOT approve this PDA.

Friends of North Sonoma (FNS) is an unincorporated citizens' group representing the homeowners in the surrounding neighborhood of Donald, Robinson and Lomita streets. We are a rural, fifty-year old neighborhood of single-family homes with a single 2.36 acre empty lot available for development. Attached is a May 8, 2012, letter from then Supervisor Brown and current Supervisor Zane describing the SSP which clearly states "these places are not appropriate for the higher densities of urban PDAs..." (attachment 1). Nothing has changed. The SSP area has no major bank, no major grocery store, no high school and no middle school.

Furthermore, the current bus system does not meet MTC headway requirements for a PDA (attachment 2). The bus doesn't run in the late afternoon or evening to be useful for commuters. At the SCTA meeting, "Let's Talk: The Future of Transportation in Sonoma" held December 11th, 2019, County representatives stated they have no plans to upgrade bus #32. This is confirmed in a subsequent email from County staff (attachment 3). To put high density housing here can only result in more people driving to get the services they need.

Our fundamental issue is that Sonoma County failed to provide notice to our Donald Street neighborhood regarding development of the Springs Specific Plan. The County's failed outreach focused on the businesses and schools along the Highway 12 corridor. Donald Street is contiguous with City of Sonoma city limits and runs $\frac{3}{4}$ mile east of Highway 12 (attachment 4). Our Donald Street neighborhood has never been considered part of the Springs. Our children attend Sassarini Elementary in the center of the town of Sonoma. See attached map from Sonoma County Economic Board's Sonoma Valley Community Profile Demographics Report 2017, which shows Donald Street in relation to the other Spring communities (attachment 5). And even though our neighborhood represents 87% of the new housing proposed in the SSP and 32% of the plan area, lack of notice meant that **not a single representative from our neighborhood participated in the development of the SSP**. This goes against

Ms. Therese McMillan
Page 2

MTC Resolution No. 4035, requiring proactive, public outreach to insure “full and fair participation by all potentially affected communities” (attachment 6). Even the County’s own survey showed no one from our neighborhood streets participated which they failed to rectify (attachment 7). The County waited until September 10, 2018, six years after the inception of the SSP, to put tags on our parcels notifying us we were included in the SSP (attachment 8). It was this tag that alerted a Donald Street homeowner to its existence in early 2019. FNS submitted a petition to the Board of Supervisors on June 4, 2019, with 260 signatures asking for a re-start of the SSP (attachment 9). We received no response. We now question whether the County’s failed outreach and delayed tags on our parcels was done intentionally to bypass possible resistance from a neighborhood group.

Additionally, we feel the original application for the SSP written in 2012 contained false statements (attachment 10), as our neighborhood falls outside MTC’s Community of Concern map and is neither low-income, nor disadvantaged (attachment 11 and 12).

After the Nuns fire, Permit Sonoma increased the density of the proposed SSP project as a response to the dramatic loss of homes. **This higher density plan was never shown to a single community group before its inclusion in the draft version of the plan submitted to the Sonoma Valley Citizens Advisory Commission (SVCAC) on August 18, 2018** (see attachment 13). However, if you had been in the Donald neighborhood the night we were asked to evacuate, and experienced the terror of being caught in a traffic jam with fire approaching, you would have redrawn the plans differently. All of our neighborhood streets are dead-end streets that back up to a hillside with only two ways out. Fetters Hot Springs, one of the contiguous neighborhoods in the SSP, was recognized by StreetLight Data as being one of a hundred communities in the US with the most limited means of escaping a disaster (attachment 14). And our water district, Valley of the Moon Water District, lost its back up water supply needed to fight fire disasters with the closure of the Sonoma Developmental Center (attachment 15). It is also important to point out that the northern side of Donald Street is actually the border for Cal Fire’s Fire Hazard Severity Zone (attachment 16). To add high density housing to our neighborhood will only increase the chances that our neighborhood will experience a catastrophe, like the town of Paradise.

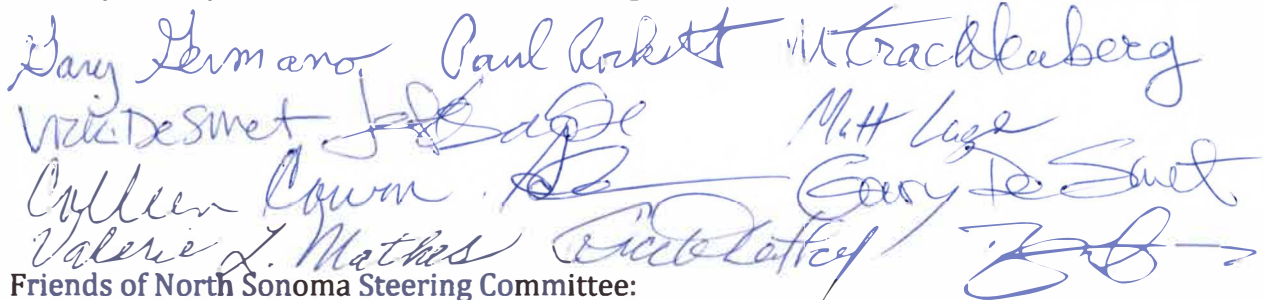
The decision to approve the application for the SSP to become a PDA was disrespectfully included as item #28 on the Consent Calendar at the December 17, 2019, Board of Supervisors Meeting. Thirty-two homeowners showed up to voice concerns against being designated a PDA at a meeting held 45 minutes away from Sonoma on an early Tuesday morning with three days’ notice. In spite of the controversial nature of this item, the Board would not remove it from their Consent Calendar.

We understand that neither ABAG nor MTC addresses decisions made at the local level. However, our right to have a voice and be included in the SSP development was

Ms. Therese McMillan
Page 3

overlooked, in clear violation of MTC's own policies of inclusion. We feel our concerns for our water and fire safety are not being heard. To date, Sonoma County has been unable to provide us with a reason why the Donald Street neighborhood was "silently" added to the SSP over 7 years ago, much less why our neighborhood should be designated a PDA. FNS wholeheartedly feel the SSP is not appropriate for major growth and strongly urge the Board and Committee members to vote against this PDA designation. We seriously hope to resolve these concerns without litigation.

Thank you for your time and attention reading this letter.



Handwritten signatures in blue ink of the Friends of North Sonoma Steering Committee members: Gary Germano, Paul Rockett, Joel Trachtenberg, Vicki DeSmet, Matt Lage, Colleen Cowan, Gary DeSmet, Valerie J. Mathes, and Ricci Wheatley.

Friends of North Sonoma Steering Committee:

Steve Caniglia, Colleen Cowan, Vicki DeSmet, Gary DeSmet, Gary Germano, Matt Lage, Bennett Martin, Valerie Mathes, Paul Rockett, Joel Trachtenberg, Maud Trachtenberg, Ricci Wheatley

For Friends of North Sonoma
P O Box 1454
Sonoma, CA 95476

cc: Tennis Wick, Director, Permit Sonoma
Matt Maloney, Interim Planning Director, ABAG/MTC
Mark Shorett, Principal Planner, ABAG/MTC
Greg Carr, 1st District, Sonoma County Planning Commissioner
Dick Fogg, 1st District, Sonoma County Planning Commissioner
David Storer, Planning and Community Services Director, City of Sonoma
Jason Walsh, Editor, Sonoma Index Tribune

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May 8, 2012

Mark Luce, President
ABAG Executive Board
Association of Bay Area Governments (ABAG)
PO Box 2050
Oakland, CA 94604-2050

Re: Support for Rural Place Types in Unincorporated Sonoma County

Dear Mr. Luce,

Thank you for the opportunity to provide further comment on the Jobs Housing Connection Scenario as it relates to consideration of Rural Place Types. On March 15 the Executive Board deferred action on Rural Place Type proposals (with the exception of Benicia and Dixon). We understand this was primarily in response to concerns with the proposed Midcoast Priority Development Area (PDA) in unincorporated San Mateo County's Coastal Zone.

ABAG staff has indicated that the Unincorporated Sonoma County PDA applications have been assumed in the Draft Jobs Housing Connection (JHC) Scenario, which we believe is appropriate. We understand that further consideration of the Rural Place Type Priority Development Areas will occur at the upcoming June 6 Regional Planning Committee meeting and final action will occur at the July 19 ABAG Executive Board meeting.

The Sonoma County Board of Supervisors and the Sonoma County Transportation Authority/Regional Climate Protection Authority urge the Executive Board to support Sonoma County's PDA applications as Rural Place Types and ensure they are included in the adopted JHC Scenario. These applications include the following places:

- Airport/Larkfield
- Forestville
- Graton
- Guerneville
- Penngrove
- Sonoma Valley – The Springs

As you are aware, including these places within the growth strategy envisioned in the Sustainable Communities Strategy (SCS) provides additional program and funding opportunities to assist local governments in transforming these places into more complete communities that are less auto-dependent. These opportunities include the OneBayArea Grant (OBAG) and other planning, technical assistance and affordable housing funds.

Mr. Mark Luce
Page 2

As local agencies, we strongly support including these communities as appropriate places for future compact infill development in our rural/suburban county context. Incentivizing infill and mixed use development while enhancing the unique flavor and fabric of these communities should be an essential component in an SCS that reflects the diversity of community scale that is found throughout the Bay Area. These places are not appropriate for the higher densities of urban PDAs, but they should not be left out of the SCS process. The SCS should provide policy guidance and incentives for suburban sprawl repair and the transformation of existing rural neighborhoods into more complete communities with multi-modal road networks and linkages to County-wide and regional bikeways and transit systems.

We envision our proposed Rural Place Type PDAs as opportunities to work with communities to develop plans and improvements that, over the next 30 years, will transform these places with densities and mobility options more akin to a walkable/bikable European village surrounded by greenbelts, linked with bike trails, and at densities that support of more frequent transit service. At the same time, retaining the smaller scale of these places is also essential.

All of our proposed PDA places are served by public sewer and water and contained within Urban Service boundaries that are hard-wired into the County's General Plan. The County and all nine city General Plans have strong compact growth policies that focus urban development within the cities and, in a more limited way, within the unincorporated Urban Service Areas. Urban development outside these areas is largely non-existent.

We see the investment opportunities connected with PDA designation as essential to realizing our vision of encouraging sustainable development within unincorporated Urban Service Areas in several ways:

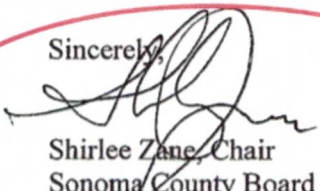
- Providing specific plan funding to work with citizens to identify: infill opportunities, appropriate building prototypes and densities, a balanced mix of land uses, "complete street" modifications, appropriate location and design of transit facilities to encourage ridership, zoning amendments to allow more live/work and job opportunities.
- Infrastructure funding for complete street improvements.
- Completion of local and regional bike networks.
- Improvement of the transit system to provide more frequent service between PDA's and regional employment centers, schools, recreation sites and shopping areas.

Having these areas recognized in the JHC as places where focused growth can occur and, most importantly, eligible for the incentives available to PDAs, will help us in our current efforts to make these communities more complete, sustainable and less auto dependent.

We ask that you support the designation of our six proposed applications in unincorporated Urban Service Areas as Rural Place Type PDAs.

Thank you for the opportunity to comment.

Sincerely,



Shirlee Zane, Chair
Sonoma County Board of Supervisors



Valerie Brown, Chair
SCTA/RCPA

cc: Board of Supervisors
SCTA/RCPA Board Members

From: Steven Schmitz [mailto:steven@sctransit.com]
Sent: Wednesday, September 25, 2019 11:30 AM
To: Janet Spilman <janet.spilman@scta.ca.gov>; Amy Lyle <Amy.Lyle@sonoma-county.org>
Cc: Christopher Barney <chris.barney@scta.ca.gov>; Bryan Albee <bkalbee@sctransit.com>
Subject: RE: Springs PDA - Transit Headways

EXTERNAL

Thanks for the information, Janet.

Hi Amy, SCT does provide existing average 30 minute headways in the weekday a.m. peak (6 to 10 a.m.) on local routes 32/34 through the Sonoma Springs. However, we don't currently provide average 30 minute headways in the weekday p.m. peak (4 to 7 p.m.) on local routes 32/34, even when combining local and intercity service through the Sonoma Springs.

If eligibility for a PDA in the Sonoma Springs requires existing average 30 minute transit headways on weekdays in both the a.m. and p.m. peak, we don't currently meet that criteria. SCT's local route 32/34 currently ends weekday service at 4:25 p.m. Intercity service thereafter averages approximately 60 minute headways.

I'd be happy to discuss with you further over the phone.

Steven Schmitz
585-7516

Begin forwarded message:

From: "Jodi Curtis" <jodi@sctransit.com>
Date: January 30, 2020 at 3:07:18 PM PST
To: "'Vicki DeSmet'" <joy2bake@sbcglobal.net>
Cc: "Steven Schmitz" <steven@sctransit.com>
Subject: RE: sctransit.wpengine.com form: Question

Good Afternoon Vicki,

I have reached out to Steven Schmitz in our office to inquire about a bicycle rack. He has asked that you contact him directly regarding this. I have copied him on this email and/or he can be reached at [707-585-7516](tel:707-585-7516).

SCT has been discussing the Rt. 32 with the City of Sonoma. At the current time, SCT has no plans to make changes, but is appreciative of suggestions or comments regarding our bus routes for future consideration. If you have any suggestions, please feel free to reach out to me via email or per the information below.

Thank you,

Jodi Curtis
Transit Specialist II
SonomaCountyTransit
355 West Robles Avenue
Santa Rosa, CA 95407
707-585-7516

2A OVERVIEW

The Springs Specific Plan places a strong emphasis on increased housing opportunities, economic growth, and improved bicycle and pedestrian connectivity throughout the Plan area. Mixed-use, commercial, and medium to high density residential development will be accommodated along the Highway 12 corridor (see Figures 2 and 3). The variety of housing types included in the Plan accommodates a range of affordability levels. The Specific Plan also promotes new community-serving retail, restaurants, and services.

