



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Programming and Allocations Committee

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Wednesday, January 10, 2018

9:35 AM

Board Room - 1st Floor

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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 9:40 a.m. or immediately following the 9:35a.m. Administration Committee meeting.

#### 1. Roll Call / Confirm Quorum

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).*

#### 2. Consent Calendar

- 2a. [17-3091](#) Minutes of the December 13, 2018 meeting
- Action: Committee Approval
- Attachments: [2a\\_12-13-2017\\_Prog&Allocations\\_Draft\\_Minutes.pdf](#)
- 2b. [17-3093](#) Quarterly Report of Executive Director Delegated Authority actions
- Action: Information
- Presenter: Cheryl Chi
- Attachments: [2b\\_Delegated\\_Authority\\_Quarterly\\_Report.pdf](#)
- 2c. [17-3094](#) MTC Resolution Number 4202, Revised. Revisions to the One Bay Area Grant 2 (OBAG 2) program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants and redirection of \$4.1 million within the Transportation Management System (TMS) program.
- Action: Commission Approval
- Presenter: Mallory Atkinson
- Attachments: [2c\\_Reso-4202\\_OBAG2-IDEA-TMS.pdf](#)
- 2d. [17-3095](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-25.
- Action: Commission Approval
- Presenter: Adam Crenshaw
- Attachments: [2d\\_Reso-4275\\_TIP\\_Amend\\_2017-25.pdf](#)

- 2e. [18-0020](#) MTC Resolution 3712, Revised. Revision to Regional Measure 2 allocation condition for Sonoma-Marín Area Rail Transit (SMART) for the SMART Downtown San Rafael to Larkspur Extension.

Action: Commission Approval

Presenter: Craig Bosman

Attachments: [2e\\_Reso-3712\\_SMART.pdf](#)

### 3. Regional

- 3a. [17-3037](#) MTC Resolution No. 4309. Lifeline Transportation Program Cycle 5 Guidelines
- Proposed Lifeline Transportation Program Guidelines for Cycle 5, FY 2016 - 17 and FY 2017 - 18. Approximately \$22 million is estimated to be available to Congestion Management Agencies (CMAs) for programming. Funding for the Lifeline Transportation Program is provided through Federal 5307 and State Transit Assistance (STA) funds.

Action: Commission Approval

Presenter: Judis Santos

Attachments: [3a\\_Reso-4309\\_Lifeline\\_Cycle5\\_Guidelines.pdf](#)

### 4. State

- 4a. [17-3096](#) MTC Resolution Nos. 4317 and 4318. Adoption of Regional Program of Applications for three Senate Bill 1 (SB 1) Competitive Programs.

Recommended projects for regional application support or endorsements for SB 1 Solutions for Congested Corridors, Trade Corridor Enhancement Program, and Transit and Intercity Rail Capital Program.

Action: Commission Approval

Presenter: Anne Richman

Attachments: [4a\\_Reso-4317-4317\\_SCC\\_TCEP\\_TIRCP\\_.pdf](#)

## 5. Information

### 5a. [17-2344](#) Regional Means-Based Transit Fare Program

MTC initiated this study in 2015 to develop and analyze scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area. The study has been completed and, following extensive consultation with the region's major transit operators, recommendations and findings will be presented.

**Action:** Information

**Presenter:** Melanie Choy

**Attachments:** [5a Regional Means Based Transit Fare Program.pdf](#)

### 5b. [17-2877](#) SB 1 and State Transit Assistance (STA) Population-Based Funds.

A proposed new policy framework for STA Population-Based funds administered by MTC, which have been augmented with new funding through SB 1.

**Action:** Information

**Presenter:** William Bacon

**Attachments:** [5b SB1 and STA Pop-Based Funds Proposal.pdf](#)

## 6. Public Comment / Other Business

## 7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on February 14, 2018 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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Attachments are sent to Committee 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 Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-3091      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 12/8/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 1/10/2018      **Final action:**  
**Title:** Minutes of the December 13, 2018 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_12-13-2017\\_Prog&Allocations\\_Draft\\_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the December 13, 2018 meeting

**Recommended Action:**  
Committee Approval



# Metropolitan Transportation Commission Meeting Minutes

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

## Programming and Allocations Committee

### *Committee Members:*

*Nick Josefowitz, Chair      Carol Dutra-Vernaci, Vice Chair*

*Jeannie Bruins, Federal D. Glover, Jane Kim,  
Alfredo Pedroza, Libby Schaaf, Warren Slocum,  
Amy R. Worth*

*Non-Voting Member: Bijan Sartipi*

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Wednesday, December 13, 2017

9:35 AM

Board Room - 1st Floor

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### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 9 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum, and Commissioner Worth

Non-Voting Member Absent: Commissioner Sartipi

Ex Officio Voting Members Present: Commission Vice Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Aguirre, Commissioner Cortese, Commissioner Giacomini, Commissioner Halsted, and Commissioner Pierce

#### 2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Commissioner Pedroza and the second by Commissioner Bruins, the Consent Calendar was unanimously approved by the following vote:**

**Aye:** 9 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

**2a.**      [17-3028](#)      Minutes of the November 8, 2017 meeting

**Action:** Committee Approval

**2b.**      [17-3029](#)      Transit Performance Initiative Investment Program - Semi-Annual Update

**Action:** Information

**Presenter:** Craig Bosman

- 2c. [17-2949](#) MTC Resolution No. 4015, Revised. Revisions to the programming and allocations policies for the AB 664 Net Bridge Toll Revenue, RM1 Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs to update policies concerning AB 664 Net Bridge Toll Revenues, Bay Trail Funds in the Two Percent and Five Percent programs, and other minor changes.

**Action:** Commission Approval

**Presenter:** Rob Jaques

- 2d. [17-3030](#) MTC Resolution No. 4250, Revised. Allocation of \$2.7 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward: West Grand HOV/Bus-Only Lane (Phase 1) and Commuter Parking projects.

**Action:** Commission Approval

**Presenter:** Kenneth Kao

- 2e. [17-2954](#) Program Updates: Regional Measure 2 Capital Program. Semi-annual update on the Regional Measure 2 (RM2) Capital Program.

**Action:** Information

**Presenter:** Craig Bosman

### 3. Regional

- 3a. [17-3034](#) MTC Resolution No. 4279, Revised, and 4285, Revised
- Allocation of \$5 million in FY2017-18 RM2 Operating funds to Clipper® and the Transbay Joint Powers Authority;
  - Allocation of \$22 million in FY2017-18 State Transit Assistance (STA) funds to BART and Solano Transportation Authority to support transit planning and operations; and
  - Programming of approximately \$0.6 million in STA Transit Emergency Service Contingency funds to transit operators affected by the North Bay fires.

**Action:** Commission Approval

**Presenter:** Cheryl Chi

**Upon the motion by Commissioner Worth and the second by Commissioner Pedroza, the Committee unanimously approved the referral of MTC Resolution Nos. 4279, Revised, and 4285, Revised to the Commission for approval. The motion carried by the following vote:**

**Aye:** 9 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

**3b.**     [17-3037](#)     MTC Resolution No. 4309. Lifeline Transportation Program Cycle 5 Guidelines

Proposed Lifeline Transportation Program Guidelines for Cycle 5, FY 2016 - 17 and FY 2017 - 18. Approximately \$20 million is estimated to be available to Congestion Management Agencies (CMAs) for programming. Funding for the Lifeline Transportation Program is provided through Federal 5307 and State Transit Assistance (STA) funds.

**Action:** Commission Approval

**Presenter:** Judis Santos

Chelsea Tu, Public Advocates was called to speak.

Carol Taylor was called to speak.

**This item was deferred to the January 10, 2018 agenda. No action was taken on this item.**

## 4. State

**4a.**     [17-3032](#)     MTC Resolution No. 4308, Revised. 2018 Regional Transportation Improvement Program (RTIP) Program of Projects.

Proposed program of projects for the 2018 RTIP, which includes \$290 million in new programming capacity for the Bay Area.

**Action:** Commission Approval

**Presenter:** Kenneth Kao

**Upon the motion by Commissioner Bruins and the second by Commissioner Schaaf, the Committee unanimously approved the referral of MTC Resolution No. 4308, Revised to the Commission for approval. The motion carried by the following vote:**

**Aye:** 9 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

- 4b. [17-3033](#) MTC Resolution No. 4312. Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program

Senate Bill 1 (SB 1) directed \$200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. Staff will present recommended projects to use the first two years of Local Partnership Program (LPP) formula funds allocated to MTC.

**Action:** Commission Approval

**Presenter:** Kenneth Kao

**Upon the motion by Commissioner Pedroza and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 4312 to the Commission for approval. The motion carried by the following vote:**

**Aye:** 9 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

## 5. Federal

- 5a. [17-2961](#) MTC Resolution 4202, Revised. Proposed revisions to the One Bay Area Grant 2 (OBAG 2) program, including approval of the project recommendations from the nine county Congestion Management Agencies (CMAs) for the \$385 million County Program.

Adoption of the OBAG 2 County Program of Projects, directing \$385 million in federal transportation funding to local transportation projects as recommended by the nine County Congestion Management Agencies (CMAs).

**Action:** Commission Approval

**Presenter:** Mallory Atkinson

**Upon the motion by Vice Chair Dutra-Vernaci and the second by Commissioner Kim, the Committee unanimously approved the referral of MTC Resolution No. 4202, Revised to the Commission for approval. The motion carried by the following vote:**

**Aye:** 9 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

- 5b. [17-2951](#) MTC Resolution Nos. 4169, Revised, 4202, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program, AB 664 Net Bridge Toll Revenues Programming and Allocations, and BATA Project Savings Programming and Allocations and adoption of FY2017-18 state transit State of Good Repair Allocations.

Programming nearly \$1.7 billion in FTA Formula Revenues, AB 664 Net Bridge Toll Revenues, BATA Project Savings funds, and newly created state transit State of Good Repair funds for the last three years of the four-year FY2016-17 through FY2019-20 TCP Program for transit operator state of good repair, consistent with the TCP Process and Criteria. The TCP program assumes that \$1.1 million in financing proceeds will be available to deliver the specified projects during the four-year programming period.

**Action:** Commission Approval

**Presenter:** Rob Jaques

**Upon the motion by Commissioner Worth and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution Nos. 4169, Revised, 4202, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313 to the Commission for approval. The motion carried by the following vote:**

**Aye:** 9 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

### 6. Information

6a. [17-3038](#) California Transportation Commission Update

Update on the December 6-7, 2017 California Transportation Commission meeting.

Action: Information

Presenter: Kenneth Kao

### 7. Public Comment / Other Business

### 8. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on January 10, 2018 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-3093      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 12/8/2017      **In control:** Programming and Allocations Committee

**On agenda:** 1/10/2018      **Final action:**

**Title:** Quarterly Report of Executive Director Delegated Authority actions

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b Delegated Authority Quarterly Report.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Quarterly Report of Executive Director Delegated Authority actions

**Presenter:**  
Cheryl Chi

**Recommended Action:**  
Information



# Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 2b

**Subject:** Quarterly report of the Executive Director's Delegated Authority actions

**Background:** MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds up to \$1 million, with authority to take any rescission actions requested by claimants. To keep the Commission informed on actions approved by the Executive Director, staff reports quarterly on all 'delegated authority' allocations or rescissions.

This is the second quarter report for FY2017-18, and covers the period of October 2017 through December 2017. The Executive Director made the following allocation and rescission actions as summarized below and detailed in Attachments A and B:

<b>Delegated Authority FY 2017-18</b>	<b>1st Quarter</b>	<b>2nd Quarter</b>	<b>Year-to-Date</b>
<i><b>Allocations</b></i>			
Transportation Development Act	\$ 14,573,510	\$ 3,880,600	\$ <b>18,454,110</b>
State Transit Assistance	\$ 12,098,894	\$ 4,127,892	\$ <b>16,226,786</b>
Regional Measure 2	\$ 8,009,612	\$ 500,000	\$ <b>8,509,612</b>
<b>Total Allocations</b>	<b>\$ 34,682,016</b>	<b>\$ 8,508,492</b>	<b>\$ 43,190,508</b>
<i><b>Rescissions</b></i>			
Bridge Tolls	\$ (585,000)	\$ -	\$ <b>(585,000)</b>
<b>Total Rescissions</b>	<b>\$ (585,000)</b>	<b>\$ -</b>	<b>\$ (585,000)</b>

**Issues:** None

**Recommendation:** Information

**Attachments:** FY2017-18 Delegated Authority Attachment A

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## FY 2017-18 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,  
Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

### Second Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
<b>5800 - 99233.3 Pedestrian &amp; Bicycle Facilities - Capital</b>					
Calistoga	Bicycle Safety Education	10,000	073	12/20/17	Napa County
Calistoga	Sidewalks and Pedestrian Lighting in various locations	58,640	074	12/20/17	Napa County
Napa County	Vine Trail Maintenance- Oak Knoll Segment	11,767	075	12/20/17	Napa County
Pleasanton	West Las Positas Bike and Ped Improvements	70,707	076	12/20/17	Alameda County
	<b>Subtotal</b>	<b>151,114</b>			
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>					
Union City	Community Transit	132,984	062	10/25/17	Alameda County
Solano TA	Community Transit	5,000	063	10/25/17	Dixon
Solano TA	Community Transit	40,000	063	10/25/17	Fairfield
Solano TA	Community Transit	5,000	063	10/25/17	Rio Vista
Solano TA	Community Transit	70,000	063	10/25/17	Vacaville
Solano TA	Community Transit	85,000	063	10/25/17	Vallejo/Benicia
Solano TA	Community Transit	512,650	063	10/25/17	Solano County
	<b>Subtotal</b>	<b>850,634</b>			
<b>5802 - 99260A Transit - Operations</b>					
Dixon	Transit Operations	416,321	065	10/25/17	Dixon
Dixon	Transit Operations	30,216	066	10/25/17	Vallejo/Benicia
	<b>Subtotal</b>	<b>446,537</b>			
<b>5803 - 99260A Transit - Capital</b>					
Union City	Transit Capital	77,613	067	10/25/17	Union City
Dixon	Transit Capital	290,000	068	10/25/17	Dixon
	<b>Subtotal</b>	<b>367,613</b>			
<b>5807 - 99400C Transit - Operations</b>					
Vacaville	Transit Operations	200,000	069	10/25/17	Vacaville
Rio Vista	Transit Operations	225,068	077	12/20/17	Rio Vista
Rio Vista	Transit Operations	65,000	077	12/20/17	Dixon
Rio Vista	Transit Operations	12,543	077	12/20/17	Vallejo/Benicia
	<b>Subtotal</b>	<b>502,611</b>			
<b>5812 - 99400D Planning and Administration - Operations</b>					
Solano TA	Planning and Administration	22,700	070	10/25/17	Dixon
Solano TA	Planning and Administration	132,533	070	10/25/17	Fairfield
Solano TA	Planning and Administration	9,699	070	10/25/17	Rio Vista
Solano TA	Planning and Administration	138,789	070	10/25/17	Suisun City
Solano TA	Planning and Administration	112,196	070	10/25/17	Vacaville
Solano TA	Planning and Administration	174,530	070	10/25/17	Vallejo/Benicia
Solano TA	Planning and Administration	22,925	070	10/25/17	Solano County
Rio Vista	Planning and Administration	90,900	078	12/20/17	Rio Vista
	<b>Subtotal</b>	<b>704,272</b>			
<b>5802 - 99260.6 Rail Passenger Service</b>					
Solano TA	Rail Passenger Service	49,519	071	10/25/17	Suisun City
	<b>Subtotal</b>	<b>49,519</b>			

**5813 - 99400E Transit - Capital**

Vacaville	Transit Capital	790,000	072	10/25/17	Vacaville
Rio Vista	Transit Capital	18,300	079	12/20/17	Rio Vista
<b>Subtotal</b>		<b>808,300</b>			
<b>Total</b>		<b>3,880,600</b>			