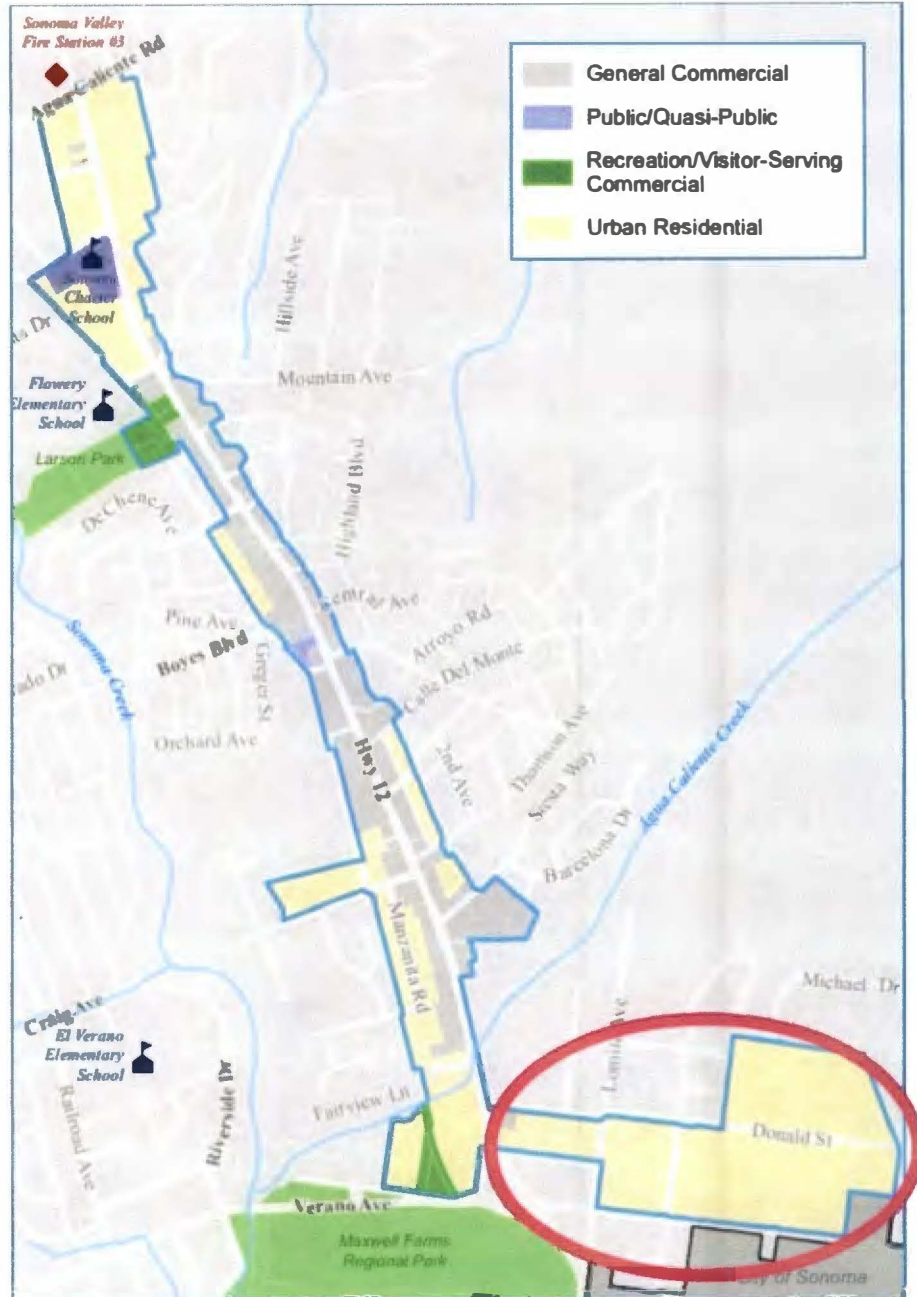
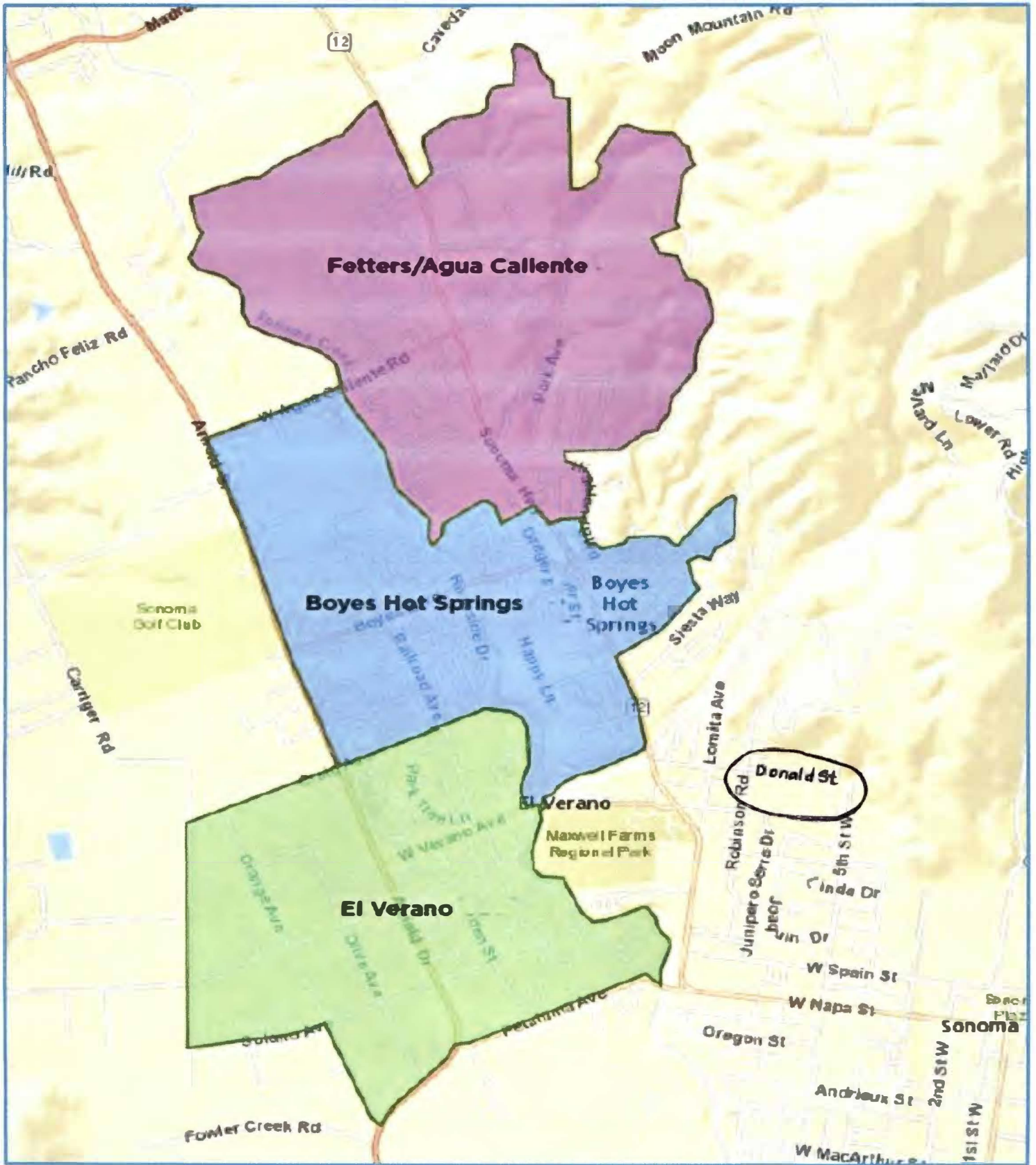


Figure 2: Land Use Map



Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

* RHNA 2014-2022
**Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

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CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

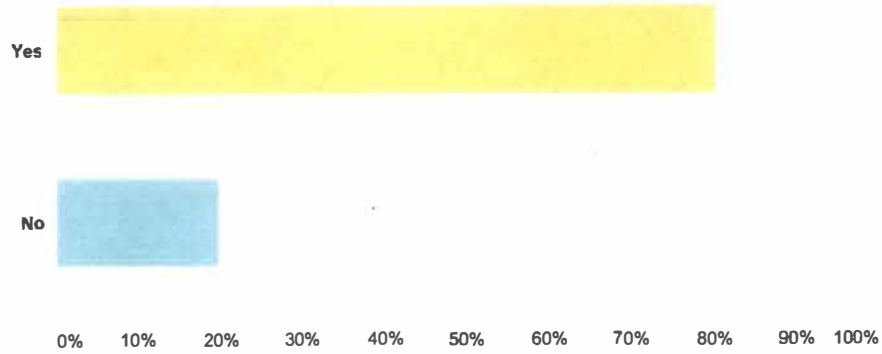
- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
 - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
 - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm
 - Additional resources are available at
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Community Survey

Do you live in The Springs?



Answer Choices	Responses	
Yes	80.25%	126
No	19.75%	31
Total		157

#	Street/City	Date
1	La Serena Way	8/16/2016 9:09 AM
2	Oak St	8/15/2016 4:40 PM
3	Baines	8/15/2016 4:36 PM
4	Barrett	8/15/2016 4:28 PM
5	Hwy 12	8/15/2016 4:26 PM
6	happy Lane	8/15/2016 4:25 PM
7	Las Lomas	8/15/2016 4:24 PM
8	Siesta Way	8/15/2016 4:21 PM
9	Solano Ave	8/15/2016 4:13 PM
10	Solano Ave	8/15/2016 4:12 PM
11	Schumann Ct	8/15/2016 4:11 PM
12	Sierra Dr	8/15/2016 4:09 PM
13	Boyes	8/15/2016 3:52 PM
14	Sonoma	8/15/2016 3:51 PM
15	Agua Caliente	8/15/2016 3:46 PM
16	Agua Caliente	8/15/2016 3:45 PM
17	Verano	8/15/2016 3:42 PM
18	Boyes	8/15/2016 3:40 PM
19	Fairview lane	8/13/2016 9:10 PM
20	Calle del Monte	8/11/2016 12:53 PM

Community Survey

21	Calle del Monte	8/11/2016 12:52 PM
22	Kenwood	8/11/2016 12:51 PM
23	Andrieux St	8/11/2016 12:50 PM
24	Agua Caliente	8/11/2016 12:49 PM
25	Agua Caliente	8/11/2016 12:48 PM
26	Agua Caliente	8/11/2016 12:47 PM
27	Work at La Morenita	8/11/2016 12:45 PM
28	Agua Caliente	8/11/2016 12:45 PM
29	Calle del Monte	8/11/2016 12:44 PM
30	Siesta Way	8/11/2016 12:43 PM
31	Tienda Iniquez	8/11/2016 12:42 PM
32	Sierra Dr.	8/11/2016 12:41 PM
33	Lucas Ave	8/11/2016 12:40 PM
34	Pine St	8/11/2016 12:39 PM
35	Calle del Monte	8/11/2016 12:38 PM
36	Barrett Ave	8/11/2016 12:32 PM
37	Manzanita Road	8/11/2016 12:31 PM
38	Boyes Blvd.	8/11/2016 12:30 PM
39	Sonoma	8/11/2016 12:28 PM
40	Boyes Hot Springs	8/11/2016 12:26 PM
41	Los Robles Dr.	8/11/2016 12:25 PM
42	Agua Calientes	8/11/2016 12:23 PM
43	plaza area	8/11/2016 12:19 PM
44	Near El Molino	8/11/2016 12:18 PM
45	Highway 12	8/11/2016 12:15 PM
46	Barrett Ave	8/7/2016 12:59 AM
47	Arroyo rd	8/4/2016 12:07 AM
48	El Dorado Drive / Agua Caliente	8/3/2016 12:59 PM
49	Baines Ave / BHS	8/2/2016 12:37 PM
50	Falcon Lane/Sonoma (unincorporated)	8/1/2016 5:04 PM
51	W Verano, Sonoma	8/1/2016 7:37 AM
52	HWY 12 AC	7/29/2016 11:53 PM
53	Verano and Rte 12	7/29/2016 8:13 PM
54	Happy Lane, Boyes Hot Springs	7/29/2016 7:18 PM
55	I work 5 to 6 days a week in the Springs	7/29/2016 6:47 PM
56	El Dorado Dr	7/29/2016 3:48 PM
57	El Ritero, sonoma, tech. aqua cailente, close to BHS	7/29/2016 3:02 PM
58	Hwy 12	7/29/2016 2:58 PM
59	EL VERANO, CDP	7/29/2016 2:48 PM
60	cypress ave, kenwood	7/29/2016 10:42 AM
61	El Verano	7/28/2016 6:17 PM

Community Survey

62	Happy Lane, Sonoma (BHS)	7/28/2016 4:15 PM
63	Highlands Blvd.	7/28/2016 10:06 AM
64	Park Ave, Boyes Hot Springs	7/27/2016 4:48 PM
65	Central Avenue/Sonoma	7/27/2016 3:52 PM
66	Fairview In/ boyes	7/27/2016 12:30 PM
67	Madrone Road, Sonoma	7/27/2016 11:44 AM
68	Rancho Dr.	7/27/2016 9:53 AM
69	Dollar Tree	7/27/2016 9:45 AM
70	Mission	7/27/2016 9:44 AM
71	Baines	7/27/2016 9:43 AM
72	Las Lomas	7/27/2016 9:42 AM
73	Duena Vida	7/27/2016 9:40 AM
74	Railroad	7/27/2016 9:40 AM
75	El Dorado	7/27/2016 9:39 AM
76	El Dorado	7/27/2016 9:38 AM
77	Arnold Dr.	7/27/2016 9:37 AM
78	Verano Ave	7/27/2016 9:35 AM
79	Verano	7/27/2016 9:22 AM
80	6th Avenue, Sonoma	7/27/2016 6:57 AM
81	30 E. thomson	7/27/2016 6:25 AM
82	park tree lane, el verano	7/26/2016 11:48 PM
83	Siesta Way	7/26/2016 11:37 PM
84	Riverside Dr	7/26/2016 11:18 PM
85	El Verano...Walnut Avenue between Bay and Linden.	7/26/2016 10:49 PM
86	CALLE DEL MONTE	7/26/2016 10:45 PM
87	Hwy 12	7/26/2016 10:26 PM
88	Highland Blvd	7/26/2016 9:59 PM
89	San Ramon Dr BHS	7/26/2016 9:57 PM
90	Highlands Blvd. BHS	7/26/2016 9:55 PM
91	Happy lane sonoma	7/26/2016 9:26 PM
92	DeChene Ave	7/26/2016 8:38 PM
93	E Agua Caliente Rd	7/26/2016 8:17 PM
94	Boyes Hot Springs	7/26/2016 8:10 PM
95	East thomson ave	7/26/2016 8:00 PM
96	Melody ct sonoma	7/26/2016 7:49 PM
97	Olive Avenue	7/26/2016 7:25 PM
98	Solano El Verano	7/26/2016 7:19 PM
99	Sunset Way	7/26/2016 7:10 PM
100	Oak St, EV	7/26/2016 6:58 PM
101	Arroyo Rd. - Boyes Hot Springs	7/26/2016 6:10 PM
102	320 Arbor Ave.	7/26/2016 6:01 PM

Community Survey

103	Highway 12, agua Caliente	7/26/2016 5:59 PM
104	Agua Caliente	7/26/2016 5:57 PM
105	Park Ave, Sonoma	7/26/2016 5:41 PM
106	Vista Drive	7/26/2016 5:08 PM
107	Johnson Ave	7/26/2016 5:00 PM
108	EL Verano	7/26/2016 4:51 PM
109	Clayton Avenue	7/26/2016 3:17 PM
110	cedar/agua caliente	7/26/2016 3:12 PM
111	Cragmont	7/26/2016 3:10 PM
112	Highway 12/Sonoma	7/26/2016 2:56 PM
113	vallejo ave	7/26/2016 2:22 PM
114	Myrtle Ave	7/26/2016 1:39 PM
115	Cherry Ave	7/26/2016 1:38 PM
116	Highland Blvd	7/26/2016 1:31 PM
117	Orchard ave, boyes	7/26/2016 1:29 PM
118	Melody Ln Sonoma	7/26/2016 1:26 PM
119	Northside Ave.	7/26/2016 1:01 PM
120	Cragmont Dr	7/26/2016 12:59 PM
121	Sonoma	7/25/2016 8:53 PM
122	Rose Avenue	7/19/2016 5:10 PM
123	Mission Way, Agua Caliente	7/5/2016 2:28 PM
124	Crivelli Drive	7/1/2016 7:58 AM
125	Crivelli Street	6/30/2016 3:40 PM
126	middlefield/springs	6/28/2016 9:17 PM
127	El Verano	6/28/2016 4:44 PM
128	Hillside Ave/Sonoma	6/23/2016 11:10 AM
129	Hill Rd, GE	6/21/2016 12:35 PM

Results

Parcel Number: [127-092-025](#)

Permits: 9

Number: PLP18-0039

Date: 9/10/2018

Status: Started

Type: Planning Project

Description: New Specific Plan for the Springs involving an area of approximately 178 acres adjacent to the Highway 12 corridor from Agua Caliente Rd to Verano Ave and including the Donald St neighborhood. The project will include amendments to the General Plan and a number of zone changes required to implement the specific plan.

Number: BLD02-4929

Date: 5/27/2002

Status: Finaled

Type: Building Permit With Plan Check

Description: NEW CUSTOM INGROUND POOL & RETAINING WALLS

Number: SEW91-0055

Date: 4/20/2000

Status: Finaled

Type: Engineering History Record

Description: ADVANCE CONNECTION FEES FOR SFD

Number: BLD99-1655

Date: [10/8/1999](#)

Status: Finaled

Type: Building Permit No Plan Check

Description: REMOVE/REPAIR DRY ROT WALLS/ARBOR/FDN/PATIO/STUCCO

Scanned: Yes

Number: PX024273

Date: 7/5/1991

Status: Finaled

Type: Building History Record

Description: REVISE FDN

Number: T-018982

Date: 6/18/1991

Status: Finaled

Type: Building History Record

Description: TEMP ELEC

Number: B-106453

Date: 4/18/1991

PETITION TO
 THE SONOMA COUNTY BOARD OF SUPERVISORS

We, the undersigned, residents and neighbors of the Verano/Donald Street neighborhood, hereby declare that the county outreach program for the Springs Specific Plan was flawed and failed. No specific written notices were mailed to any property owners in the Verano/Donald Street neighborhood. We have been involuntarily excluded from having a voice at the table regarding future development, which will have significant impact on the safety, infrastructure and character of our neighborhood. We assert the principle of fairness, and declare that equal properties should be treated equitably. We reject proposals of re-zoning a few parcels in our neighborhood to accommodate the spot increased development of particular vacant land. We want the County Board of Supervisors to reject any plan currently being proposed by the Springs Specific Plan group, due to its failed outreach efforts and lack of inclusiveness. We seek a restart of the Springs Specific Plan process and petition that all future community discussions and or committees include Verano/Donald Street neighborhood representation.

NAME	ADDRESS	SIGNATURE
1. Kathleen Watson	18960 Melvin Ave	Kathleen Watson
2. Alice Fellows	18880 Melvin Ave	Alice Fellows
3. Anthony Manglikand	18915 Robinson Rd	Anthony Manglikand
4. ROBERT LAGE	627 VERANO AVE	Robert Lage
5. James Willburn	18871 Melvin Ave	James Willburn
6. Dushan Medan	750 Michael Dr	Dushan Medan
7. Vince Nevins	763 Michael Drive	Vince Nevins
8. RICHARD DREW	581 MICHAEL DR	Richard Drew
9. Timothy Walsh	833 Donald St	Timothy Walsh
10. John Leigh	805 Michael Drive	John Leigh
11. Paul Rockett	781 Ernest Drive	Paul Rockett
12. STEVE CANIGLIA	680 VERANO AVE	Steve Caniglia
13. Dolores Silva	18979 Robinson RD	Dolores Silva
14. Stephanie Gitti D. Vite	18796 Robinson Rd Sonoma, CA	Stephanie Gitti D. Vite
15. Charlotte Woodard	560 Michael Dr. Sonoma	Charlotte Woodard
16. Leanne Woodard	501 Michael Dr. Sonoma	Leanne Woodard
17. TOM REDMAYNE	18948 LOMITA AVE	Tom Redmayne
18. Paul Souza	807 MICHAEL DR.	Paul Souza
19. Mike White	18900 LOMITA AVE	Mike White
20. Katie White	18900 LOMITA AVE	Katie White

* Additional Signatures no. 21-260 provided upon request.