State Transit Assistance - Allocation (002)			Approval		
Claimant	Description	Amount	Code	Date	Apportionment
<b>5820 - 6730A Operations - Population-Based Northern County/Small Operator</b>					
Marin Transit	Transit Operations	324,816	050	11/15/17	Marin County
<b>Subtotal</b>		<b>324,816</b>			
<b>5822 - 6731C Paratransit - Operations - Population-based Northern County / Small Operator</b>					
Union City	Paratransit Operations	246,495	045	10/25/17	Union City
<b>Subtotal</b>		<b>246,495</b>			
<b>5822 - 6731C Paratransit - Operations - Population-based Regional Paratransit</b>					
Union City	Paratransit Operations	25,526	046	10/25/17	Alameda County
Solano TA	Paratransit Operations	428,995	051	11/15/17	Solano County
<b>Subtotal</b>		<b>454,521</b>			
<b>5822 - 6731C Paratransit - Operations - Revenue-based</b>					
Union City	Paratransit Operations	35,234	047	10/25/17	Union City
<b>Subtotal</b>		<b>35,234</b>			
<b>5820 - 6730A Operations - Revenue-based</b>					
Marin Transit	Transit Operations	900,000	052	11/15/17	Marin Transit
BART	Transit Operations	801,024	054	12/20/17	Samtrans
<b>Subtotal</b>		<b>1,701,024</b>			
<b>5820 - 6730A Operations - Population-based Regional Paratransit</b>					
Marin Transit	Transit Operations	60,404	053	11/15/17	Marin County
<b>Subtotal</b>		<b>60,404</b>			
<b>5821 - 6730B Capital Costs - Population-based Northern Counties/Small Operators</b>					
Solano TA	Transit Capital	494,000	055	12/20/17	Solano County
<b>Subtotal</b>		<b>494,000</b>			
<b>5820 - 6730A Operations - Population-based Lifeline</b>					
Union City	Cycle 4: Operating Support for Route 2	73,333	048	10/25/17	Alameda County
Solano TA	Cycle 4: Intercity Taxi Script	5,000	056	12/20/17	Solano County
Solano TA	Cycle 4: Volunteer Driver Program	2,506	057	12/20/17	Solano County
<b>Subtotal</b>		<b>80,839</b>			
<b>5820 - 6730A Operations - Population-based MTC Coordination</b>					
MTC	Seamless Transit Map	140,000	049	10/25/17	MTC
MTC	Hub Signage Program	2,999	058	12/20/17	MTC
<b>Subtotal</b>		<b>142,999</b>			
<b>5820 - 6730A Operations - Population-based Transit Emergency Service Contingency</b>					
GGBHTD	Transit Operations: Emergency Response	48,307	059	12/20/17	Transit Emergency
NVTA	Transit Operations: Emergency Response	65,406	060	12/20/17	Transit Emergency
Petaluma	Transit Operations: Emergency Response	4,703	061	12/20/17	Transit Emergency
Santa Rosa	Transit Operations: Emergency Response	67,742	062	12/20/17	Transit Emergency
SMART	Transit Operations: Emergency Response	273,821	063	12/20/17	Transit Emergency
Sonoma County	Transit Operations: Emergency Response	102,581	064	12/20/17	Transit Emergency
<b>Subtotal</b>		<b>562,560</b>			

**5821 - 6730B Capital - Population-based Transit Emergency Service Contingency**

Sonoma County	Transit Capital	25,000	065
	<b>Subtotal</b>	<b>25,000</b>	
	<b>Total</b>	<b>4,127,892</b>	

Regional Measure 2 Funds - Allocation (006)				Approval	
Claimant	Description	Amount	Code	Date	Notes

**Marketing**

AC Transit	Marketing and Outreach for various RM2 projects	500,000	022	10/25/17	
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<b>Total</b>	<b>500,000</b>				
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<b>Allocations Grand Total</b>	<b>8,508,492</b>				
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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-3094      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 12/8/2017      **In control:** Programming and Allocations Committee

**On agenda:** 1/10/2018      **Final action:**

**Title:** MTC Resolution Number 4202, Revised. Revisions to the One Bay Area Grant 2 (OBAG 2) program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants and redirection of \$4.1 million within the Transportation Management System (TMS) program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2c\\_Reso-4202\\_OBAG2-IDEA-TMS.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution Number 4202, Revised. Revisions to the One Bay Area Grant 2 (OBAG 2) program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants and redirection of \$4.1 million within the Transportation Management System (TMS) program.

### Presenter:

Mallory Atkinson

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 2c

## MTC Resolution No. 4202, Revised

**Subject:** Revisions to the One Bay Area Grant 2 (OBAG 2) program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants and redirection of \$4.1 million within the Transportation Management System (TMS) program.

**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 the OBAG 2 regional programs:

### **1. Innovative Deployments to Enhance Arterials (IDEA)**

Program \$13 million to near-term projects that deploy advanced technologies along arterials to enhance mobility, sustainability and safety. The core goals of the IDEA program are to improve travel time and travel time reliability along arterials for autos and transit vehicles, improve safety for all users, decrease emissions and fuel consumption, and improve knowledge of and proficiency in the use of advanced technologies for arterial operations.

In July 2017, MTC issued a call for projects for the IDEA Grant Program for projects that can provide operational improvements to signal systems, transit, and bicyclists and pedestrians. Example projects include Automated Traffic Signal Performance Measures (ATSPM), adaptive traffic signal control (ATSC), Transit Signal Priority (TSP), bus queue jump lanes/signals, advanced bicycle/pedestrian detection, etc. Projects may either deploy mature, commercially-available technologies (Category 1) or pilot emerging technologies that support regional readiness for a future connected/automated vehicle environment (Category 2).

MTC received 23 applications for Category 1 projects for grant requests totaling approximately \$20 million (see Attachment A) and 14 applications for Category 2 projects for grant requests totaling about \$10.5 million (see Attachment B). MTC staff convened an evaluation panel consisting of staff from MTC and Caltrans. Submissions were scored on: project concepts that can address identified needs, ability to implement within two to three years, project management capacity, stakeholder support, and potential to reduce emissions, travel time, and delays.

Staff recommends awarding \$7.2 million to nine Category 1 projects and \$4 million in grant funds to six Category 2 projects. The list of projects recommended for funding, along with all applications received, are provided in **Attachment A**.

ITS projects, such as those recommended for IDEA grant funding, are more likely than typical roadway projects to experience unanticipated challenges and risks during project development and delivery because they are experimenting with emerging technologies, and will likely require more hands-on project management

and more detailed systems engineering, software development and before/after evaluation studies. For these reasons, staff's recommendation also includes set-asides of \$789,000 in Technical Assistance for Category 1 projects, and \$1.1 million in Technical Assistance for Category 2 projects.

## **2. Transportation Management Systems**

Redirect \$4.1 million from Performance-Based Intelligent Transportation Systems (ITS) Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures project, as the ITS device maintenance work will be completed with non-federal funding. The redirected \$4.1 million will be used to design and construct improved communications infrastructure on I-880.

### **Issues:**

#### **IDEA Implementation/Contingency:**

Within the IDEA program, \$2 million is proposed for improvements in the Dumbarton Bridge corridor, to expand transit signal priority systems and make other related changes. AC Transit currently operates two RM2-funded routes in the corridor. Both routes have struggled to meet RM2 farebox recovery ratios in recent years. A report on the performance of all RM2 funded routes is typically provided to the Commission each spring, in conjunction with the recommendations for RM2 operating funds for the next fiscal year. Therefore, given the performance issues with the RM2 funded Dumbarton routes, the \$2 million is conditioned on the recommendations of routing, service, and operational improvements per the Dumbarton Forward study, and on the ability of the AC Transit service to meet RM2 performance standards or confirmation that the Dumbarton project has independent utility for other transit or carpool-type services.

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

**Attachments:** Attachment A – IDEA Category 1 and Category 2 Project Recommendations  
MTC Resolution No. 4202, Revised, Attachment B-1



**IDEA Category 1 Applications and Recommendations**
**Attachment A**
**Category 1: Deploy Mature, Commercially-available Advanced Technologies**

	County	Agency	Project Corridor(s)	Project Description	Full Project Budget	Requested Grant Amount	Recommended Grant Amount
1	Multi-county	AC Transit	Dumbarton Express Route (SR84)	Expand existing TSP; implement bus queue jump lanes [a]	\$ 3,685,651	\$ 2,733,803	\$ 2,300,000
2	Alameda	City of Alameda	SR260 (Webster & Posey tubes), Park St.	Deploy ATSPM, bluetooth units, automated pedestrian detection	\$ 369,000	\$ 276,000	\$ 276,000
3	Contra Costa	City of Concord	Clayton Rd and Treat Blvd	Deploy ATSPM, fish-eye cameras	\$ 716,040	\$ 537,030	
4	Alameda	City of Dublin	Dublin Blvd, Dougherty Rd, Tassajara Rd	Deploy ATSPM and bike detection; expand adaptive traffic signal system	\$ 929,461	\$ 650,119	
5	Solano	City of Fairfield	Air Base Parkway, North Texas St, Peabody Rd	Deploy ASCT, CCTV cameras	\$ 1,712,500	\$ 1,284,375	
6	Alameda	City of Fremont	Citywide	Install new EVP system	\$ 625,000	\$ 468,750	
7	San Mateo	City of Menlo Park	Willow Rd, Marsh Rd, Bayfront Expressway	Implement signal timing plans for existing ASCT	\$ 275,000	\$ 250,000	
8	Alameda	City of Oakland	Bancroft Ave	Implement bicycle greenwave	\$ 403,300	\$ 306,000	\$ 310,000
9	Alameda	City of Pleasanton	Hacienda Dr, Hopyard Rd, Stoneridge Dr, Owens Dr, Foothill Blvd, Santa Rita Rd, W. Los Positas, Sunol Blvd, Vineyard Av	Deploy ATSPM; data integration	\$ 387,000	\$ 290,250	\$ 290,000
10	Sonoma	City of Rohnert Park	Rohnert Park Expwy, Golf Course Dr, Commerce Blvd	Deploy ASCT; expand existing EVP	\$ 797,900	\$ 542,200	
11	San Mateo	City of San Carlos	Citywide	Deploy ATSPM and video detection	\$ 661,000	\$ 434,600	
12	Santa Clara	City of San Jose	Citywide	Deploy ATSPM	\$ 2,158,750	\$ 1,619,062	\$ 1,400,000
13	Alameda	City of San Leandro	Marina Blvd, Hesperian Blvd	Expand existing ASCT; deploy ATSPM; install pedestrian detection	\$ 778,980	\$ 544,204	
14	Marin	City of San Rafael	Downtown San Rafael	Deploy ATSPM [b]	\$ 2,352,410	\$ 1,735,115	\$ 830,000
15	Contra Costa	City of San Ramon	Bollinger Canyon Rd, Crow Canyon Rd	Deploy ATSPM and fish-eye cameras; upgrade signal infrastructure	\$ 762,372	\$ 563,308	\$ 563,000
16	Santa Clara	City of Santa Clara	Great America Parkway	Deploy ASCT	\$ 404,000	\$ 299,000	
17	Santa Clara	County of Santa Clara	Lawrence Expwy, San Tomas Expwy, Foothill Expwy	Install bike/pedestrian detection	\$ 1,100,000	\$ 825,000	
18	Santa Clara	Santa Clara Valley Transit Authority	N. First St, Tasman Dr	Install advanced pedestrian crossing technology; implement archived video and video analytics	\$ 2,265,000	\$ 1,698,750	
19	San Mateo	City of South San Francisco	Airport Blvd, South Airport Blvd, Gateway Blvd, Oyster Pt Blvd, Forbes Blvd, East Grand Av	Deploy ATSPM; implement variable lane assignment	\$ 709,825	\$ 532,000	\$ 532,000
20	Santa Clara	City of Sunnyvale	Sunnyvale-Saratoga, Mathilda Av, Wolfe Rd, Fair Oaks Av, Homestead Rd, Maude Av, Caribbean Dr	Install video sensors, CCTV cameras, thermal imaging pedestrian detection	\$ 2,844,000	\$ 2,133,000	
21	Marin	Transportation Authority of Marin	Sir Francis Drake Blvd	Deploy ASCT, ATSPM, bicycle/pedestrian detection, TSP	\$ 1,255,000	\$ 930,000	
22	Alameda	City of Union City	Union City Blvd, Decoto Rd	Expand existing ASCT; deploy ATSPM, bicycle/pedestrian detection; upgrade signal infrastructure	\$ 1,098,265	\$ 709,765	\$ 710,000
23	Solano	City of Vallejo	Tennessee St, Georgia St, Broadway St	Install fish-eye cameras; deploy ATSPM	\$ 682,871	\$ 461,062	
24	Multi-county	MTC	Various	Technical Assistance			\$ 789,000
<b>Total IDEA Category 1</b>					<b>\$ 26,973,325</b>	<b>\$ 19,823,393</b>	<b>\$ 8,000,000</b>

Notes: [a] Final project scope will be determined in consultation with applicable stakeholders of MTC's Dumbarton Forward project.

[b] Omits the ASCT element of the application due to justification of need.

Acronyms: ASCT = Adaptive Signal Control Technology; ATSPM = Automated Traffic Signal Performance Measures; CCTV = Closed Circuit Television;

EVP = Emergency Vehicle Preemption; TSP = Transit Signal Priority

## IDEA Category 2 Applications and Recommendations

### Category 2: Deploy and Pilot Connected and Automated Vehicle Technologies

	County	Agency	Project Corridor(s)	Project Description	Full Project Budget	Requested Grant Amount	Recommended Grant Amount
1	San Mateo	City of Belmont	Ralston Ave.	Deploy ASCT and CV EVP.	\$ 960,000	\$ 710,000	
2	San Mateo	City/County Association of Governments	State Route 82 (El Camino Real)	Deploy eco-driving application that recommends to auto drivers the optimal speed to drive to increase arrivals on green phases, to minimize intersection delay and stops.	\$ 1,312,240	\$ 984,180	
3	Contra Costa	Contra Costa Transportation Authority	Concord Blvd., Clayton Rd. and Willow Pass Rd.	Deploy next generation TSP, an eco-driving application that recommends a speed for transit vehicles to increase their arrivals on green phases; deploy a transit passenger application to improve the reliability of connections for riders transferring from BART.	\$ 747,271	\$ 560,453	\$ 560,000
4	Alameda	City of Dublin	Citywide	Deploy an SAV on city streets; implement pedestrian/bicycle and CV transit applications.[a]	\$ 650,133	\$ 443,433	\$ 385,000
5	Alameda	City of Emeryville	Powell, Shellmound, Christie and 40th St.	Deploy ATSPM and TSP; implement virtual bicycle detection technology that utilizes a mobile device application to increase bicycle arrivals on green phases.	\$ 1,099,251	\$ 784,313	\$ 785,000
6	Alameda	City of Fremont	Fremont Blvd., Auto Mall Parkway and Warren Ave.	Implement a mobile application for Tesla truck drivers to provide arrival time to manufacturing operators at Tesla's Fremont facility and deploy Freight Signal Priority using DSRC-enabled truck platoons.	\$ 625,000	\$ 468,750	
7	Contra Costa	City of Lafayette	Mt. Diablo Boulevard, Moraga Rd. and Pleasant Hill Rd.	Install video detection and CV roadside units to transmit SPaT data to facilitate improved signal timing.	\$ 385,020	\$ 269,901	
8	Santa Clara	Town of Los Gatos	Los Gatos Boulevard	Deploy ASCT, ATSPM, and a virtual bicycle detection application that utilizes a mobile device application to increase bicycle arrival on green phases.	\$ 1,075,600	\$ 698,500	\$ 700,000
9	Santa Clara	City of Mountain View	N.Rengstroff, W MiddleField and Charleston Rd.	Deploy ATSPM, ASCT, bicycle/pedestrian detection, bluetooth devices, CV TSP, dynamic transit routing, and DSRC-enabled bicycle safety system.	\$ 3,161,000	\$ 1,846,000	
10	Santa Clara	City of Palo Alto	Bryant, N. California and Embarcadero	Implement a system that provides real-time speed guidance to bicycles to increase their arrivals on green phases via dynamic signage and real-time route guidance.	\$ 939,000	\$ 704,200	
11	Alameda	City of Pleasanton	Citywide	Implement an application that provides safety and eco-driving notifications to automobiles and a predictive analytical tool using video data to gauge possible traffic conflicts.	\$ 1,491,390	\$ 1,118,543	
12	Santa Clara	Valley Transportation Authority	N. First Street Corridor and Tasman	Deploy and test a new vulnerable road user protection system where roadside detection directly alerts a CV of the presence of a bicyclist or pedestrian at the intersection.	\$ 361,012	\$ 274,762	
13	Santa Clara	Valley Transportation Authority	Veterans Administration Palo Alto Medical Center	Deploy an eAV that is accessible to persons with disabilities for deployment at Veterans Administration Palo Alto Medical Center.	\$ 1,112,020	\$ 829,316	\$ 830,000
14	Contra Costa	City of Walnut Creek	Olympic Blvd. S. California Blvd, and Newell Avenue	Deploy CV TSP and EVP, bicycle/pedestrian detection, bluetooth devices. [b]	\$ 1,121,000	\$ 836,000	\$ 600,000
15	Multi-county	MTC	Various	Technical Assistance			\$ 1,140,000
<b>Total IDEA Category 2</b>					<b>\$ 15,039,937</b>	<b>\$ 10,528,351</b>	<b>\$ 5,000,000</b>