SCTA PDA Application Part 5 Narrative Springs Rural Community Investment Area

1. Introduction/Vision

An SCTA grant in the amount of \$450,000 is requested for the development of a Sonoma Springs Area Plan (the "Plan") with a broad objective to revitalize the area into a pedestrian and transit oriented mixed use corridor. Specific goals include: 1) realigning land uses to create greater mixed use and higher intensity residential development around new transportation opportunities; 2) facilitating an increase in bicycle/pedestrian paths and other alternative transportation options; and 3) evaluating automobile parking needs for residential and commercial uses, in the context of transit oriented development. A programmatic Environmental Impact Report will be prepared to analyze potential environmental impacts of the Plan and to streamline future development consistent with the Plan.

Rural Investment Area Profile

The Sonoma Springs area is a designated Rural Investment Area (RIA). The RIA includes the communities of Boyes Hot Springs, Fetters Hot Springs, El Verano, and Agua Caliente. These communities are a contiguous urbanized area located along the Scenic Highway 12 Corridor immediately northwest of the City of Sonoma. The core of these communities is served by public sewer and water, and contains a mixture of residential, office, and retail uses.

The Springs RIA area is approximately 160 acres and contains 451 housing units. Reports from the US Census Local Employment Dynamics website indicate that in 2010 there were 430 employed residents within the RIA and contained 277 jobs. The area has infill potential for up to an additional approximately 250 units through the Year 2040. With a 2% job growth rate the area could gain another 200+ jobs. The area is ethnically diverse and located within a former redevelopment area in the heart of the Sonoma Valley wine grape production area. Job opportunities in the area include retail and service sector jobs in the City of Sonoma, and agricultural and winery related jobs in the greater Sonoma Valley.

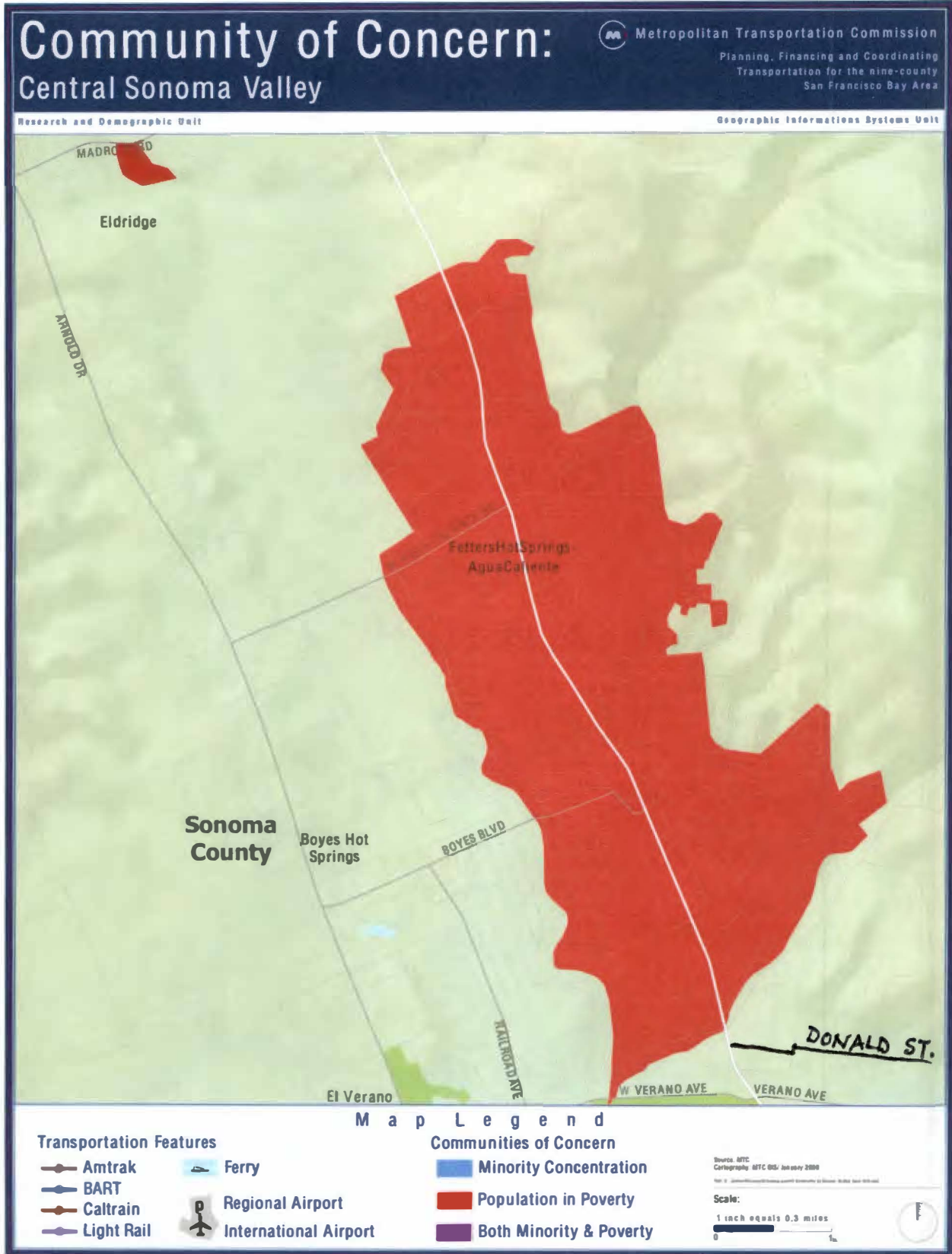
Vision

The Springs has developed over time without benefit of a cohesive planning process. The initial vision for the Plan is to create a land use model that promotes mixed use development with a variety of affordable housing opportunities, increases access to alternative transportation modes including safe pedestrian and bicycle routes, addresses automobile parking needs for residents and area visitors, and enhances the community identity of the Springs area. The Springs Area is an MTC identified "Community of Concern".

The RIA is part of the former Springs Redevelopment Area that has since been dissolved. The Plan will include an assessment of the planning goals contained within the former Redevelopment Plan. The project will include changes to land use and zoning to, at a minimum, increase residential densities and provide for a greater diversity of uses. A public engagement process will be necessary to fully define the vision and elements of the Plan.

2. Existing Policies

The goals of the Sonoma County General Plan Land Use Element align with ABAG's program to promote planning for "complete communities" that have a variety of homes, jobs, shops, services and amenities; that encourage accessibility by walking, biking, taking transit, and reducing commute times; and that improve social and economic equity.



Sonoma County PDA Investment & Growth Strategy

SCTA | RCPA

housing challenges, but also their commitment to affordability. Sebastopol has a robust set of affordability strategies; Rohnert Park, Santa Rosa, Sebastopol, and Unincorporated Sonoma County also have a wide range of policies.

All Sonoma County jurisdictions have a certified Housing Element—which is a requirement for receiving OBAG funds.

Table 1: Affordable Housing Policies by Sonoma County Jurisdiction

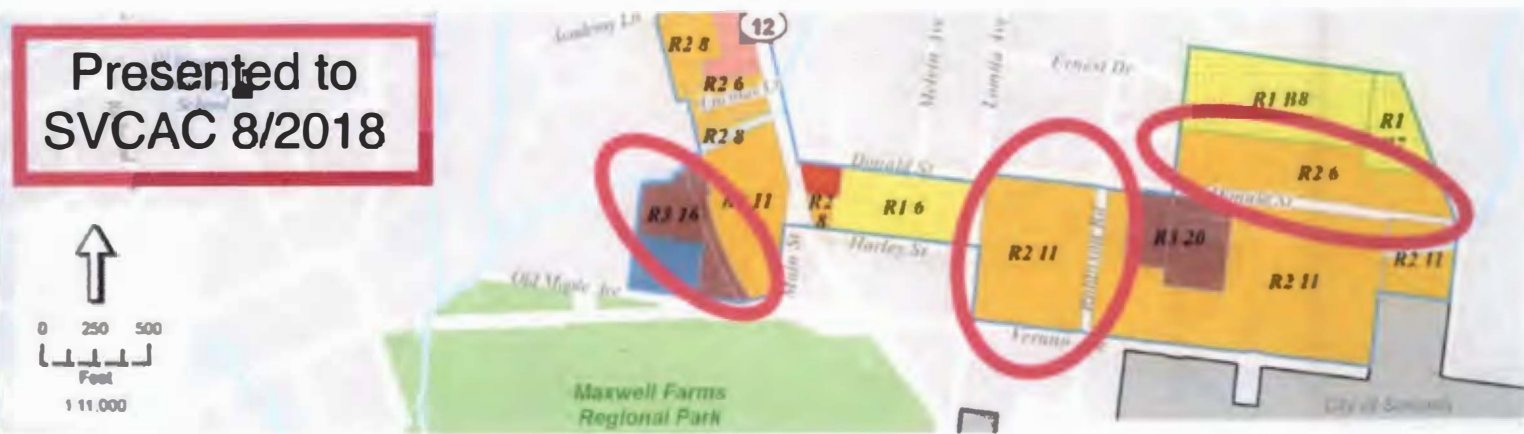
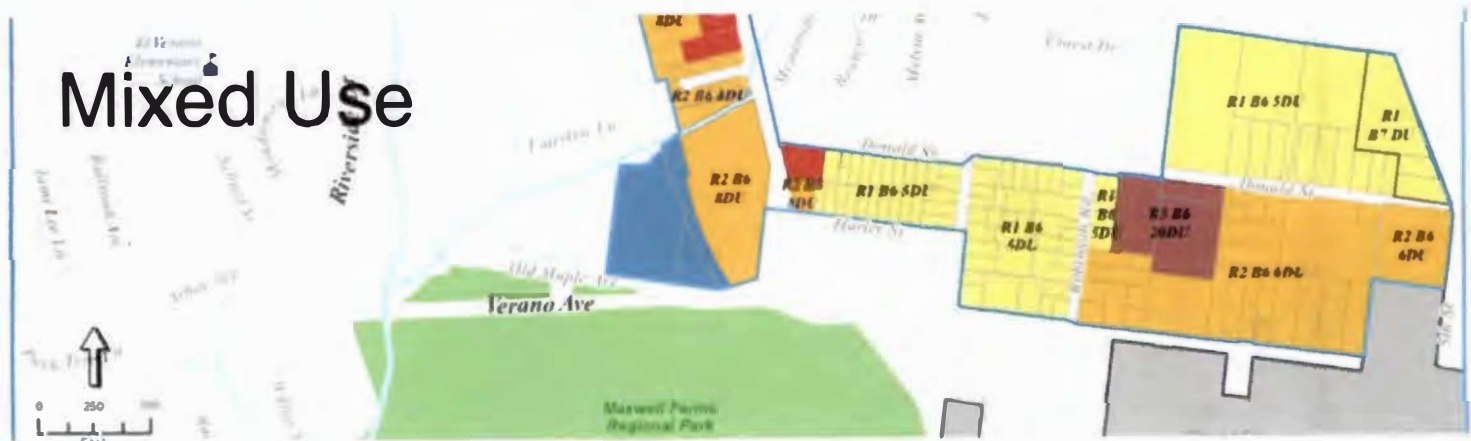
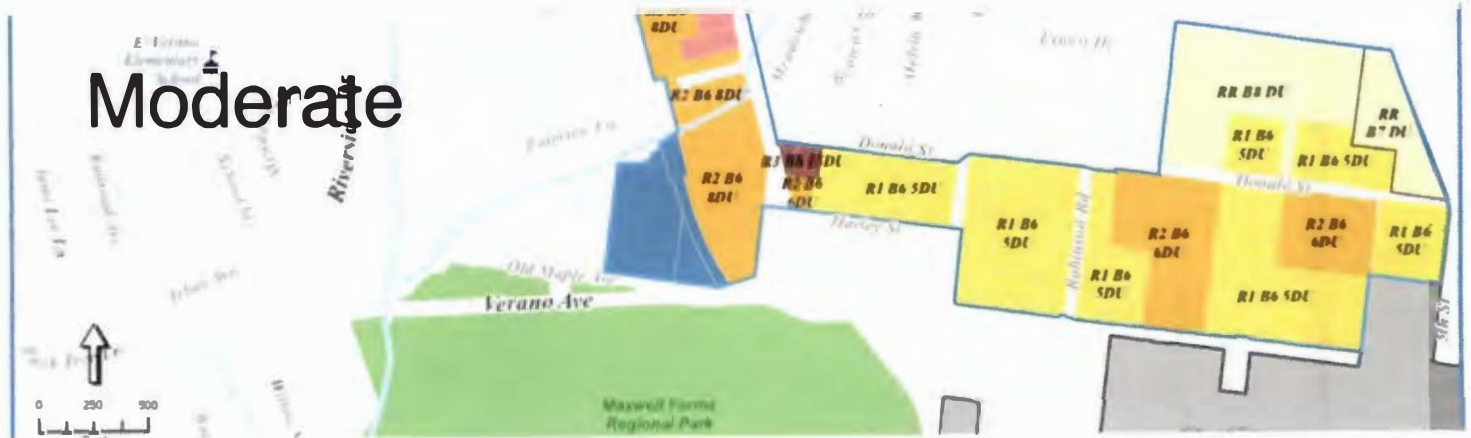
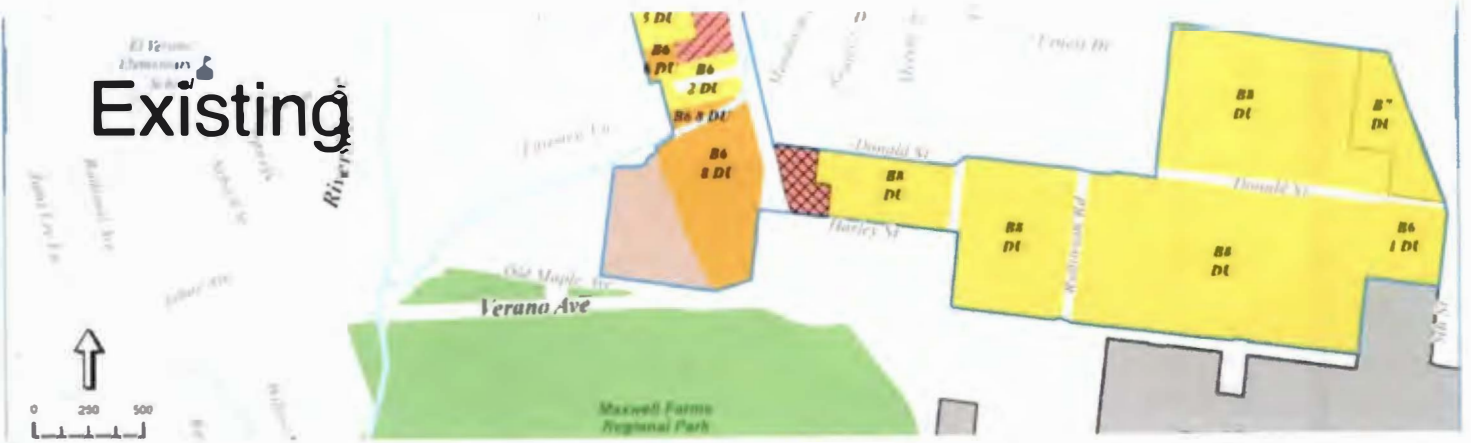
Jurisdiction	Housing Element Certification	Inclusionary Housing	Just Cause Eviction	Rent Control	Condo Conversion	Impact Fees	Density Bonus
Cloverdale	✓	✓					✓
Cotati	✓	✓					✓
Healdsburg	✓						✓
Petaluma	✓	✓		✓ (mobile homes)	✓	✓	✓
Rohnert Park	✓	✓		✓ (mobile homes)			✓
Santa Rosa	✓	✓		✓ (mobile homes)	✓	✓	✓
Sebastopol	✓	✓	✓	✓ (mobile homes)	✓	✓	✓
Sonoma	✓						✓
Windsor	✓	✓					✓
Unincorporated Sonoma County	✓	✓		✓ (mobile homes)		✓	✓

Other Anti-Displacement and Community Stabilization Strategies

PDA Investment and Growth Strategies are also encouraged to reflect policies that reduce displacement and increase community stabilization. Investment near transit can bring much-needed benefits to neighborhoods, but can also result in market-driven displacement of lower-income residents due to rising rents and conversion of rental units to condominiums. In addition to affordable housing policies and preservation strategies, regional agencies recognize other stabilization strategies, such as robust community involvement in planning processes—especially inclusive of low income residents and residents of color. While some PDA plans focus primarily on design and market considerations, others integrate these issues with affordable and mixed-income housing, economic opportunity, and community involvement. Current and future planning efforts provide an opportunity to add policies that will help insure that future development offers broad community benefits and does not displace existing low-income residents. These will be assessed in greater detail in a subsequent report.

Sonoma County Communities of Concern:

Communities of Concern (CoCs) have been identified as areas with special transportation needs associated with low-income, or otherwise disadvantaged communities. In Sonoma County these areas are currently defined as census tracts in which 30% or more of families have incomes between 0 - 200% of the federal poverty level (\$21,660 - \$74,020 total household income depending on family size).



SCIENCE

Data Pinpoints 14 California Towns Where an Emergency Escape Could Be a Problem

By Jeremy Siegel Aug 22, 2019



Vehicle abandoned by fleeing residents of the Butte County town of Paradise during the Camp Fire in November 2018. (Josh Edelson/AFP/Getty Images)

California has the second-largest number of small communities with limited evacuation routes when compared to other states, according to a new nationwide analysis of towns with populations under 40,000.

The study, conducted by San Francisco-based traffic analytics company StreetLight Data, identified 100 communities across the country with the most limited means of escaping

disasters like wildfires and hurricanes. It found that 14 of those communities are in California, second only to Florida's 20.

The study comes on the heels of the deadliest and most destructive blaze in California history, last November's Camp Fire, which killed 86 people and put into perspective some of the challenges facing rural communities with limited escape routes.

When the fast-moving blaze swept through Paradise — a Butte County town of roughly 27,000 — on an early Thursday morning, fleeing residents ended up caught in gridlocked traffic along Skyway, the main route out of town. Many people abandoned their vehicles and fled on foot. Some were found dead in their cars.

The new analysis marks an attempt to highlight the potential for similar situations in other small towns, according to StreetLight's Chief Technical Officer Paul Friedman.

Sponsored

"Transportation infrastructure, and sharing information about transportation options, is one part of the complex requirements of disaster and evacuation preparation," Friedman said. "We hope this data can be a useful support to those working in this challenging field."

In order to identify evacuation-challenged communities, StreetLight analyzed location data points from smartphones and GPS navigation devices in cars and trucks to identify trends in what routes people tend to use to exit their communities. They calculated which communities face the greatest challenges by determining what percentage of a population's daily trips take only one main exit, while also taking into account the number of alternative exits and the total population of an area, according to U.S. Census data.

What's not included in the analysis is the potential for natural disasters in a given area, according to StreetLight CEO Laura Schewel.

"This is purely the transportation data, because that's where we're really the experts, and we want to stay in our lane," she said. "What we hope is that this data can be mixed with people who have expertise about other risk factors ... and be part of the full picture of data-driven evacuation preparedness."

In essence, Schewel said, an emergency manager in a small town that's on the list could use the data from the analysis as a launching point for drawing up wildfire evacuation routes.

The following is a list of the California communities among the 100 most evacuation-limited in the country, according to StreetLight, in order:

Limited Evacuation Routes

The 14 California communities rated as having the most limited evacuation routes based on analysis on data from smartphones and GPS devices.

Community	County	Population	Routes
Coto de Caza	Orange	15,294	3
Bell Canyon	Ventura	2,049	2
Lompico	Santa Cruz	1,137	2
Ladera	San Mateo	1,426	2
Temescal Valley	Riverside	22,542	5
Knights Landing	Yolo	1,006	2
Coronado	San Diego	24,582	7
Oak Park	Ventura	13,811	4
Pine Canyon	Monterey	1,816	3
Fetters Hot Springs	Sonoma	4,099	3
Los Osos	San Luis Obispo	14,259	4
Brooktrails	Mendocino	3,251	4
Lake California	Tehama	3,054	4
Fillmore	Ventura	14,923	4

Chart: Dan Brekke/KQED • Source: StreetLight Data • Get the data • Created with Datawrapper

California's two most evacuation-constrained communities — Coto de Caza in Orange County and Bell Canyon in Ventura County — are both in the southern portion of the state and are both at-risk for wildfire: Coto de Caza is surrounded by burnable open space; Bell Canyon was hit hard by the Woolsey Fire in 2018.

The Bay Area is, for the most part, absent from the list, though that's likely due in part to the study's methodology.

StreetLight identified some small communities in the region with limited evacuation routes, including Ladera, a development adjacent to Portola Valley, near the Alpine Road exit off Interstate 280 on the edge of Silicon Valley, and Fetters Hot Springs, on Highway 12 just north of the town of Sonoma.

But because the analysis was limited to communities with populations under 40,000, larger towns and cities that may have areas with limited escape routes are missing from the list.

Oakland, for example, has some areas with the potential for both limited exit routes and high risk for fire.

During the East Bay Hills fire in October 1991, which killed 25 people, congestion was a major problem. A report on the blaze conducted by the U.S. Fire Administration found that as some roads were blocked down due to the spread of the fire, others "became clogged with cars and pedestrians." As in Paradise, some victims died after being trapped on narrow, blocked roads.

StreetLight's Schewel said the company chose to analyze only small towns because it feels those communities will benefit most from the research.

"We figured if we're going to put a bunch of information on the internet for free, the small towns who don't have the resources to do their own studies might get the most benefit out of that type of exercise," she said.

Schewel said this type of analysis could be conducted for a larger population center like Oakland, but in that case, it might be more helpful to analyze the area in smaller sections.

It's also important to note, Schewel said, that there's no silver bullet for evacuation planning.

"Data-driven planning is important, but we want to be very clear that this is not a magical robot that tells evacuation professionals what to do," she said. "It's — we hope — a helpful extra tool in the toolkit."

APPENDIX G: WATER SUPPLY ASSESSMENT

A. EXECUTIVE SUMMARY

The Water Supply Assessment (WSA) will provide information for use in the California Environmental Quality Act (CEQA) analysis for the proposed Springs Specific Plan (Specific Plan). The requirements for the WSA are described in the California Water Code Sections 10910 through 10915, amended by the enactment of Senate Bill 610 (SB 610) in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by the new projects, as well as the reasonably foreseeable cumulative demand during normal year, single dry year, and multiple dry year conditions over the next 20 years.

This WSA builds on previous water demand projections created as part of the 2015 Urban Water Management Plan (UWMP) Water Demand Analysis and Water Conservation Measures Update worked on in conjunction with the eight other Sonoma-Marin Saving Water Partnership (SMSWP) Water Contractors and completed in July 2015. The projected demands with active and passive conservation savings from the SMSWP study were approved by Valley of the Moon Water District (the District) and presented in the 2015 UWMP submitted by the District in June 2016, after approval by its Board of Directors on June 7th. The supply information contained herein is based on the 2015 UWMP.¹

¹ ~~However, while~~ While the foregoing is accurate, the circumstances of the District's water supply have changed in 2019. The District lost its emergency water supply from the Sonoma Development Center (SDC). The use was authorized by the SWRCB on July 3, 2002 for fire or facility failure. The agreement with the CenterSDC was in place by December 2002 and existed until September 2019 when the State's General Services Department decided to close the SDC water treatment plant at the Center eliminating that supply. Without that waterIn the absence of that supply, the District only hascan produce only 450 gallons per minute (gpm)pm through its local supply sources, which is insufficient to pressurize its system and fill its tanks, in the event the Sonoma Aqueduct (Aqueduct) is damaged and Sonoma Water deliveries to the District are curtailed, which is not enough water to pressurize its system and fill its tanks if the Sonoma Aqueduct is damaged and cannot deliver water. The District's immediately available emergency water supply position may have beenwas further erodedreduced in October-NovemberFall 2019 when it had to cease the use of one of its well'swell, providing that was 20% of theits local supply, was taken out of service due to damage. The District will be video the well in December 2019evaluating the well in Winter 2019/Spring 2020 to determine if the well can be repaired, and if so, how longi, if repaired, the well can reasonably remain in production.

The District is diligently acting to develop alternative local sources of water. Without the Spring Specific Plan (SSP), the District requires over 800 gpm to just provide drinking water and basic sanitation. Further, bBased on the tests from then-SCWA reflecteddescribed -at page 48 in the 2015 UWMP-at page 48, the District needs-over-requires in excess of 1700 gpm to have a survivable level of water including basic fire flow. Given the conservation achieved by District residents-achieved since 2015, the District is comfortable in stating that for current customers 1500 gpm willis required to provide service adequate forallow human health, sanitation, and fire flow - if service through the aAqueduct is interrupted for any significant time. If the District's damaged well can be used for several more years, then the addition of another 400 gpm of new local water over the District's total current wells' production would allow current customers to have drinking water and sanitation with no outside use and little or no fire flow.

Additionally, the PlanSSP will impact water service tothe existing homes along the crest of the hills above it, the top of the District's Zone 1. Currently, tThese homes all-currently have lower service pressure and available fire flow than that provided in other Zones and the balance of Zone 1. Allowing building along the route ofas proposed in the SSPPlan, e.g. on Verano Ave, beforein advance of the District

The Springs Project is contained entirely within the service area of the District, which is located in the southeastern portion of Sonoma County, immediately north of the City of Sonoma. The WSA is based on the requirement of the Springs Project of approximately 209 acre-feet per year (AFY) of additional water demand. This project includes several land use and connection types as summarized below.

The 15 new neighborhood commercial connections include 8 new dwelling units and a net increase of 53,390 non-residential sq. ft. of development yielding approximately 17 AFY of additional demand.

The 82 new commercial connections include 120 hotel rooms and 72,245 new non-residential sq. ft. of development for an approximate net increase in demand of 39 AFY.

The 6 new commercial irrigation connections yield approximately 9 AFY of additional demand.

The 50 new mixed-use connections include 138 new dwelling units and a net increase of 123,621 non-residential sq. ft. of development yielding approximately 50 AFY of additional demand.

The 3 mixed-use irrigation connections will yield approximately 5 AFY of additional demand.

The 3 new recreational connections include a reduction of 3 dwelling units and a net increase of 26,648 sq. ft. of recreational use yielding approximately 9 AFY of additional demand.

The 131 medium density residential connections include 119 single family and 113 multifamily dwelling units for an additional demand of approximately 45 AFY.

The 31 high density residential connections include 310 new multifamily dwelling units yielding approximately 35 AFY of additional demand.

has putting a tank at the top of that Zone 1 into operation, s-hill will directly impact these customers' daily service and further reduce the already limited available fire flow.

Some of the foregoing requires immediate action, some can be managed over time.

As a result of these supply, storage, pressure, and fire flow issues, the District may be restricted in its future ability to sign-off on issue "will serve" letters for the impacted areas, that including the Springs Specific Plan SSP area. This caution and restriction These conditions will affect service and future issuance of will serve letters be in place until the District has secured and placed into operation additional in place local water sources for emergency service; and strategically placed storage at the top of Zone 1 to improve critical pressure and fire flow issues in the Plan SSP area.

The District appreciates the County's assistance and would greatly appreciate looks forward to the County's further direct assistance - in developing additional local sources of water to meet District emergency demands; and the need for development of a tank storage at the top of the eastern hills [Zone 1] to deliver and maintain adequate pressure and fire flow for customers in that area - as buildings are added within the Plan's area around the base of the eastern hillshill. With those changes in place the With the proposed infrastructure improvements in place, District would then have be in position to provide adequate regular normal service and emergency service water to support the Plan SSP; and pressures to maintain service pressure and fire flows to existing Zone 1 customers and the SSP.



**CAL FIRE HAZARD SEVERITY ZONES in
State Responsibility Area (SRA)**



- Moderate



- High



- (Dead) End of Michael Drive (it does not continue)



-(Dead) End of Donald



-Proposed high density housing

From: [Martha Silver](#)
To: [Martha Silver](#)
Subject: Resolution 2019-0567
Date: Thursday, February 13, 2020 3:41:31 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image008.png](#)
[12.17.19 Item 28 Reso 19-0567.pdf](#)
Importance: High

From: Melody Richitelli
Sent: Thursday, February 13, 2020 3:02 PM
To: 'bcrain@bayareametro.gov' <bcrain@bayareametro.gov>; 'blumacjazz@aol.com' <blumacjazz@aol.com>
Cc: Susan Gorin <Susan.Gorin@sonoma-county.org>; David Rabbitt <David.Rabbitt@sonoma-county.org>; Sheryl Bratton <Sheryl.Bratton@sonoma-county.org>; Suzanne Smith <suzanne.smith@scta.ca.gov>; Milan Nevajda <Milan.Nevajda@sonoma-county.org>; Jane Riley <Jane.Riley@sonoma-county.org>; Cecily Condon <Cecily.Condon@sonoma-county.org>; Tennis Wick <Tennis.Wick@sonoma-county.org>
Subject: Resolution 2019-0567
Importance: High

Mr. Crain,

On behalf of Tennis Wick:

On 17 December 2019, the Board of Supervisors adopted unanimously (Supervisor Rabbitt absent) the attached resolution directing staff to apply for the Priority Development Area placetype to replace the to-be-defunct Rural Community Investment Area placetype so that the Springs Specific Plan may be concluded later this year.

On behalf of the County of Sonoma and Permit Sonoma, I thank MTC for your support and partnership in this important work.

Regards,

Melody Richitelli

Administrative Aide

www.PermitSonoma.org

County of Sonoma

2550 Ventura Avenue, Santa Rosa, CA 95403

Direct: 707-565-1925 |

Office: 707-565-1900 | Fax: 707-565-1103



***OFFICE HOURS:** Permit Sonoma's public lobby is open Monday through Friday from 8:00 AM to 4:00 PM, except Wednesday's: open from 10:30 AM to 4:00 PM.*



County of Sonoma
State of California

THE WITHIN INSTRUMENT IS A
CORRECT COPY OF THE ORIGINAL
ON FILE IN THIS OFFICE.

ATTEST: DEC 17 2019

SHERYL BRATTON, Clerk/Secretary
BY 
DEPUTY CLERK/ASST. SECRETARY

Date: December 17, 2019

Item Number: 28

Resolution Number: 19-0567

4/5 Vote Required

**Resolution of the Board of Supervisors of the County Of Sonoma, State Of California,
Nominating the Springs Specific Plan Area as a Priority Development Area to the Association
of Bay Area Governments & Metropolitan Transportation Commission for Inclusion into Plan
Bay Area 2050.**

Whereas, Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008, defines implementation requirements to reduce greenhouse gas emissions from vehicles through better coordination between transportation and land use planning; and

Whereas, SB 375 requires each regional planning area to prepare a "Sustainable Communities Strategy" (SCS) in the regional transportation plan that demonstrates how the region will meet the greenhouse gas emission targets; and

Whereas, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) together are the governmental agencies responsible for planning, financing and coordinating transportation and land use planning for the nine-county San Francisco Bay Area, including preparation of the SCS; and

Whereas, MTC/ABAG adopted Plan Bay Area 2040 on July 26, 2017, the current Regional Transportation Plan and Sustainable Communities Strategy for the nine-county Bay Area; and

Whereas, MTC/ABAG are currently preparing Plan Bay Area 2050 (the Plan), an update to Plan Bay Area 2040 that will outline strategies for growth and investment through 2050; and

Resolution #19-0567
December 17, 2019
Page 2

Whereas, MTC/ABAG are creating a Regional Growth Framework to be used in the Plan;

Whereas, this Framework includes locally nominated Priority Development Areas (PDAs) as locations to coordinate local and regional planning for housing, jobs, and future investment; and

Whereas, jurisdictions with PDAs have access to regional funding dedicated to planning and infrastructure improvements within PDAs; and

Whereas, the Springs Specific Plan Area was previously designated as a "Rural Community Investment Area," a Priority Development Area placetype; and

Whereas, the County was awarded a PDA grant for the development of a Specific Plan for the area and the Springs Specific Plan is currently in process; and

Whereas, the Springs Specific Plan area (depicted generally in Exhibit A to this resolution) meets all the required "Connected Community" PDA criteria as follows: (1) the area is within an urbanized area; (2) a Specific Plan for housing growth, including affordable housing, and job growth will be adopted before 2025; (3) the area is served by an existing or planned bus route with peak headways of 30 minutes or less; and (4) the Specific Plan will include two or more policies related to the reduction of vehicle miles traveled.

Now, Therefore, Be It Resolved that the Board of Supervisors submit a nomination to MTC/ABAG to designate the Springs Specific Plan Area as a PDA for inclusion within Plan Bay Area 2050.

Adopted December 17, 2019 by the Board of Supervisors of the County of Sonoma by the following vote:

Supervisors:

Gorin: Aye Zane: Aye Gore: Aye Hopkins: Aye Rabbitt: Absent

Ayes: 4 Noes: 0 Absent: 1 Abstain: 0

So Ordered.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0188 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 1/14/2020 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda: 2/14/2020 **Final action:**
Title: Plan Bay Area 2050: Draft Blueprint - Strategies

Approval of proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback and policymaker refinement.