Notes: [a] Omits the bikeshare station in the application, as it is an ineligible project under the IDEA Grant Program

[b] Omits the ASCT element of the application due to the proposed alignment of the corridor.

Acronyms: ASCT = Adaptive Signal Control Technology; ATSPM = Automated Traffic Signal Performance Measures; CV = Connected Vehicle; DSRC = Dedicated Short Range Communications;

eAV = Electric Automated Vehicle; EVP = Emergency Vehicle Preemption; SAV = Shared Autonomous Vehicle; TSP = Transit Signal Priority

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

### 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 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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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 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.

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2<sup>nd</sup> 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 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.

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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 (NVRTA) 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 program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program and 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.

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, and January 10, 2018.

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



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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



**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**January 2018**

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

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ	Exchange
<b>OBAG 2 REGIONAL PROGRAMS*</b>			<b>\$475,905,000</b>	<b>\$11,000,000*</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>				
Regional Planning	Regionwide	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL:</b>	<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL:</b>	<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>				
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>				
Climate Initiatives Program of Projects	TBD	TBD	\$12,000,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	\$1,000,000	
<b>4. CLIMATE INITIATIVES</b>		<b>TOTAL:</b>	<b>\$24,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>				
Active Operational Management				
AOM Projects TBD	Regionwide	MTC		\$2,800,000
AOM Implementation	Regionwide	MTC	\$23,737,000	
Bay Area 511 Traveler Information				
511 Next Gen	Regionwide	MTC	\$27,249,000	
511 Implementation	Regionwide	MTC	\$8,729,000	
Rideshare				
Rideshare Implementation	Regionwide	MTC	\$720,000	
Carpool Program	Regionwide	MTC	\$7,280,000	
Vanpool Program	Regionwide	MTC	\$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	\$674,000	
Commuter Benefits Program	Regionwide	MTC	\$1,111,000	
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
Columbus Day Initiative (CDI)				
Freeway Performance Program	Regionwide	MTC	\$27,000,000	
FPP: I-880	Various	MTC	\$3,000,000	
FPP: I-680	Various	MTC	\$8,000,000	
FPP: SR 84	Various	MTC	\$5,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (fund exchange)	Sonoma	SCTA	\$3,800,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)	Regionwide	MTC	<b>\$13,000,000</b>	
<b>IDEA Category 1</b>				
<u>AC Transit: Dumbarton Express Route (SR84)</u>	<u>Various</u>	<u>MTC</u>	<u>\$2,300,000</u>	
<u>Alameda: Webster &amp; Posey Tubes (SR 260), Park St</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$276,000</u>	
<u>Oakland: Bancroft Ave</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$310,000</u>	
<u>Pleasanton: Various Locations</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$290,000</u>	
<u>Union City: Union City Blvd &amp; Decoto Rd</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$710,000</u>	
<u>San Ramon: Bollinger Canyon Rd &amp; Crow Canyon Rd</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$563,000</u>	
<u>San Rafael: Downtown San Rafael</u>	<u>Marin</u>	<u>MTC</u>	<u>\$830,000</u>	
<u>South San Francisco: Various Locations</u>	<u>San Mateo</u>	<u>MTC</u>	<u>\$532,000</u>	
<u>San Jose: Citywide</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$1,400,000</u>	
<u>Technical Assistance</u>	<u>Various</u>	<u>MTC</u>	<u>\$789,000</u>	
<b>IDEA Category 2</b>				
<u>Dublin: Citywide</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$385,000</u>	
<u>Emeryville: Powell, Shellmound, Christie &amp; 40th St</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$785,000</u>	
<u>CCTA: Concord Blvd, Clayton Rd &amp; Willow Pass Rd</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$560,000</u>	
<u>Walnut Creek: Various locations</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$600,000</u>	
<u>Los Gatos: Los Gatos Blvd</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$700,000</u>	

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**January 2018**

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

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ	Exchange
<b>OBAG 2 REGIONAL PROGRAMS*</b>			<b>\$475,905,000</b>	<b>\$11,000,000*</b>
<b><u>VTA: Veterans Admin. Palo Alto Medical Center</u></b>	<b><u>Santa Clara</u></b>	<b><u>MTC</u></b>	<b><u>\$830,000</u></b>	
<b><u>Technical Assistance</u></b>	<b><u>Various</u></b>	<b><u>MTC</u></b>	<b><u>\$1,140,000</u></b>	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
<b>Transportation Management System</b>				
TMS Implementation	Regionwide	MTC	\$2,910,000	
Performance-Based ITS Device Maintenance & Rehab.	Regionwide	MTC	<b>\$1,840,000</b>	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	<b>\$8,100,000</b>	
Detection Technology Pilot	Regionwide	MTC	\$5,000,000	
<b>Incident Management</b>				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Central	Alameda	MTC	\$8,840,000	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			<b>TOTAL: \$177,000,000</b>	<b>\$2,800,000</b>
<b>6. TRANSIT PRIORITIES</b>				
BART Car Replacement/Expansion	Various	BART	\$99,752,000	
GGB Suicide Deterrent (BART Car Exchange)	SF/Marin	GGBH&TD	\$40,000,000	
Clipper	Regionwide	MTC	\$34,248,000	
Unprogrammed Balance			\$15,283,000	
<b>6. TRANSIT PRIORITIES</b>			<b>TOTAL: \$189,283,000</b>	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>				
<b><i>Regional Peninsula, Southern and Eastern Counties PCA Program</i></b>				
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (fund exchange)	Sonoma	SCTA	\$8,200,000	
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC		\$8,200,000
<b><i>Local Northbay PCA Program</i></b>				
Marin PCA Program	Marin	TAM	\$2,050,000	
Napa PCA Program	Napa	NCTPA	\$2,050,000	
Solano PCA Program	Solano	STA	\$2,050,000	
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL: \$16,400,000</b>	<b>\$8,200,000</b>
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>				
Local Housing Production Incentive	TBD	TBD	\$30,000,000	
<b>8. LOCAL HOUSING PRODUCTION INCENTIVE</b>			<b>TOTAL: \$30,000,000</b>	
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>TOTAL: \$475,905,000</b>	<b>\$11,000,000*</b>

\*Additional \$1 million in exchange funds will be committed to specific projects or programs through a future Commission action.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-3095      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 12/8/2017      **In control:** Programming and Allocations Committee

**On agenda:** 1/10/2018      **Final action:**

**Title:** MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-25.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2d Reso-4275 TIP Amend 2017-25.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-25.