Sponsors:

Indexes:

Code sections:

Attachments: [9c_Planning-5b_PBA50_DraftBlueprint_StrategiesAction.pdf](#)
[5b_PBA50_DraftBlueprint_StrategiesAction.pdf](#)

Date	Ver.	Action By	Action	Result
2/14/2020	1	Joint MTC Planning Committee with the ABAG Administrative Committee		

Subject:

Plan Bay Area 2050: Draft Blueprint - Strategies

Approval of proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback and policymaker refinement.

Presenter:

Dave Vautin

Recommended Action:

Commission Approval

Attachments:

Plan Bay Area 2050: Draft Blueprint – Strategies

- Subject:** Approval of proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback and policymaker refinement.
- Background:** Building upon the evaluation of strategies and investments from the predecessor Horizon initiative, the upcoming phase of Plan Bay Area 2050 will involve analyzing a Draft Blueprint, comprised of key strategies for transportation, housing, the economy, and the environment. The strategies analyzed should align with the overall vision for Plan Bay Area 2050 to create a *more affordable, connected, diverse, healthy, and vibrant Bay Area for all*.
- Over the course of the fall, staff held public outreach events that attracted thousands of Bay Area residents, engaged with thousands more online through the *Mayor of Bayville* tool, and conducted strategy workshops with a diverse range of stakeholders on each topic area of the Draft Blueprint. The Commission and Executive Board also held a workshop to discuss critical questions related to Blueprint strategies; feedback from these engagement activities has been integrated into this proposed path forward.
- Issues:** Plan Bay Area 2050 must meet a range of federal and state requirements. First, the Plan must be **fiscally constrained**, which means that strategies and investments included must be possible to fund using reasonably-anticipated monies. Second, under Senate Bill 375, the Plan must meet or exceed a recently-increased **greenhouse gas emissions reduction** target. Third, the Plan must **accommodate housing growth at all income levels**, with the parallel Regional Housing Need Allocation (RHNA) process being consistent with the ultimate Plan growth pattern. Failure to achieve any of these requirements could result in the Plan not being approved by federal or state agencies, which would lead to transportation funding consequences for the Bay Area.
- Recommended Strategies:** Staff recommend further analysis of 25 strategies, clustered under nine themes, as part of the Draft Blueprint; additional details are provided in **Attachment B**.
1. **Maintain and Optimize Existing Infrastructure.** Continue the region’s “Fix It First” policy, while optimizing the region’s transit systems through fare integration and seamless payments and advancing means-based pricing on select freeways to reduce emissions and traffic congestion.
 2. **Create Healthy and Safe Streets.** Upgrade local streets to complete streets with safe pedestrian and bicycle infrastructure to encourage more non-motorized trips, while reducing speed limits to advance Vision Zero across the Bay Area.
 3. **Enhance Regional and Local Transit.** Within fiscal constraints, advance highly-resilient transit projects identified in the Horizon Project Performance Assessment, as well as a New Transbay Rail Crossing identified as the highest-performing rail expansion line (*only included in one version of Blueprint*).
 4. **Spur Housing Production and Create Inclusive Communities.** Allow a greater mix of housing types and densities in Priority Development Areas, Transit-Rich Areas and High-Resource Areas, while reducing barriers for new development and transforming aging malls, office parks, and underutilized public land.

5. **Protect, Preserve, and Produce More Affordable Housing.** Directly fund protection, preservation, and production of new deed-restricted affordable housing units, while simultaneously increasing inclusionary zoning requirements and further strengthening renter protections.
6. **Improve Economic Mobility.** Support strategies to enable a growing middle class, including childcare subsidies for low-income families, incubator programs in economically-distressed communities, and protections for existing industrial lands that serve as key middle-wage job centers.
7. **Shift the Location of Jobs.** Use a combination of zoning and fees to tackle the region's jobs-housing imbalance, encouraging more job growth in housing-rich and transit-rich places (in coordination with housing strategies to shift housing production to job-rich locations).
8. **Reduce Risks from Hazards.** Adapt the vast majority of the Bay Area's shoreline to sea level to protect existing communities and infrastructure, while providing means-based financial support to retrofit aging homes.
9. **Reduce Environmental Impacts.** Maintain the region's existing urban growth boundaries through 2050, while simultaneously partnering with public and non-profit entities to protect high-value conservation lands. Further expand the Climate Initiatives Program to drive down greenhouse gas emissions.

Other important strategies, including those related to express lanes, express buses, and commuter rail systems, require further refinement with collaboration with partner agencies this winter. Based on agency commitments to scope refinements, complementary strategies, and funding commitments, additional strategies can be integrated into the Final Blueprint this spring.

In addition to advancing the Guiding Principles of Plan Bay Area 2050, the strategies above have been refined with expanded equity provisions in recent months:

- **Transportation:** Fare integration would yield significant benefits for lower-income transit riders, while means-based tolls would be capped for lower-income residents to ensure that everyone has access to opportunities across the Bay Area.
- **Housing and Economy:** Integration of High-Resource Areas, paired with prioritization of affordable housing investments in these locations, will work to combat exclusion and racial inequities across the region, while economic strategies will work to shift job growth closer to Communities of Concern.
- **Environment:** Regional mitigations and funding for sea level rise would be prioritized first for Communities of Concern, and a greater share of home retrofit funding would be provided for lower-income households to make sure benefits accrue to all income levels.

Staff are requesting that the Commission and Executive Board provide direction on the strategies for further analysis in the Plan Bay Area 2050 Draft Blueprint, while recognizing that there is an opportunity for further refinement to these strategies this spring and summer prior to the Final Blueprint phase. Staff will analyze the package of Draft Blueprint strategies and report back on forecasted outcomes in late spring.

Attachments:

Attachment A: Presentation

Attachment B: Draft Blueprint – Strategy Descriptions



Therese W. McMillan



PLAN BAY AREA 2050

Draft Blueprint: Strategies

Seeking Direction on Strategies to Study

February 14, 2020

MTC Planning & ABAG Administrative Committees

What are the critical action items are being considered by MTC and ABAG this month?

1



Adopt new **Priority Conservation Areas**, **Priority Development Areas**, and **Priority Production Areas** *(ABAG Action Only)*

2



Approve **Growth Geographies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

3



Approve **Strategies** for Analysis in the Draft Blueprint *(MTC/ABAG Action)*

Refresher: Key Statutory Requirements

While Plan Bay Area 2050 must meet many statutory requirements, these three are among the most critical:



Fiscal Constraint

Under federal transportation planning regulations, the Plan must rely upon reasonably-expected revenues
Impact if Not Met: federal and state agencies will reject the Plan's approval, triggering a conformity lapse



Greenhouse Gas Reduction

Under Senate Bill 375, Plan Bay Area 2050 must meet or exceed a recently-enhanced 19 percent per-capita GHG reduction target for light-duty vehicles by 2035.

Impact if Not Met: region ineligible for select SB 1 funding



Housing at All Income Levels

Under Senate Bill 375, Plan Bay Area 2050 plan for sufficient housing for all income levels; RHNA must advance fair housing and ultimately be consistent with the Plan.

Impact if Not Met: HCD may not approve RHNA

Refresher: What is a strategy in the context of Plan Bay Area 2050?

What do we mean by “strategy”?

A strategy is either a **public policy or set of investments that can be implemented** in the Bay Area over the next 30 years; a strategy is **not a near-term action or legislative proposal**.

Who would implement these strategies?

Strategies in Plan Bay Area 2050 can be implemented at the **local, regional, or state levels**. Specific implementation actions and the role for MTC/ABAG will be identified through a collaborative process for the Implementation Plan in late 2020.

How many strategies can we include in the Blueprint?

Plan Bay Area 2050 must be **fiscally constrained**, meaning that not every strategy can be integrated into the Plan given finite revenues available.



Draft Blueprint: 9 Themes + 25 Bold Strategies

	Maintain and Optimize Existing Infrastructure	25 Strategies <i>(Draft Blueprint Inputs)</i>	
	Create Healthy and Safe Streets		Spur Housing Production and Create Inclusive Communities
	Enhance Regional and Local Transit		Protect, Preserve, and Produce More Affordable Housing
	Reduce Risks from Hazards		Improve Economic Mobility
	Reduce Our Impact on the Environment		Shift the Location of Jobs

The meeting packet includes more detail on each individual strategy, including public and stakeholder feedback in recent months.

Today's presentation will focus on how transportation, housing, environmental, and economic strategies work together to support progress on each Guiding Principle:

-  AFFORDABLE
-  CONNECTED
-  DIVERSE
-  HEALTHY
-  VIBRANT

Bold Strategies for a More Affordable Bay Area



Reduce the region's extreme cost of living by enabling over a million new homes near public transit

- Strategies include:
- Allow a Greater Mix of Housing Types and Densities in Growth Areas
 - Reduce Barriers to Housing Near Transit and in Areas of High Opportunity



Produce and preserve much-needed affordable housing through public, non-profit, and private sector action

- Strategies include:
- Fund Affordable Housing Protection, Preservation, and Production
 - Require 10 to 20 Percent of New Housing to be Affordable



Provide robust discounts for low-income residents both for tolls and transit fares

- Strategies include:
- Reform Regional Transit Fare Policy
 - Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives

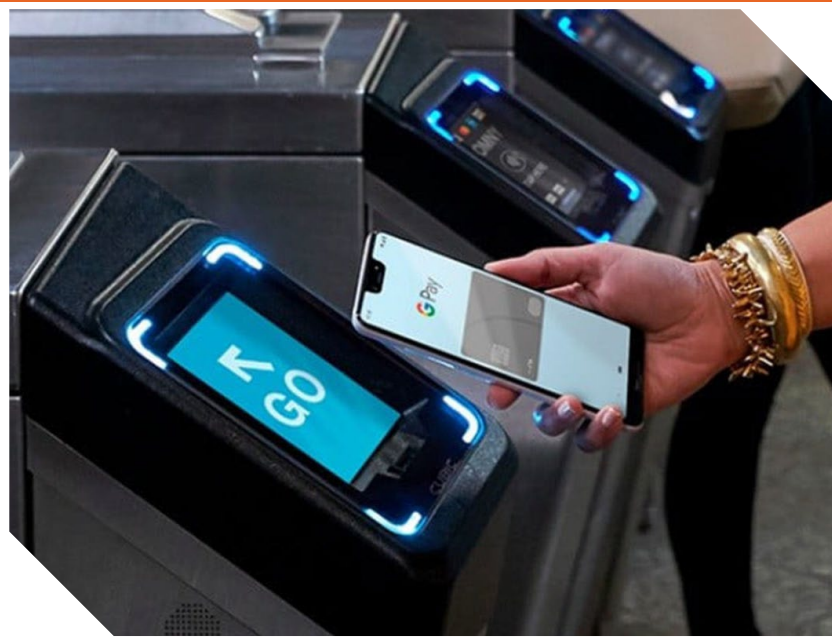
Bold Strategies for a More Connected Bay Area



Create a world-class public transportation system, emphasizing maintenance and ridership as critical twin goals

Strategies include:

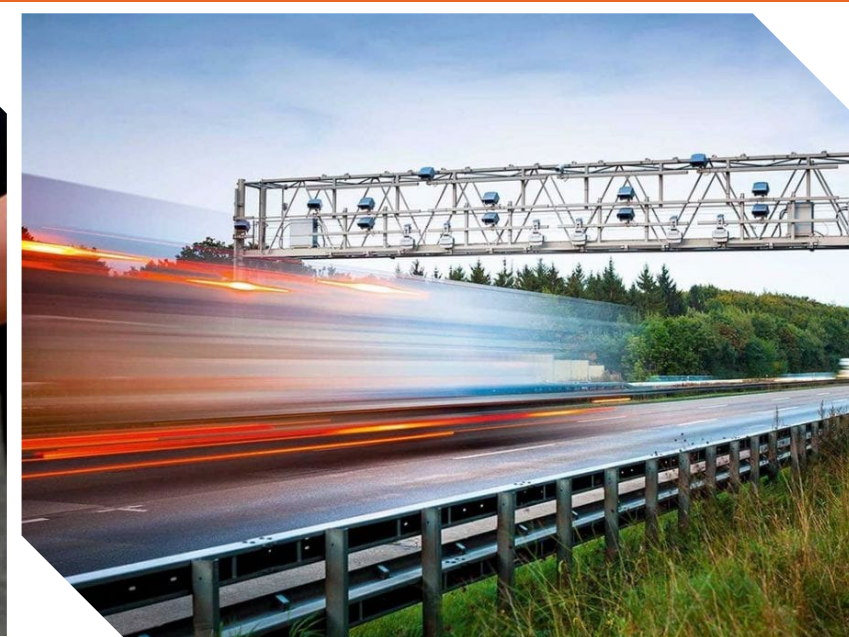
- Operate and Maintain the Existing System
- Advance Low-Cost Transit Projects
- Build a New Transbay Crossing



Standardize transit fares across the region and advance seamless mobility through unified trip planning & payment

Strategies include:

- Reform Regional Fare Policy
- Enable Seamless Mobility with Unified Trip Planning and Fare Payments



Permanently reduce traffic congestion through a proven approach of pricing select corridors

Strategies include:

- Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives

Bold Strategies for a More Diverse Bay Area



Protect renters from being displaced to the region's periphery and beyond

Strategies include:

- Further Strengthen Renter Protections Beyond State Legislation



Tackle racial inequities by enabling more housing in historically-exclusionary places

Strategies include:

- Allow a Greater Mix of Housing Types and Densities in Growth Areas
- Reduce Barriers to Housing Near Transit and in Areas of High Opportunity



Create opportunities to grow the middle class through business incubators and childcare programs

Strategies include:

- Expand Childcare Support for Low-Income Families
- Create Incubator Programs in Economically-Challenged Areas

Bold Strategies for a More Healthy Bay Area



Eliminate traffic deaths by making streets safer for all roadway users

Strategies include:

- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds
- Build a Complete Streets Network

Draft Blueprint: Strategies



Protect tens of thousands of Bay Area homes from rising sea levels and from potential earthquake damage

Strategies include:

- Adapt to Sea Level Rise
- Modernize Existing Building with Seismic, Wildfire, Drought, and Energy Retrofits



Ensure the region's greenbelt remains protected for future generations

Strategies include:

- Maintain Urban Growth Boundaries
- Protect High-Value Conservation Lands

Bold Strategies for a More Vibrant Bay Area



Encourage more job growth in housing-rich areas through strategic regional impact fees

Strategies include:

- Assess Transportation Impact Fees on New Office Developments
- Assess Jobs-Housing Imbalance Fees on New Office Developments

Draft Blueprint: Strategies



Preserve critical industrial lands and work to catalyze job growth in these locations

Strategies include:

- Retain Key Industrial Lands through Establishment of Priority Production Areas
- Create Incubator Programs in Economically-Challenged Areas



Convert aging 20th century malls and office parks into vibrant mixed-use destinations for the 21st century

Strategies include:

- Transform Aging Malls and Office Parks into Neighborhoods

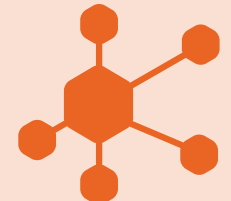
Advancing Equity with Bold Strategies



As a cross-cutting issue for Plan Bay Area 2050, staff has worked to weave equity into every single strategy for the Draft Blueprint. Highlights include:



Consistent regional means-based discounts for fares and tolls



Service frequency increases in both high-ridership corridors & in currently-underserved PDAs



Emphasis on growth in High-Resource Areas to address the legacy of race-based exclusion



Prioritization of retrofit assistance and sea level rise infrastructure in lower-income communities



Incubator programs and childcare support designed to enable greater economic mobility

Importantly: we will explore three versions of the Draft Blueprint.



Plan Bay Area 2050 Blueprint Basic

Includes available revenues from Needs & Revenue assessments, but does not include New Revenues from future regional measures

This approach will provide more flexibility over the next year, should the MTC/ABAG boards wish to integrate new revenues to create a more aspirational Plan.

Any option could be adopted as the Preferred Alternative in 2020 or 2021.



Plan Bay Area 2050 Blueprint Plus

Includes available revenues from Needs & Revenue assessments + additional New Revenues distributed to one or more topic areas of the Plan

Two variants of Blueprint Plus:



Plan Bay Area 2050 **Blueprint Plus Crossing**

Focus greater share of transportation funding towards Transbay Rail Crossing



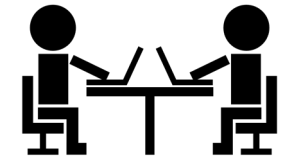
Plan Bay Area 2050 **Blueprint Plus Fix It First**

Focus greater share of transportation funding towards system maintenance

Draft Blueprint: What's Next?

Today

25 Strategies (Draft Blueprint Inputs)



Modeling
& Analysis
(Winter)



Growth Pattern,
Performance
Outcomes, etc.
(Draft Blueprint
Outputs)



Maintain and
Optimize Existing
Infrastructure



Create Healthy
and Safe Streets



Enhance Regional
and Local Transit



Reduce Risks
from Hazards



Reduce Our Impact
on the Environment



Spur Housing
Production and Create
Inclusive Communities



Protect, Preserve, and
Produce More
Affordable Housing



Improve Economic
Mobility



Shift the Location of
Jobs

Final Blueprint: What Remains to Be Done?