**Presenter:**  
Adam Crenshaw

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2017

Agenda Item 2d

## MTC Resolution No. 4275, Revised

**Subject:** 2017 Transportation Improvement Program (TIP) Amendment 2017-25.

**Background:** The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2016-17 through fiscal year 2019-20. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every two years under state statute. The 2017 TIP was adopted by the Commission on September 28, 2016, and approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) was received on December 16, 2016. The 2017 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 the Internet at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2017-25 makes revisions to 134 projects with a net funding increase of approximately \$581 million. Among other changes, this revision:

- Amends six new Active Transportation Program (ATP) funded projects into the TIP and revises the funding plans of six existing ATP funded projects;
- Updates the funding plans and back-up listings of three grouped listings to reflect the latest information from Caltrans;
- Amends 103 new projects into the TIP and updates the funding plans of seven existing projects to reflect the adoption of the One Bay Area Grant 2 (OBAG2) County Program;
- Amends four new projects into the TIP to reflect recent changes to the OBAG2 Regional Active Operations Management and Climate Initiatives Programs;
- Amends three new projects into the TIP to reflect previously approved changes to the One Bay Area Grant 1 (OBAG1) Transit Performance Initiative and Climate Change Initiatives Programs; and
- Updates the funding plan of one project to reflect recent changes to the Transit Capital Priorities program.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP, and therefore the 2017 TIP remains financially constrained with this amendment.

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 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:** None.

**Recommendation:** Refer Resolution No. 4275, Revised to the Commission for approval.

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-25  
MTC Resolution No. 4275, Revised

**TIP Revision Summary  
2017-25**

**Attachment 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview BikePed	Update the scope to include bike and safety improvements and update the funding plan to add \$8.3M in OBAG2-CMAQ, \$1M in OBAG2-STP, and \$4M in Local funds and reprogram Cycle 3 ATP from FY20 to FY19	\$13,350,000	71.3%
ALA130018	Alameda County	Alameda Co-Various Streets and Roads Preservation	Update the funding plan to add \$3.95M in STP-OBAG2 and \$590K in Other Local funds	\$4,540,000	211.5%
ALA170043	Oakland	Oakland - 14th Street Safe Routes in the City	Update the funding plan to reprogram \$1.2M in PSE ATP funds and \$279K in PSE Local funds from FY20 to FY19, and reprogram \$9.3M in CON ATP funds and \$2.4M in CON Local funds from FY21 to FY20	\$0	0.0%
ALA170051	Oakland	Fruitvale Alive Gap Closure Project	Update the funding plan to reprogram \$800K in PSE ATP funds and \$466K in PSE Local funds from FY20 to FY18, reprogram \$50K in ROW ATP funds from FY20 to FY18, and reprogram \$5M in CON ATP funds and \$2 in CON Local funds from FY21 to FY19	\$0	0.0%
ALA170054	Berkeley	John Muir Safe Routes to School	Update the funding plan to reprogram \$47K in ATP funds from PSE to CON, reprogram PSE from FY20 to FY17 and CON from FY21 to FY18, and add \$27K in PSE Local and \$11K in CON Local	\$38,080	11.3%
ALA170061	Newark	Thornton Avenue Pavement Rehabilitation	Amend a new exempt project into the TIP with \$592K in OBAG 2 and \$910 in Other Local funds	\$1,502,000	~%
ALA170062	Dublin	Dublin Blvd Rehabilitation	Amend a new exempt project to the TIP with \$661K in OBAG2-STP and \$339K in Other Local funds	\$1,000,000	~%
ALA170063	Oakland	Lakeside Family Streets	Amend new exempt project into the TIP with \$2.8M in OBAG2-CMAQ funds, \$1.9M in OBAG-STP and \$622K in Other local funds	\$5,415,000	~%
ALA170064	Oakland	Oakland LSR Paving	Amend new exempt project to the TIP with \$4.9M in OBAG 2 and \$636K in Other Local funds	\$5,531,000	~%
ALA170065	Hayward	Hayward - Main Street Complete Street	Amend a new exempt project to the TIP with \$1.7M in OBAG2-STP and \$550K in Other Local funds	\$2,225,000	~%
ALA170066	Hayward	Winton Ave Complete Street	Amend a new exempt project into the TIP with \$1.75M in OBAG2-STP and \$230K in Other Local funds	\$1,979,860	~%
ALA170067	Berkeley	Southside Complete Streets & Transit Improvement	Amend a new exempt project into the TIP with \$4.4M in OBAG2-CMAQ and \$2.7M in OBAG2-STP and \$2.3M in Other Local funds	\$9,414,997	~%
ALA170068	Livermore	Livermore Pavement Rehabilitation - MTS Routes	Amend new exempt project into the TIP with \$1.4M in OBAG2-STP and \$570K in Other Local funds	\$1,952,000	~%
ALA170069	Fremont	City of Fremont Pavement Rehabilitation	Amend new exempt project into the TIP with \$2.8M in OBAG2-STP and \$1.7M in Other Local funds	\$4,428,000	~%
ALA170070	Pleasanton	Pavement Rehabilitation Hacienda Business Park	Amend a new exempt project into the TIP with \$1.1M in OBAG 2 and \$870K in Other Local funds	\$1,965,000	~%
ALA170071	Union City	Union City-Dyer Street Pavement Rehabilitation	Amend a new exempt project to the TIP with \$872K in OBAG2 and \$168K in Other Local funds	\$1,040,000	~%
ALA170072	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint	Amend new exempt project into the TIP with \$225K in OBAG2-STP and \$45K in Other Local funds	\$270,000	~%
ALA170073	Alameda (City)	Clement Avenue Complete Streets	Amend a new exempt project into the TIP with \$3M in CMAQ-OBAG2, \$2M in STP-OBAG2 and \$652K in Other Local funds	\$5,670,000	~%

**TIP Revision Summary  
2017-25**

**Attachment 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170074	Alameda (City)	Alameda City-Wide Pavement Rehabilitation	Amend a new exempt project into the TIP with \$827K in STP-OBAG2 and \$232K in Other Local funds	\$1,059,000	~%
ALA170075	San Leandro	San Leandro Washington Avenue Rehabilitation	Amend a new exempt project into the TIP with \$1M in OBAG2-STP and \$137K in Other Local funds	\$1,185,000	~%
ALA170076	Fremont	Complete Streets Upgrade of Relinquished SR84	Amend a new exempt project to the TIP with \$4.2M in OBAG2-CMAQ, \$3.5M in OBAG2-STP and \$998K in Other Local funds	\$8,693,000	~%
ALA170078	Oakland	Oakland - Crossing to Safety	Amend a new exempt project into the TIP with \$1.9M in ATP and \$222K in Local funds	\$2,117,000	~%
CC-170027	Contra Costa County	Contra Costa Local Streets and Roads Preservation	Amend a new exempt project into the TIP with \$4.3M in OBAG2-STP and \$1.4M in Other Local funds	\$5,772,000	~%
CC-170028	Contra Costa County	Kirker Pass Road Open Grade Overlay	Amend a new exempt project into the TIP with \$1.3M in OBAG2-STP and \$1.1M in Other Local funds	\$2,395,000	~%
CC-170029	Contra Costa County	West County Walk and Bike Leaders	Amend a new exempt project into the TIP with \$561K in OBAG2-CMAQ and \$73K in Other Local funds	\$634,000	~%
CC-170030	El Cerrito	Carlson Blvd and Central Ave Pavement Rehab	Amend a new exempt project into the TIP with \$544K in OBAG2-STP and \$478K in Other Local funds	\$1,022,000	~%
CC-170031	San Pablo	San Pablo - Market Street Pavement Rehabilitation	Amend a new exempt project into the TIP with \$618K in OBAG2-STP and \$81K in Other Local funds	\$699,000	~%
CC-170032	Orinda	Orinda Way Pavement Rehabilitation	Amend a new exempt project into the TIP with \$620K in OBAG2-STP and \$130K in Other Local funds	\$750,000	~%
CC-170033	Lafayette	Pleasant Hill Rd Pavement Rehab & Maintenance	Amend a new exempt project into the TIP with \$579K in OBAG2-STP and \$77K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$656,000	~%
CC-170034	Brentwood	Brentwood Various Streets and Roads Preservation	Amend a new exempt project into the TIP with \$1.7M in OBAG2-STP and \$216K in Other Local funds, toll credits will be used in lieu of match for the federal funds	\$1,869,000	~%
CC-170035	Antioch	Antioch - L Street Pathway to Transit	Amend a new exempt project into the TIP with \$1.2M in OBAG2-CMAQ and \$1.8M in Other Local funds	\$3,000,000	~%
CC-170036	Antioch	Antioch Pavement Rehabilitation	Amend a new exempt project into the TIP with \$2.5M in OBAG 2-STP and \$726K in Other Local funds	\$3,200,000	~%
CC-170037	Concord	Concord Willow Pass Road Repaving and 6th St SRTS	Amend to add new exempt project into the TIP with \$1.1M in OBAG2-CMAQ, \$4.2M in OBAG2-STP, \$1.1M in Other Local and \$120K in Sales Tax funds, toll credits will be used in lieu of match for federal funds	\$6,517,000	~%
CC-170038	Walnut Creek	Ygancio Valley & Oak Grove Road Rehabilitation	Amend a new exempt project into the TIP with \$2.6M in OBAG2-STP and \$445K in Other Local funds	\$3,053,000	~%
CC-170040	Pittsburg	Pittsburg BART Pedestrian and Bicycle Connectivity	Amend a new exempt project into the TIP with \$3.9M in OBAG2-CMAQ, \$600K in Sales Tax, and \$50K in Other Local funds	\$4,520,000	~%
CC-170041	Oakley	Oakley Street Repair and Resurfacing	Amend a new exempt project into the TIP with \$969K in OBAG2-STP and \$622K in Local funds	\$1,591,000	~%
CC-170042	Pittsburg	City of Pittsburg Pavement Improvements	Amend a new exempt project into the TIP with \$1.4M in OBAG2-STP and \$180K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$1,565,000	~%

**TIP Revision Summary  
2017-25**

**Attachment 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-170043	Hercules	Hercules -Sycamore/Willow Pavement Rehabilitation	Amend a new exempt project into the TIP with \$492K in OBAG2-STP and \$148K in Other Local funds	\$640,000	~%
CC-170044	Pleasant Hill	Pleasant Hill Road Improvements	Amend new exempt project into the TIP with \$920K in OBAG2-STP, \$98K in Sales Tax, and \$2.7M in Other Local funds	\$3,745,000	~%
CC-170045	San Ramon	Alcosta Boulevard Pavement Rehab	Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP and \$1M in Other Local funds	\$2,200,000	~%
CC-170046	Moraga	Moraga Way and Canyon/Camino Pablo Improvements	Amend a new exempt project into the TIP with \$596K in OBAG2-STP, \$607K in OBAG2-CMAQ, \$822K in Other Local, and \$553K in Sales Tax funds	\$2,628,000	~%
CC-170047	Clayton	Clayton Neighborhood Street Rehab	Amend a new exempt project into the TIP with \$308K in OBAG2-STP and \$85K in Other Local funds	\$393,000	~%
CC-170049	Pittsburg	Pittsburg Active Transp. and Safe Routes Plan	Amend a new exempt project into the TIP with \$312K in ATP funds	\$312,000	~%
CC-170050	Concord	Downtown Corridors Bike/Pedestrian Improvements	Amend a new exempt project into the TIP with \$623K in ATP funds, and \$106K in Local funds	\$729,000	~%
MRN110010	Sausalito	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Update the funding plan to add \$250K in OBAG2-CMAQ and \$319K in Other Local funds	\$569,000	199.6%
MRN170019	Corte Madera	Corte Madera-Paradise Drive Multiuse Path	Amend a new exempt project into the TIP with \$595K in OBAG2-CMAQ and \$450K in Local funds	\$1,045,000	~%
MRN170020	San Anselmo	San Anselmo Bike Spine	Amend a new exempt project into the TIP with \$269K in OBAG2-CMAQ and \$35K in Other Local funds	\$303,900	~%
MRN170021	San Anselmo	Sir Francis Drake Blvd Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.1M in OBAG2-STP and \$147K in Other Local funds	\$1,281,100	~%
MRN170022	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.45M in OBAG2-STP and \$803K in Local funds	\$2,253,950	~%
MRN170023	Corte Madera	Central Marin Regional Pathway Gap Closure	Amend a new exempt project into the TIP with \$415K in ATP funds, and \$54K in Local funds	\$469,100	~%
NAP170004	Napa Valley Transportation Authority	Napa County Safe Routes to Schools	Update the funding plan to add \$437K in CON ATP funds to FY18	\$437,000	162.5%
SCL110108	Santa Clara County	Isabel Bridge Replacement (37C0089)	Update the funding plan to reprogram \$370K in PE HBP from FY17 to FY18 and \$4.8M in CON HBP from FY18 to FY17 and add \$30K in FY18 ROW HBP and \$1.8M in FY18 CON HBP; toll credits will be used in lieu of match for federal funds	\$1,436,662	24.2%
SCL170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Santa Clara	Update the funding plan to add \$4.8M in OBAG2-STP	\$4,822,000	50.8%
SCL170019	Santa Clara County	Uvas Road Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.7M in OBAG2-STP-FAS and \$220K in Other Local funds	\$1,921,439	~%
SCL170020	Sunnyvale	Bernardo Avenue Bicycle Underpass	Amend a new exempt project to the TIP with \$500K in OBAG2-CMAQ, \$633K in Other Local funds and \$8.7M in RTP-LRP funds	\$9,833,000	~%
SCL170021	Palo Alto	North Ventura Coordinated Area Plan	Amend a new exempt project into the TIP with \$638K in OBAG2-STP and \$112K in Other Local funds	\$750,000	~%





**TIP Revision Summary  
2017-25**

**Attachment 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL170022	Sunnyvale	Java Dr Road Diet and Bike Lanes	Amend a new exempt project into the TIP with \$214K in OBAG2-CMAQ and \$419K in Other Local funds	\$633,000	~%
SCL170023	Sunnyvale	Peery Park Sense of Place Improvements	Amend a new exempt project into the TIP with \$1.2M in OBAG2-CMAQ and \$2.2M in Other Local funds	\$3,400,000	~%
SCL170024	Sunnyvale	East Sunnyvale Area Sense of Place	Amend a new exempt project to the TIP with \$1.3M in OBAG2-CMAQ and \$2.6M in Other Local funds	\$3,856,900	~%
SCL170025	Sunnyvale	Fair Oaks Avenue Bikeway - Phase 2	Amend a new exempt project into the TIP with \$335K in OBAG2-CMAQ and \$655K in Other Local funds	\$990,000	~%
SCL170026	Sunnyvale	Lawrence Station Area Sidewalks & Bike Facilities	Amend a new exempt project into the TIP with \$214K in OBAG2-CMAQ and \$419K in Other Local funds	\$633,000	~%
SCL170027	Sunnyvale	Sunnyvale Traffic Signal Upgrades/Replacements	Amend a new project into the TIP with \$2.6M in OBAG2-STP and \$333K in Other Local funds, toll credits will be used in lieu of match for CON federal funds	\$2,899,000	~%
SCL170032	Santa Clara County	McKean Rd Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP and \$149K in Other Local funds	\$1,300,125	~%
SCL170033	Santa Clara County	Capitol Expressway Pavement Rehabilitation	Amend a new exempt project into the TIP with \$5M in OBAG2-STP and \$648K in Other Local funds	\$5,647,804	~%
SCL170035	Campbell	Campbell - Winchester Blvd Overlay	Amend a new exempt project into the TIP with \$554K in OBAG2-STP and \$1.2M in Other Local funds	\$1,725,000	~%
SCL170036	Campbell	Eden Avenue Sidewalk Improvements	Amend a new exempt project into the TIP with \$555K in OBAG2-CMAQ and \$147K in Other Local funds	\$702,000	~%
SCL170037	Cupertino	Cupertino Pavement Maintenance Phase 2	Amend a new exempt project into the TIP with \$769K in OBAG2-STP and \$110K in Other Local funds	\$879,000	~%
SCL170039	Milpitas	Milpitas Street Resurfacing	Amend a new exempt project into the TIP with \$1.6M in OBAG2-STP and \$358K in Local funds	\$1,967,463	~%
SCL170040	Mountain View	West Middlefield Road Improvements	Amend a new exempt project into the TIP with \$1.1M in OBAG2-STP and \$414K in Other Local funds	\$1,550,000	~%
SCL170041	Palo Alto	Palo Alto Street Resurfacing	Amend a new exempt project into the TIP with \$1.0M in OBAG2-STP and \$170K in Other Local funds	\$1,179,000	~%
SCL170042	Santa Clara (City)	Santa Clara Streets and Roads Preservation	Amend a new exempt project into the TIP with \$2.4M in OBAG2-STP and \$1.1M in Other Local funds	\$3,413,000	~%
SCL170043	Sunnyvale	Homestead Rd at Homestead High School Improvements	Amend a new exempt project into the TIP with \$1M in OBAG2-CMAQ and \$265K in Other Local funds	\$1,265,000	~%
SCL170044	San Jose	San Jose Pavement Maintenance	Amend a new exempt project into the TIP with \$14.6M in OBAG2-STP and \$3.5M in Other Local funds	\$18,137,017	~%
SF-170017	San Francisco Municipal Transport Agency (SFMTA)	Vision Zero SF: Safer Intersections	Amend a new exempt project into the TIP with \$2M in ATP funds, and \$60K in Local funds	\$2,062,000	~%
SM-170002	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - San Mateo	Update the funding plan to add \$1.5M in OBAG2-STP	\$1,512,000	27.7%