Will there be a chance to make refinements to strategies later in the planning process?

Yes, this would occur during the Final Blueprint phase. Staff will report back on outcomes from the Draft Blueprint strategies this spring, and both MTC and ABAG will have a chance to identify revisions through *summer 2020*.



What about strategies and individual projects not included in the Draft Blueprint?

Some projects and strategies were not yet ready for inclusion in the Draft Blueprint. CTAs, transit agencies, and MTC/ABAG are collaborating this winter and will return to MTC/ABAG by spring. *This includes Express Lanes, Express Buses, and Rail Extensions.*



What happens if the Draft Blueprint does not meet all of the statutory requirements?

Additional tradeoff discussions would be needed. The boards may have to expediently decide what strategies should be modified prior to the Final Blueprint.

PLAN BAY AREA 2050



Requested Action:

Direct staff to test the proposed strategies for the Draft Blueprint to see how close we are to meeting critical regional goals.

Plan Bay Area 2050 Draft Blueprint: Strategy Descriptions

The Plan Bay Area 2050 Draft Blueprint includes four elements: Transportation, Housing, the Economy, and the Environment. Within each, there are strategies, defined as policies or bundles of investments, clustered under nine categories. All versions of the Blueprint will be fiscally-constrained, meaning that some strategies cannot be included in Blueprint Basic.

Transportation: Maintain and Optimize the Existing System

- **Operate and Maintain the Existing System**
 - **Description:** Commit to operate and maintain the Bay Area’s roads and transit infrastructure, while ensuring that all Priority Development Areas have sufficient transit service levels. This strategy would emphasize achieving state of good repair for transit assets to advance equity goals. Due to the greater financial capacity in Blueprint Plus (Fix It First), this variant of the Blueprint is able to explore achieving full state of good repair for all asset categories.
 - **Blueprint Basic:** Fully maintain existing levels of transit service, transit asset condition, and local street/highway asset condition. **Funding: \$392 billion**
 - **Blueprint Plus (Crossing):** Fully maintain existing levels of transit service, transit asset condition, and local street/highway asset condition. **Funding: \$392 billion**
 - **Blueprint Plus (Fix It First):** Improve transportation asset conditions beyond today’s levels, reaching a full state of good repair for transit and road assets. **Funding: \$423 billion**
 - **Horizon Analysis:** While existing system operations and maintenance were not evaluated in Project Performance Assessment for Plan Bay Area 2050, asset condition for road and transit assets was evaluated in Project Performance Assessment for Plan Bay Area 2040. Maintaining existing conditions for both road and transit assets proved to be among the most cost-effective projects of all projects evaluated. Achieving a full state of good repair was also cost-effective, though benefits were lessened due to diminishing returns.
 - **Public Feedback:** Operating and maintaining the existing system received predominantly positive feedback during the Pop-Ups, with 96 percent of comments in favor of the strategy. Commenters advocated for increased investment in state of good repair for road and transit assets, as well as increases to existing transit service hours to reduce headways. As one commenter said, “this strategy seems like a must-do.”
 - **Stakeholder Feedback:** Stakeholders at recent Regional Advisory Working Group (RAWG) and Regional Equity Working Group (REWG) workshops also emphasized the essential nature of this strategy. Several stakeholders advised that funding above what was required to maintain the existing system should be directed toward achieving a state of good repair for transit capital assets. As bus transit tends to have the lowest average rider income, it was suggested that achieving a state of good repair for bus assets could be a way to advance equity goals. Additionally,

stakeholders suggested working with transit operators to roll out ZEV buses on routes serving Communities of Concern first as a way to improve air quality and mitigate adverse health outcomes associated with air pollution.

- **Enable Seamless Mobility with Unified Trip Planning and Fare Payments**
 - **Description:** Develop a unified platform for trip planning and fare payment to enable more seamless journeys. This strategy envisions a platform, accessible via smartphone, that allows users to see all of their transportation options - transit, shared bike, scooter, or car, ridehail, etc. - and pay for them from one account.
Funding: \$0.1 billion
 - **Horizon Analysis:** This strategy was not modeled for as part of Horizon, though several case studies of similar programs in Europe were summarized to further the understanding of potential impacts of Mobility as a Service in the Futures Final Report. The case studies found slightly reduced auto ownership and usage rates in program participants. Given the low cost of the strategy and the potential benefits, the strategy was recommended to advance.
 - **Public Feedback:** The strategy was popular with the public, with 96 percent of all comments in favor.
 - **Stakeholder Feedback:** This strategy received positive feedback from stakeholders, some of whom identified this strategy as likely to be provided by the private market and others of whom expressed a preference for having a public agency lead the endeavor. Stakeholders affirmed MTC's stance that implementation of this strategy would need to include venues for loading value to the e-wallet in cash so as to not deny service to residents without a bank card.

- **Reform Regional Transit Fare Policy**
 - **Description:** Streamline fare payment and replace existing operator-specific discounted fare programs with an integrated fare structure across all transit operators. The regional integrated fare structure would consist of a flat local fare with free transfers across operators and a distance or zone-based fare for regional trips, with discounts for youth, people with disabilities, and very low-income people.
Funding: revenue-neutral due to incentivized growth in transit trips; \$10 billion for means-based fare discount
 - **Horizon Analysis:** Horizon evaluated the effects of providing free transit to lower-income riders through Futures and found that, while successful in reducing transportation costs for lower-income households, the region's transit infrastructure does not have the capacity to meet the induced demand from such a program. As such, this strategy represents a pivot toward a different mechanism for reducing transportation costs: transit fare integration. MTC analyzed transit fare integration through Project Performance Assessment. The project was one of the highest performers in terms of equity impacts and cost-effectiveness. Implementing an integrated transit fare made transit considerably more attractive, increasing transit ridership substantially.
 - **Public Feedback:** As this strategy was not a Horizon strategy, but rather elevated from Project Performance Assessment, it was not showcased in pop-up workshops with the public in fall 2019.
 - **Stakeholder Feedback:** Stakeholders at the REWG workshop expressed an interest in pursuing transit fare integration over means-based fare discounts as a way to reduce the share of household income spent on transit, identifying transfer costs as the primary issue with transit affordability. RAWG workshop participants also expressed

support for the strategy, though several raised concerns over adverse financial impacts on transit operators due to potential decreased fare revenues or increased operational costs. RAWG participants mentioned integrated systems planning across operators as a complementary future action.

- **Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives**
 - **Description:** Apply a per-mile charge on auto travel on select highly-congested freeway corridors where transit alternatives exist, reinvesting revenue raised in improving transit alternatives on the corridor. Drivers on priced corridors would pay a 15 cent per mile charge during the peak period, with discounts to 5 cents per mile for off-peak travel or carpools with three or more occupants. Express Lanes and toll bridges would continue to operate. **Funding: \$1 billion; revenue: generates an estimated \$25 billion over Plan period**
 - **Horizon Analysis:** Through Horizon, a per-mile tolling program on all freeways in the region was studied as part of the complete package of Horizon strategies. Together, the Horizon strategies were successful at reducing congestion, though peak period congestion did continue to be a problem on many corridors, particularly in Back to the Future. Average commute time decreased slightly, as did auto mode share.
 - **Public Feedback:** As this strategy was flagged for further refinement after the completion of the Horizon initiative, it was not showcased in pop-up workshops with the public in fall 2019.
 - **Stakeholder Feedback:** Stakeholders emphasized the essential nature of reinvesting revenues on the tolled corridor so that paying drivers see benefits from their toll dollars. This includes reinvesting revenues in improving transit alternatives as well as amenities for drivers and carpools, including improvements to freeway pavement conditions.

Transportation: Create Healthy and Safe Streets

- **Build a Complete Streets Network**
 - **Description:** Enhance streets to promote walking, biking, and other micromobility through sidewalk improvements and 7,000 miles of bike lanes or multi-use paths. This strategy would emphasize Complete Streets improvements near transit to improve access and in Communities of Concern to advance equity outcomes. Investments could also go toward amenities like secure bike parking at rail stations, improved lighting, and safer intersections. **Funding: \$7 billion**
 - **Horizon Analysis:** An earlier version of this strategy that focused exclusively on bike infrastructure resulted in a three percentage point increase in cycling commute mode share by 2050. Transit and auto mode share both declined in about equal proportions when compared to the status quo Futures Round 1 scenario. The project was also evaluated through Project Performance Assessment, where it had a benefit/cost ratio above 1 in all three futures. Additionally, the project was found to advance equity, with lower-income residents receiving a greater share of accessibility benefits. These findings suggest that a micromobility network is highly resilient to future uncertainty.
 - **Public Feedback:** Feedback from the community further supported the Horizon analysis. In Pop-Up Outreach, it received mostly positive feedback, with 88 percent of commenters approving. The strategy was the most commonly selected choice for digital engagement participants, with 73 percent of participants selecting expanded infrastructure as their preferred way to increase rates of active transportation.

- **Stakeholder Feedback:** The primary piece of feedback received during the RAWG and REWG workshops was to increase the strategy’s emphasis on pedestrian safety and comfort, with participants finding earlier iterations of the strategy too focused on infrastructure that supports cycling. Additionally, in the implementation of this strategy, stakeholders suggested concentrating Complete Streets investments in Communities of Concern and near transit to improve station access.
- **Advance Regional Vision Zero Policy through Street Design and Reduced Speeds**
 - **Description:** Reduce speed limits to 25 to 35 miles per hour on local streets and 55 miles per hour on freeways, enforcing speeds using design elements on local streets and automated speed enforcement on freeways. Revenues generated from violation fines would be reinvested in safety initiatives, including education and street design interventions. **Funding: \$1 billion**
 - **Horizon Analysis:** An earlier iteration of this strategy that limited speed limits on local streets in areas designated for growth to 25 mph and all freeways to 55 mph resulted in 70 to 200 fewer fatalities and 180 to 500 fewer serious injuries per year in 2050. For comparison, 400 fatalities and 1,900 serious injuries occurred in the Bay Area in 2016.
 - **Public Feedback:** This was one of the least popular strategies among members of the public. In online engagement, the strategy was selected by 5 percent of respondents as a way to promote active transportation, receiving slightly fewer votes than doing nothing at all. The strategy was bundled with other investments in active transportation infrastructure for Pop-Up outreach, making it difficult to tease out public support in that forum.
 - **Stakeholder Feedback:** Stakeholders recognized enforcement and equity as two key challenges to successful implementation of this strategy. Stakeholders identified design elements like speed bumps and reduced lane widths as key tools in enforcing speed limits in a cost-effective way. On arterials and freeways, automated speed enforcement (ASE) was identified as the most cost-effective solution. Furthermore, research has shown that ASE reduces the rate of racial disparities in ticketing, addressing a key equity concern.

Transportation: Enhance Regional and Local Transit

- **Advance Low-Cost Transit Projects**
 - **Description:** Complete a limited set of transit projects that performed well in multiple futures and require limited regional dollars to reach fully-funded status. Projects within this strategy had no equity challenges or Guiding Principle flags and had cost-benefit ratios that were above 0.5 at minimum across all Futures. Projects in this category tend to be lower cost projects serving established transit service areas, and include urban bus frequency boosts, BRT enhancements, and ferry projects¹. **Funding: \$20 billion**
 - **Horizon Analysis:** Project Performance Assessment found that many transit projects struggled to perform well in terms of cost-effectiveness and equity in one or more futures. The projects that did demonstrate resilience across futures tended to be

¹ Projects include: BART Core Capacity, BART to Silicon Valley Phase 2, Irvington BART, San Francisco Southeast Waterfront Transportation Improvements, Muni Forward, San Pablo BRT, Alameda Point Transit Network, AC Transit Local Service Frequency Increase, E 14th/Mission BRT, and Treasure Island Congestion Pricing. Additional projects will be added during the Final Blueprint phase.

- lower-cost urban bus, BRT, or ferry projects. Many of these projects also performed well in Plan Bay Area 2040.
- **Public Feedback:** This specific strategy was developed based on findings from Horizon; as such, it was not evaluated during the final round of Horizon public engagement. However, members of the public did support transit projects, including BRT and transit modernization projects.
 - **Stakeholder Feedback:** REWG participants acknowledged that the bus and BRT projects evaluated through Horizon would directly serve Communities of Concern and provided minimal feedback on ways to alter the strategy. This strategy was not presented at the RAWG workshop, though RAWG members expressed a preference for transit modernization and frequency boost projects in an exercise designed to inform the investment strategy.
- **Build a New Transbay Rail Crossing**
 - **Description:** Increase Transbay rail capacity between San Francisco and Oakland, while providing benefits for travelers across the Bay Area, through a first phase Crossing project that includes a new Transbay tunnel and new stations in the Market Street/South of Market/Mission Bay area of San Francisco and in Alameda/Central Oakland area of the East Bay. Future phases not included in the Plan Bay Area 2050 may extend rail improvements to other parts of the Bay Area and to the broader Northern California megaregion. This strategy would only be included in Blueprint Plus (Crossing), when sufficient revenues are available for the investment. **Funding: \$50 billion**
 - **Horizon Analysis:** Several Transbay rail crossings were evaluated through the Crossings Perspective Paper and Project Performance Assessment. Two BART crossings and a conventional rail crossing performed well, with benefit-cost ratios at or above 1 in two futures and no equity challenges. Overall, it was rare for a project with such high costs to have the benefits outweigh the costs in Project Performance.
 - **Public Feedback:** This strategy was bundled with other transit modernization and expansion strategies during pop-up outreach. Feedback for transit projects was mostly positive, with 96 percent of comments skewing positive. This strategy was not included in the digital engagement effort.
 - **Stakeholder Feedback:** In an exercise designed to inform the Plan Bay Area investment strategy, RAWG participants tended to include a new Transbay rail crossing only when additional revenues were available (Blueprint Plus). REWG participants did not comment on this strategy.

Housing: Spur Housing Production and Create Inclusive Communities

- **Allow a Greater Mix of Housing Densities and Types in Growth Geographies**
 - **Description:** Allow a variety of housing types at a range of densities to be built in Growth Geographies - the areas prioritized for new homes and jobs in the Blueprint. The staff recommendation for Growth Geographies, as discussed in a complementary agenda item, includes locally-designated Priority Development Areas (PDAs) and a suite of potential regionally-identified growth areas:
 - All areas within 10 minutes' walk (approximately ½ mile) from high-frequency regional rail stations (BART and Caltrain Baby Bullet stations)
 - *For cities and towns that have designated less than 50 percent of PDA-eligible areas within their boundaries:* Transit-Rich Areas (TRAs) within 10 minutes'

walk (approximately ½ mile) of a rail station, ferry terminal, or bus stop served by a route that arrives every 15 minutes or less during commute hours

- *For cities and towns that have designated less than 50 percent of PDA-eligible areas within their boundaries:* High-Resource Areas (HRAs; defined by the State of California) within 5 minutes' walk of a bus stop that arrives every 30 minutes or less during commute hours

Because the places across the region that meet these criteria vary significantly, specific densities and housing types will be based upon regional and local context. These include the frequency and capacity of transit service, level of job access, and access to opportunity (e.g. High-Resource Areas). Further supportive actions for these geographies will be identified in the Implementation Plan phase, later in 2020.

- **Horizon Analysis:** The impact of focusing growth in the geographies included in this strategy - PDAs, HRAs, and TRAs - were studied as individual strategies in Horizon. In Futures Round 2, increased density and diversity of housing in PDAs and TRAs achieved a focused pattern of growth with greater access to transit, while increasing development capacity in HRAs led to incremental gains in access to opportunity.
 - **Public Feedback:** In both pop-up workshops and via the Mayor of Bayville website, the public was highly supportive of expanding housing opportunities in High-Resource Areas and Transit-Rich Areas. While a limited number of individuals expressed concerns about local control, nearly all comments favored expanding future growth areas for housing.
 - **Stakeholder Feedback:** Stakeholders were also overwhelmingly supportive of focusing housing in TRAs and HRAs in the Blueprint, including areas outside of locally-nominated PDAs. Many stakeholders emphasized the need for a more inclusive growth pattern that spread the responsibility for meeting the region's housing needs more equitably.
- ***Reduce Barriers to Housing Near Transit and in Areas of High Opportunity***
 - **Description:** Reduce parking requirements, project review times, and impact fees for new housing in Transit-Rich and High-Resource Areas, while providing projects exceeding inclusionary zoning minimums even greater benefits. Similar to the previous strategy, details for this strategy will be appropriately calibrated based on regional and local context.
 - **Horizon Analysis:** In Futures Round 2, this strategy was applied uniformly to PDAs, TRAs, and PDA-eligible HRAs. Coupled with the previous strategy, this approach created an attractive environment for new housing across all of the Futures - with 90 percent of growth taking place in these geographies.
 - **Public Feedback:** The vast majority of members of the public - 82 percent of pop-up participants - were supportive of this strategy. Still, it elicited the greatest level of concern among the housing strategies, with participants noting that communities need to continue to be able to provide input on proposed projects that affect their neighborhoods.
 - **Stakeholder Feedback:** Stakeholders emphasized the importance of tailoring this strategy so that its ability to increase the feasibility of development is used in a targeted manner - in particular, to enable affordable housing and to support housing around transit.
 - ***Transform Aging Malls and Office Parks into Neighborhoods***

- **Description:** Transform aging malls and office parks into mixed-income neighborhoods by permitting new land uses and significantly reducing development costs for eligible projects that meet affordability and VMT reduction criteria. Applying this strategy in the Blueprint will involve updating zoning to allow a mix of housing and commercial development in large mall and office park sites more than 30 years old, first prioritizing sites that are in both HRAs and TRAs.
- **Horizon Analysis:** By unlocking a host of large development sites in strong real estate markets, this strategy produced thousands of new units across all three futures without displacing existing residents. Adding robust affordability and VMT-reduction measures would amplify the impact of this strategy.
- **Public Feedback:** This strategy was overwhelmingly popular with the public, with over 90 percent of pop-up participants offering positive feedback.
- **Stakeholder Feedback:** Similar to the public, stakeholders were very supportive of this strategy. Potential refinements identified by stakeholders included ensuring that projects benefited surrounding communities and integrated affordable housing.

Housing: Protect, Preserve, and Produce More Affordable Housing

- ***Fund Affordable Housing Protection, Preservation and Production***

- **Description:** Raise an additional \$1.5 billion in new annual revenues to leverage federal, state, and local sources to protect, preserve and produce deed-restricted affordable housing for low-income households.² This strategy takes a significant step toward closing the gap in housing needs identified in the Draft Affordable Housing Needs & Revenue Assessment; future refinements in the Final Blueprint can integrate ongoing conversations related to advancing AB 1487. To expand affordable housing beyond existing revenue measures, this strategy would be significantly strengthened in Blueprint Plus. Funding can be prioritized based on context-specific needs, such as:
 - Funding for preservation of existing affordable housing can be focused in communities in TRAs with high displacement risk.
 - Funding for production of new affordable housing can be prioritized in communities that are HRAs, with remaining units spread throughout the region to ensure inclusive communities.

Funding: \$64 billion (in addition to baseline housing funding from Needs & Revenue)

- **Horizon Analysis:** This strategy resulted in the preservation and production of approximately 80,000 units over 30 years, representing between four and seven percent of all units built in the two high-growth Futures. Additional complementary strategies, such as expansions of inclusionary zoning, may be necessary to further close the gap between existing affordable housing stock and anticipated future needs.
- **Public Feedback:** This was among the most popular strategies with the public, with over 90 percent support at pop-up workshops.
- **Stakeholder Feedback:** Stakeholders were overwhelmingly supportive of this strategy, but offered numerous recommendations to refine the strategy - many relating to the details of program administration, which will be important to consider when developing the Implementation Plan (e.g., providing a regional “one-stop shop” for regional affordable housing funds).

² For the purpose of the Plan Bay Area 2050 Blueprint, this is defined as the lowest quartile of Bay Area households.

- **Require 10 to 20 Percent of All New Housing to be Affordable**
 - **Description:** Require at least 10 percent to 20 percent of new housing developments of 5 units or more to be affordable to low-income households, with the threshold defined by market feasibility, as well as access to opportunity and public transit. Smaller units, such as ADUs and fourplexes, are exempted to increase feasibility.
 - **Horizon Analysis:** By creating an ongoing source of deed-restricted affordable housing, this strategy was the most effective in addressing displacement risk over the 30-year timeframe of the Plan. However, like many of the other housing strategies, the analysis identified that more precisely tuning the strategy for specific geographies could deliver greater benefits to the region.
 - **Public Feedback:** Members of the public were generally supportive of this strategy, voicing strong support for more affordable housing in the Bay Area including through requirements for market-rate developers.
 - **Stakeholder Feedback:** Stakeholders were generally supportive of this strategy, with some concerns expressed regarding the importance of designing the strategy to avoid dampening overall housing production and achieving the desired affordability outcomes.

- **Further Strengthen Renter Protections Beyond State Legislation**
 - **Description:** Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old. This strategy reflects feedback from stakeholders this fall, which challenged MTC/ABAG staff to consider expanding upon recently-passed state legislation (e.g., AB 1482) to protect renters. Units less than 10 years old - the timeframe developers and lenders analyze to determine project affordability - are exempted to reduce the potential for dampening new market-rate development.
 - **Horizon Analysis:** A more limited version of this strategy (modeled based on laws passed in 2019) was effective in slowing short-term displacement pressure, with its impact diminishing over time as rents reset to market levels as new tenants move in. Over a 30-year period, it achieves minimal benefit in reducing displacement - pointing to the need to couple it with strategies that permanently preserve existing, and build new, affordable housing.
 - **Public Feedback:** This strategy was not included in the public engagement process due to the adoption of AB 1482.
 - **Stakeholder Feedback:** Although this strategy was not formally included in stakeholder engagement, it was raised in multiple forums by subject-area experts as an opportunity to go beyond state legislation to more effectively stabilize housing in communities vulnerable to displacement - an outcome not guaranteed by the legislation, which is intended as an “emergency” measure with a ten-year duration.

Economy: Improve Economic Mobility

- **Expand Childcare Support for Low-Income Families**
 - **Description:** Provide a 50 percent childcare subsidy to low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce. Neither ABAG nor MTC would lead in this strategy’s implementation but the agencies could advocate for supportive policies to be advanced by others as part of future economic development work. Given the high cost to deliver this strategy, it can only be included in Blueprint Plus. **Funding: \$30 billion**

- **Horizon Analysis:** Horizon Futures Round 2 analysis indicated that this strategy has broad benefits, improving career trajectories for women and reducing financial burden for working-class families. Average Bay Area childcare costs are more than \$15,000 per year, which poses a financial challenge, particularly for low-income households already impacted by the Bay Area’s high cost of living. Today, 75,000 Bay Area households with at least one child 5 years old or younger earn less than \$50,000 annually. For households with parents already working the benefit could raise income by 30% or more. For households with a parent not working, the benefit could raise income by 50% or more.
- **Public Feedback:** This was a popular strategy with a nearly 90 percent approval rating at pop-up workshops. Many suggested childcare subsidies be made available to higher income households given the cost of living in the Bay Area and suggested thresholds up to \$85,000 as the eligible income threshold for this subsidy. The public also asked that it be expanded to add after school programs and baseline funding for universal pre-school.
- **Stakeholder Feedback:** This was also a popular strategy with stakeholders, with some suggesting that it should be expanded to cover generations caring for generations, senior care, and disabled care. Stakeholders also recommended that further work should consider the income threshold for this strategy, the level of financial support, any appropriate restrictions to eligibility and how the high cost of such subsidies could be funded.
- ***Create Incubator Programs in Economically-Challenged Areas***
 - **Description:** Fund pre-incubation services or technical assistance for establishing a new business, as well as access to workspaces, and mentorship and financing in disadvantaged communities. This strategy could be combined with both Priority Production Areas and Priority Development Areas in housing-rich locations to encourage job opportunities specifically located in places where future job growth is intended to be focused. Given the high cost to deliver this strategy, it can only be included in Blueprint Plus. **Funding: \$15 billion**
 - **Horizon Analysis:** In Horizon Futures Round 2, job growth continued to occur disproportionately in the West Bay, accentuating the Bay Area’s longstanding jobs-housing imbalance. Residents in East and North Bay communities had less access to job opportunities and upward economic mobility. Incubator programs had very modest benefits in the analysis to date, but staff would note that further refinements including pairing with Priority Production Areas in housing-rich locations could increase efficacy somewhat in the Draft Blueprint.
 - **Public Feedback:** This strategy was very popular with the public, with 97 percent approving. People felt that local businesses were especially important as new businesses that start local tend to hire local, thereby creating jobs and improving opportunities. Potential suggested improvements included expanding the strategy to support and retain small businesses.
 - **Stakeholder Feedback:** Incubators were considered a modest priority for many stakeholders. Some felt that the incubation focus was overblown compared to other features of the labor market, like adequate training, apprenticeships for minority youth, quality education, etc. Connecting incubators to the region’s many community colleges is an idea that could be further considered in the Implementation Plan phase.

- **Retain Key Industrial Lands through Establishment of Priority Production Areas**
 - **Description:** Implement local land use policies to protect key industrial lands identified as Priority Production Areas, including preservation of industrial zoning. Land use levers could be furthered buttressed by technical assistance, which would be considered further in the Implementation Plan phase.
 - **Horizon Analysis:** This strategy was not assessed in Horizon as development of a pilot program was ongoing in 2018-19.
 - **Public Feedback:** Although this strategy was not featured at the pop-up workshops, other comments on economy strategies suggested that the region should focus on retaining small businesses as well as key industrial areas as both are critical to the region's economy.
 - **Stakeholder Feedback:** Stakeholders were supportive of this strategy as a way add jobs in housing-rich, but jobs-poor areas. Some expressed concerns that it could be used as an excuse not to build housing. Stakeholders also suggested that PPAs should align with the transportation planning framework for freight and goods movement and that it was important to retain existing vibrant clusters close to transit. PPAs should encourage middle-wage job growth close to housing that is more affordable and should be evaluated as locations for new incubators.

Economy: Shift the Location of Jobs

- **Allow Greater Commercial Densities in Growth Geographies**
 - **Description:** Allow greater densities for new commercial development in select Priority Development Areas and select Transit-Rich Areas to encourage more jobs to locate near public transit. This strategy may be fine-tuned during the Draft Blueprint phase to ensure that it is supporting both focused growth near transit as well as an aim to shift the location of jobs to more housing-rich places.
 - **Horizon Analysis:** This strategy was not explicitly analyzed in Horizon, but it has been included in prior iterations of Plan Bay Area to successfully enable more growth in PDAs and near public transit.
 - **Public Feedback:** This strategy was not discussed in-depth with the public as part of recent Horizon & Plan Bay Area 2050 public engagement, but prior Plans have identified strong public support of clustering jobs near public transit.
 - **Stakeholder Feedback:** This strategy was not discussed in-depth with the public as part of recent RAWG and REWG workshops, but prior Plans have identified strong stakeholder support of clustering jobs near public transit.
- **Assess Transportation Impact Fees on New Office Developments**
 - **Description:** Apply expanded county-specific fees on new office development that reflects transportation impacts associated with such development, focusing primarily on new workplaces anticipated to have high employment-related vehicle miles traveled (VMT). Assigned on a per square foot basis, the fee is highest in areas with the greatest VMT per worker and zero in areas with the lowest. The fee revenues incentivize development inside low-VMT job centers.
 - **Horizon Analysis:** This strategy was adopted in Plan Bay Area 2040, and through ABAG/MTC modeling, it has proven effective in incentivizing job growth in low-VMT locations across multiple Futures. The strategy helped to focus over 90 percent of new office jobs in low-VMT areas and generated substantial revenue, ranging from over \$600 million to several billion dollars over 30 years to support new development near

- transit. However, it also dampened new office job growth in the North Bay and portions of the East Bay, where long auto trips are more common.
- **Public Feedback:** This strategy was one of the least popular in recent “pop-up” outreach, in part because the strategy was not clearly defined. In response, staff has overhauled the strategy messaging to make clear that this is a fee based on transportation impacts (VMT) of new development which would be paid by businesses or developers. Furthermore, the strategy itself has been realigned to focus on county VMT averages for worker-based VMT to reduce the risk that it discourages growth in the North Bay and the East Bay.
 - **Stakeholder Feedback:** Stakeholders noted that a broader suite of economic actions beyond regional impact fees would be necessary to encourage further growth outside of the West Bay and the South Bay; staff recognizes that many of these are not specific strategies but perhaps implementation activities that MTC/ABAG could support or partner to advance following Plan adoption. There was also some concern that this strategy could lead to some employers choosing to relocate jobs outside of the Bay Area.
- **Assess Jobs-Housing Imbalance Fees on New Office Developments**
 - **Description:** Apply a regional jobs-housing linkage fee to generate funding for affordable housing when new office development occurs in job-rich places, thereby incentivizing more jobs to locate in housing-rich places. Funding generated can be used to support affordable housing strategies identified elsewhere in this Draft Blueprint package, but in general, the strategy would be designed to encourage a shift in location of jobs to the greatest extent possible.
 - **Horizon Analysis:** This strategy was not analyzed during the Horizon planning process, but instead it was generated based upon feedback regarding interest in additional straightforward strategies to shift the location of jobs.
 - **Public Feedback:** This strategy was not discussed in-depth with the public as part of recent Horizon & Plan Bay Area 2050 public engagement, as it has been primarily spurred by concerns about solely seeking to encourage growth in lower-VMT locations.
 - **Stakeholder Feedback:** This strategy was not discussed in-depth with the public as part of recent RAWG and REWG workshops, as it has been primarily spurred by concerns about solely seeking to encourage growth in lower-VMT locations. There was also some concern that this strategy could lead to some employers choosing to relocate jobs outside of the Bay Area.

Environment: Reduce Risks from Hazards

- **Adapt to Sea Level Rise**
 - **Description:** Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations. Due to the need for New Revenues to support much of the anticipated need identified in the draft Needs & Revenue Assessment for resilience, the strategy would be customized for Blueprint Basic and Blueprint Plus:
 - **Blueprint Basic:** Using forecasted revenues, the region could protect only select portions of the Bay Area’s shoreline. With limited existing funds, the strategy would prioritize resources for Communities of Concern, as well as areas of high benefits and low costs. Some areas would be assumed to flood as

sea levels rise. **Funding: \$5 billion** (requires some transportation funding to protect critical freeways)

- **Blueprint Plus:** With new revenues, the region could more fully adapt to sea level rise. Most Bay Area communities and transportation facilities could be protected; this may include protecting SR-37, provided equity mitigation strategies are identified and increased local funding commitments are made. **Funding: \$20 billion**
- **Horizon Analysis:** In Horizon, sea level rise adaptation was studied through three separate strategies: partial adaptation to sea level rise, full adaptation to sea level rise, and adaptation of the SR-37 corridor.
 - In partial adaptation, protective and adaptive approaches were focused in areas with the most significant impacts, including existing communities, sensitive ecosystems, key transportation systems, or areas planned for future growth. Horizon analysis found that a partial, or more limited adaptation approach, could prevent flooding under a three-foot scenario of up to 100,000 housing units, between 100,000 and 200,000 jobs, and many critical infrastructure assets, such as major highways. However, many communities were not fully protected under this strategy, and crucial connective infrastructure like SR-37 went unprotected.
 - Blueprint Basic relies on only a portion of the “partial adaptation” Horizon strategy because existing forecasted revenues were less than anticipated. The adaptation for Blueprint Basic is therefore expected to protect fewer homes, jobs, marsh ecosystems and transportation assets than what was analyzed in the partial Horizon strategy.
 - Horizon also studied a strategy that more fully adapted the region to sea level rise, and a strategy that specifically adapted SR-37 and surrounding ecosystems. More fully adapting to sea level rise protected more communities and expanded wetland restoration efforts. Adapting SR-37 to sea level rise would maintain a critical east-west highway corridor, preserving much faster travel times than any alternative, and opening up a regionally significant opportunity to restore over 15,000 acres of historic marsh.
 - Blueprint Plus could integrate all three Horizon sea level rise strategies, provided equity mitigation strategies are identified for SR-37.
- **Public Feedback:** Public comments have shown broad support for strategic sea level rise adaptation. In fall 2019 pop-up workshops, 90 percent of those surveyed supported adaptation. For comments that supported adaptation, residents wanted to prioritize adaptation for areas with housing, a finding that was complemented by feedback from the Mayor of Bayville website that indicated that a partial adaptation approach based on prioritization would be most appropriate.
- **Stakeholder Feedback:** In recent workshops on the Draft Blueprint, stakeholders prioritized equity. Members agreed that the strategy should focus on Communities of Concern and renters, helping to reduce displacement due to flooding. Additionally, stakeholders sought alignment with the ultimate growth framework, in order to prioritize development only in low-risk areas.

- **Provide Means-Based Financial Support to Retrofit Existing Buildings (Energy, Water, Seismic, Fire)**
 - **Description:** Adopt new building ordinances and incentivize retrofits to bring existing buildings up to higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset impacts. To ease the burden of multifamily and single-family building retrofits, this strategy would prioritize assistance to Communities of Concern as well as for residential dwellings built before current codes. Because this strategy generally requires New Revenues, it can only be included in Blueprint Plus. **Funding: \$20 billion**
 - **Horizon Analysis:** As studied in Horizon Futures Round 2, the Blueprint Plus strategy would provide incentives for earthquake, wildfire, energy, and water retrofit upgrades for older homes constructed before modern codes. Horizon analysis has shown that this strategy - when fully funded - could reduce residential earthquake risk for over 500,000 households. In the modeled scenario with a magnitude 7.0 Hayward earthquake, the strategy saved 50,000 homes and sped up regional recovery. The strategy would support wildfire mitigation measures for over 275,000 at-risk homes in the region, focusing on proven measures like structure hardening and defensible space. The energy and water efficiency measures would reduce carbon emission by roughly 2 million tons, and water use by 12 billion gallons annually.
 - **Public Feedback:** The strategy was one of the most popular strategies with communities. In fall 2019 pop-up workshops, it received the highest proportion of positive feedback out of all strategies, with 97 percent of commenters approving. Comments equally supported all four upgrades: water efficiency, energy efficiency, fire, and earthquake retrofits.
 - **Stakeholder Feedback:** Workshop feedback from recent RAWG and REWG workshops focused on financial assistance and affordability, particularly for vulnerable communities and renters. Examples included providing progressive financing measures for different communities, as well as reducing bureaucratic hurdles that may further burden residents.

Environment: Reduce Environmental Impacts

- **Maintain Urban Growth Boundaries**
 - **Description:** Using urban growth boundaries and other existing environmental protections, confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. This strategy is consistent with the approach taken in Plan Bay Area, Plan Bay Area 2040, and Horizon. These measures include urban growth boundaries, urban service areas, environmental corridors, slope & density restrictions, stream conservation areas, and riparian buffers. As part of the upcoming Implementation Plan phase, MTC/ABAG staff will continue to work with conservation stakeholders to find ways to further strengthen UGBs as a means to prevent sprawl onto important habitat, agricultural, and recreation lands.
 - **Horizon Analysis:** With this strategy in place, the projected greenfield development from 2020 to 2050 would be 33 to 47 times less than the recent 2000 peak. The reason there is still some greenfield development is that counties and cities have identified limited greenfield areas within the current set of urban growth boundaries (UGBs) that are built out during the planning timeframe.

- **Public Feedback:** Maintaining existing UGBs to restrict urban development on greenfield lands has been an area of agreement among the ABAG and MTC governing boards in past Plan Bay Area cycles. In Horizon, staff opened the door to consider greenfield development as an option. However, staff heard clearly from the public, stakeholders, and elected officials that the Bay Area should remain committed to UGBs as a strategy to protect the environment and reduce urban sprawl, despite the need for new housing. Feedback from the community further supported the Horizon analysis.
- **Stakeholder Feedback:** Stakeholders recognized that maintaining boundaries set by today's UGB policies, as well as encouraging other municipalities to adopt UGBs, is an important strategy in reducing development pressure on the region's open spaces and agricultural lands, particularly lands along the wildland-urban interface. While UGBs are an important conservation strategy, stakeholders emphasized that achieving conservation goals would also require funding and regional support for long-term protection of priority natural and working lands.
- **Protect High-Value Conservation Lands**
 - **Description:** Provide strategic matching funds to help conserve high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas. Conserving the region's biodiversity and agricultural abundance requires additional prioritization and investment for natural and working land acquisition, protection, and management. This strategy would support regional goals for agriculture, open space, bayland and trails, which include a vision of 2 million acres of preserved open space, 100,000 acres of restored marsh, 2,700 miles of trails, and a thriving agricultural economy. Because this strategy requires New Revenues, it can only be included in Blueprint Plus. **Funding: \$15 billion**
 - **Horizon Analysis:** This strategy was not assessed in Horizon, as insufficient resources were available to understand the pros and cons associated with it.
 - **Public Engagement:** This strategy was not included in the public engagement process as it was not a specific recommendation of the predecessor Horizon initiative; however, staff heard broad support from the public for greenfield protection from urban encroachment.
 - **Stakeholder Engagement:** This strategy was added based on feedback from stakeholders and the public, who expressed support for a strategy specifically encouraging conservation of regionally-significant natural and working lands. Equitable access to conserved lands was also a stakeholder priority.
- **Expand the Climate Initiatives Program**
 - **Description:** Expand MTC's Climate Initiative Program, which includes investments in transportation demand management and electrification incentive programs, while simultaneously working with the Air District and the State to reduce greenhouse gas emissions for other transportation sectors. This includes existing strategies (Bikeshare, Targeted Transportation Alternatives, Carshare, Commute Benefits Ordinance, Employer Shuttles, Trip Caps, Vanpools, Regional EV Chargers, Feebate Program Implementation, Vehicle Buyback & EV Incentives Program) as well as new strategies under Climate Initiatives. These could include a policy to shift Transportation Network Company (TNC) miles to electric; strategies to support increased telecommuting; and policies to better manage the supply of parking.



- **Horizon Analysis:** This strategy was not assessed in Horizon; instead, the performance of the various Climate Initiatives, in combination with complementary strategies that also reduce GHG emissions, will be assessed as the Blueprint is developed in 2020. Depending on upcoming analyses, additional policy commitments may be required to reach the 2035 target.
- **Public Feedback:** This strategy was not included in the public engagement process as it was not a specific recommendation of the predecessor Horizon initiative; however, there were general comments expressing the need to address climate change.
- **Stakeholder Feedback:** Feedback from the REWG workshop reiterated that affordability and equitable access to all mobility options and electric vehicle opportunities should be considered in the development of the GHG reduction strategies. Participants in the Environment RAWG workshop indicated interest in more outreach and education and discussed new policy ideas, including mitigating TNC trip emissions, encouraging telecommuting, and managing parking.



Summary Table: Draft Blueprint Strategy Costs (millions of YOES)*

Element	Theme	Strategy	Blueprint Basic	Blueprint Plus Crossing	Blueprint Plus Fix It First
Transportation	Maintain and Optimize the Existing System	Operate and Maintain the Existing System	\$392,000	\$392,000	\$423,000
		Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	\$1,000	\$1,000	\$1,000
		Reform Regional Transit Fare Policy	\$10,000	\$10,000	\$10,000
		Enable Seamless Mobility with Unified Trip-Planning and Fare Payment	\$100	\$100	\$100
	Create Healthy and Safe Streets	Build a Complete Streets Network	\$7,000	\$7,000	\$7,000
		Advance a Regional Vision Zero Policy	\$1,000	\$1,000	\$1,000
	Enhance Local and Regional Transit	Advance Low-Cost Transit Projects	\$20,000	\$20,000	\$20,000
		Build a New Transbay Rail Crossing (<i>Plus Crossing Only</i>)	N/A	\$50,000	N/A
Housing	Spur Housing Production and Create Inclusive Communities	Allow a Greater Mix of Housing Densities and Types in Growth Geographies	\$0	\$0	\$0
		Reduce Barriers to Housing Near Transit and in Areas of High Opportunity	\$0	\$0	\$0
		Transform Aging Malls and Office Parks into Neighborhoods	\$0	\$0	\$0
	Protect, Preserve, and Produce More Affordable Housing	Fund Affordable Housing Protection, Preservation and Production (<i>Plus Only</i>)	\$107,000	\$171,000	\$171,000
		Require 10 to 20 Percent of All New Housing to be Affordable	\$0	\$0	\$0
		Further Strengthen Renter Protections Beyond State Legislation	\$0	\$0	\$0
Economy	Improve Economic Mobility	Expand Childcare Support for Low-Income Families (<i>Plus Only</i>)	N/A	\$30,000	\$30,000
		Create Incubator Programs in Economically-Challenged Areas (<i>Plus Only</i>)	N/A	\$15,000	\$15,000
		Retain Key Industrial Lands through Establishment of Priority Production Areas	\$0	\$0	\$0
	Shift the Location of Jobs	Allow Greater Commercial Densities in Growth Geographies	\$0	\$0	\$0
		Assess Transportation Impact Fees on New Office Developments	\$0	\$0	\$0
		Assess Jobs-Housing Imbalance Fees on New Office Developments	\$0	\$0	\$0
Environment	Reduce Risks from Hazards	Adapt to Sea Level Rise	\$5,000	\$20,000	\$20,000
		Provide Means-Based Financial Support to Retrofit Existing Buildings (<i>Plus Only</i>)	N/A	\$20,000	\$20,000
	Reduce Environmental Impacts	Maintain Urban Growth Boundaries	\$0	\$0	\$0
		Protect High-Value Conservation Lands (<i>Plus Only</i>)	N/A	\$15,000	\$15,000
		Expand the Climate Initiatives Program	\$1,000	\$1,000	\$1,000
Grand Total			\$544,100	\$752,100	\$734,100



Summary Table: Draft Blueprint Estimated Revenues (millions of YOES)*

Element	Strategy	Blueprint Basic	Blueprint Plus Crossing	Blueprint Plus Fix It First
Revenue Forecast	Transportation	\$472,000	\$544,000	\$544,000
	Housing	\$107,000	\$171,000	\$171,000
	Economy	N/A**	\$45,000	\$45,000
	Environment	\$2,000	\$51,000	\$51,000
Strategy Revenues	Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	\$25,000	\$25,000	\$25,000
	Assess Transportation Impact Fees on New Office Developments	<i>Under Development</i>		
	Assess Jobs-Housing Imbalance Fees on New Office Developments	<i>Under Development</i>		
	<i>Additional Project-Generated Revenues (Fares, Tolls, etc.)</i>	<i>Under Development</i>		
Grand Total		\$606,000	\$836,000	\$836,000
Strategy Costs - Revenues	<i>Remaining Financial Capacity for Final Blueprint (primarily for transportation strategies, including CTA/local projects & additional regional priorities)</i>	\$61,900	\$83,900	\$101,900

* Costs are draft and subject to change. Blueprint Plus revenues would require new funding sources for Transportation, Housing, Economy, and Environment to be approved by elected officials or by the voters over the next 30 years.

** Unlike for Transportation, Housing, and Environment, MTC/ABAG does not have baseline data for economic development funding across the Bay Area. For this reason, the Economic revenues listed reflect a net increase to fund new regional strategies, as opposed to the total revenues listed for other topic areas.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0121 **Version:** 1 **Name:**

Type: Contract **Status:** Commission Approval

File created: 1/3/2020 **In control:** Administration Committee

On agenda: 2/26/2020 **Final action:**

Title: Contract - Washington, D.C. Legislative Representative: Summit Strategies Government Affairs LLC (\$900,000)

A request for approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years.

Sponsors:

Indexes:

Code sections:

Attachments: [10a_Federal_Lobbying_Contract_Commission.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

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Presenter:

Randy Rentschler

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

February 26, 2020

Agenda Item 10a

Contract – Washington, D.C. Legislative Representative: Summit Strategies Government Affairs LLC (\$900,000)

Subject: A request for approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years.

Background: MTC has been represented in Washington, D.C. by Tom Bulger, President, Government Relations, Inc. for nearly 40 years. Mr. Bulger in 2019 informed staff of his plan to retire and the Commission acted to extend his current contract until October 31, 2020 as part of a transition plan.

In December 2019, MTC issued a Request for Qualifications (RFQ) for federal legislative advocacy services for an initial three-year contract with an option to extend for an additional three years. In order to ensure a smooth transition prior to Mr. Bulger's departure, the new contract would commence in March 2020. The RFQ indicated the contract would be approximately \$300,000 each fiscal year, which is slightly less than the current \$325,000 in this year's budget and on par with the amount transportation agencies in the Bay Area and across California are paying for federal lobbying services.

Procurement Process

The RFQ was posted through MTC's online procurement system. Recipients included more than 40 known federal lobbyists and hundreds of public agency and private sector partners who work on legislative issues in order to ensure wide distribution to potential proposers. There was initial interest from a number of contract candidates—357 firms opened the consultant contact email and 24 downloaded the RFQ. MTC received proposals from the following four teams: Alcalde & Fay, Nossaman LLP, Summit Strategies Government Affairs LLC (Summit Strategies), and Tai Ginsberg & Associates. The proposals were reviewed by an evaluation panel of MTC staff based on the following factors:

1. Firm and team qualifications (50%)
2. Demonstrated knowledge of federal transportation policy and funding issues (20%)
3. Potential conflicts of interest representing MTC and other clients (20%)
4. Annual rates and cost to MTC (10%)

Though each team met the minimum qualifications and had strong experience, two—Summit Strategies and Nossaman LLP—scored much higher than the others in our initial staff evaluation. The other two firms had direct conflicts of interest, which were concerning to the evaluation panel and resulted in much lower scores. Even without those conflicts, those firms' average scores were lower than the other two. Given this, staff invited Summit Strategies and Nossaman LLP for interviews.

Interviews with both firms were completed on February 14, 2020. The evaluation panel included MTC staff as well participation by MTC Chair Scott Haggerty, Commissioner Jim Spering and Tom Bulger. Vice Chair Pedroza and Legislation Committee Chair Mackenzie planned to participate but were unable due to schedule conflicts.

Evaluation Criteria—Team Comparison

Summit Strategies proposed a team approach bringing together six individuals into a syndicate arrangement that impressed with a strong team with both broad and deep qualifications. The team collectively has many years of experience, as members have served in senior roles in the U.S. House of Representatives and U.S. Senate on transportation authorizing and appropriations committees, worked at the U.S. Department of Transportation, and advocated on behalf of transportation clients. The team's existing relationships with key committee staff will be particularly important in the coming years, given the upcoming transportation reauthorization and the ever-expanding role of the Appropriations Committee in policy decisions with the dissolution of earmarks. Importantly, the team has a deep knowledge of MTC and the Bay Area, with Jason Pavluchuk having worked for a decade with MTC's longtime advocate, Tom Bulger, organizing MTC's annual March visits to Washington and advocating for MTC priorities. Nossaman LLP also had strong relationships in Washington, D.C., but that firms' familiarity with MTC and the Bay Area was limited.

On the second evaluation factor, demonstrated knowledge of federal transportation policy, both firms again had strong qualifications. However, while Summit Strategies had depth and breadth of expertise across all transportation modes, Nossaman LLP's experience was primarily highway with very limited exposure and experience related to the Bay Area.

Neither firm held direct conflicts of interest with Bay Area transportation agencies. However, Nossaman LLP represents both Los Angeles Metro and the Port of Los Angeles, which could create an advocacy conflict, particularly with our Senate delegation, in the event that the Bay Area's priorities differ from our Southern California partners.

On the cost factor, which was weighted at 10 percent, the Summit Strategies proposal came in at \$300,000/year (the funding level listed in the RFQ) while Nossaman LLP proposed \$150,000/year for a smaller, less experienced team.

The Summit Strategies team—which includes Summit Strategies, O’Keeffe Shahmoradi Strategies (OS Strategies), Pavluchuk & Associates, and Capitol Transportation Consulting—does not include small business or disadvantaged business enterprises. The team has no subcontractors.

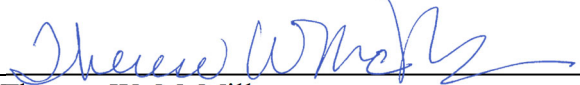
Discussion:

Based on the evaluation panel review of submitted proposals and subsequent interview, we are confident that the Summit Strategies team—comprised of Mark Dedrick and Jim Kolb of Summit Strategies, James O’Keeffe and Heideh Shahmoradi of OS Strategies, Jason Pavluchuk of Pavluchuk and Associates, and Devon Barnhart of Capitol Transportation Consulting—is well-suited to serve as MTC’s legislative advocate in Washington, D.C.

The team understands the importance of maintaining and growing MTC’s well-earned reputation as one of the most creative and effective metropolitan planning organizations in the nation and is well positioned to support us in securing the resources and policy priorities set forth in our advocacy program. Collectively the team will provide MTC with top-notch access to the Bay Area Congressional Delegation legislators and staff, U.S. House of Representatives and U.S. Senate committee staff with jurisdiction over transportation issues, and Administration officials at the United States Department of Transportation and other relevant agencies. Importantly, the Summit Strategies team’s in-depth knowledge of MTC and the Bay Area ensures that they will be able to hit the ground running.

Recommendation:

Staff recommends that the Commission authorize the Executive Director or designee to negotiate and enter into a three-year contract with Summit Strategies not to exceed \$300,000/year for federal legislative advocacy services, subject to the agency’s operating budget approval process, with an option to extend for another three years, subject to the parties’ agreement on renewal terms.


Therese W. McMillan

REQUEST FOR COMMISSION APPROVAL

Summary of Proposed Contract

Work Item No.: 1132

Consultant: Summit Strategies Government Affairs LLC

Work Project Title: Federal Legislative Advocacy Services

Purpose of Project: To provide lobbying services in Washington, D.C.

Brief Scope of Work: Represent MTC's interests at the federal level before the United States Congress, United States Department of Transportation and other Administration officials, and with national transportation partners.

Project Cost Not to Exceed: \$900,000
\$100,000 for the remainder of FY 2019-20
\$300,000 for FY 2020-21
\$300,000 for FY 2021-22
\$200,000 for FY 2022-23 through February 28, 2022

Funding Source: TDA, STA

Fiscal Impact: Funds for FY 2019-20 are programmed in FY 2019-20 adopted agency budget; future fiscal years are subject to the agency budget approval process.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract with Summit Strategies Government Affairs LLC for lobbying services as described in the Commission Summary Sheet dated February 26, 2020 and the Chief Financial Officer is directed to set aside funds as specified above for such a contract, subject to the agency budget approval process in future fiscal years.

Commission

Scott Haggerty, Chair

Date Approved: February 26, 2020