**TIP Revision Summary  
2017-25**

**Attachment 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-170012	San Mateo County	Canada Road and Edgewood Road Resurfacing	Amend a new exempt project into the TIP with \$892K in OBAG2-STP-FAS and \$135K in Other Local funds	\$1,026,000	~%
SM-170013	Half Moon Bay	Half Moon Bay - Poplar Complete Streets	Amend a new exempt project into the TIP with \$1.2M in OBAG2-CMAQ and \$156K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$1,358,000	~%
SM-170014	San Mateo County	San Mateo Countywide Pavement Maintenance	Amend a new exempt project into the TIP with \$1.1M in OBAG2-STP and \$140K in Other Local funds	\$1,212,000	~%
SM-170015	Burlingame	Hoover School Area Sidewalk Impvts (Summit Dr.)	Amend a new exempt project into the TIP with \$700K in OBAG2-CMAQ and \$198K in Other Local funds	\$898,000	~%
SM-170017	San Bruno	Huntington Transit Corridor Bike/Ped Improvements	Amend a new exempt project to the TIP with \$914K in OBAG2-CMAQ and \$243K in Other Local funds	\$1,157,000	~%
SM-170018	Atherton	Atherton - Middlefield Road Class II Bike Lanes	Amend a new exempt project into the TIP with \$251K in OBAG2-CMAQ and \$709K in Other Local funds	\$960,000	~%
SM-170019	Brisbane	Brisbane - Tunnel Ave Rehabilitation	Amend a new exempt project into the TIP with \$137K in OBAG2-STP and \$29K in Other Local funds	\$166,000	~%
SM-170020	Burlingame	Burlingame: Broadway PDA Lighting Improvements	Amend a new exempt project into the TIP with \$720K in OBAG2-CMAQ and \$180K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$900,000	~%
SM-170021	Burlingame	Burlingame Street Resurfacing	Amend a new exempt project into the TIP with \$571K in OBAG2-STP and \$800K in Other Local funds	\$1,371,000	~%
SM-170022	Colma	Colma - Mission Road Bike/Ped Improvements	Amend a new exempt project into the TIP with \$625K in OBAG2-CMAQ and \$750K in Other Local funds	\$1,375,000	~%
SM-170023	Daly City	Daly City Pavement Preservation	Amend a new exempt project into the TIP with \$1.3M in OBAG2-STP and \$170K in Local funds, toll credits will be used in lieu of match for federal funds	\$1,480,000	~%
SM-170024	East Palo Alto	East Palo Alto Citywide Street Resurfacing	Amend a new exempt project into the TIP with \$416K in OBAG2-STP and \$478K in Other Local funds	\$894,000	~%
SM-170025	Foster City	Foster City - Pavement Rehabilitation	Amend a new exempt project into the TIP with \$441K in OBAG2-STP and \$1.5M in Other Local funds	\$1,901,000	~%
SM-170026	Hillsborough	Hillsborough Street Resurfacing	Amend a new exempt project into the TIP with \$408K in OBAG2-STP and \$53K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$461,000	~%
SM-170027	Menlo Park	Menlo Park - Santa Cruz and Middle Avenues Rehab	Amend a new exempt project into the TIP with \$647K in OBAG2-STP and \$330K in Other Local funds	\$977,000	~%
SM-170028	Millbrae	Millbrae Street Rehabilitation	Amend a new exempt project into the TIP with \$387K in OBAG2-STP and \$215K in Other Local funds	\$602,000	~%
SM-170029	Pacifica	Pacifica - Palmetto Sidewalk Extension	Amend a new exempt project into the TIP with \$330K in OBAG2-STP and \$83K in Other Local funds	\$413,000	~%
SM-170030	Pacifica	Pacifica Citywide Curb Ramps	Amend a new exempt project into the TIP with \$400K of OBAG2-STP and \$92K in Other Local funds	\$492,000	~%
SM-170031	Pacifica	Pacifica Pavement Rehabilitation	Amend a new exempt project into the TIP with \$671K in OBAG2-STP and \$87K in Other Local funds	\$758,000	~%

**TIP Revision Summary  
2017-25**

**Attachment 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-170032	Redwood City	Redwood City Pavement Preservation	Amend a new exempt project into the TIP with \$1.3M in OBAG2-STP and \$296K in Other Local funds	\$1,562,000	~%
SM-170033	San Bruno	San Bruno Street Rehabilitation	Amend a new exempt project into the TIP with \$673K in OBAG2-STP and \$158K in Other Local funds	\$831,000	~%
SM-170034	San Carlos	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	Amend a new exempt project into the TIP with \$500K in OBAG2-CMAQ and \$230K in Other Local funds	\$730,000	~%
SM-170035	San Carlos	Cedar and Brittan Ave Pavement Rehab	Amend a new exempt project into the TIP with \$575K in OBAG2-CMAQ and \$75K in Other Local funds	\$650,000	~%
SM-170036	South San Francisco	SSF Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.0M in OBAG2-STP and \$134K in Other Local funds	\$1,161,000	~%
SM-170037	Woodside	Woodside Road Rehabilitation	Amend a new exempt project into the TIP with \$242K in OBAG2-STP and \$233K in Other Local funds	\$475,000	~%
SM-170038	San Mateo (City)	North San Mateo Drive Sustainable Streets	Amend a new exempt project into the TIP with \$4M in local funds	\$3,963,600	~%
SOL110019	Solano Transportation Authority (STA)	Solano Safe Routes to School Program	Update the funding plan to add \$1.2M in OBAG2-CMAQ funds, toll credits will be used in lieu of match for federal funds	\$1,209,000	45.8%
SOL170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Solano	Update the funding plan to add \$3M in OBAG2-STP and \$394K in Local funds	\$3,433,000	68.7%
SOL170010	Fairfield	Grange Middle School Safe Routes to School	Amend a new exempt project into the TIP with \$260K in OBAG2-CMAQ funds	\$260,000	~%
SON170010	Sonoma County	Sonoma County - River Road Pavement Rehab	Amend a new exempt project into the TIP with \$3.3M in OBAG2-STP-FAS and \$423K in Other Local funds	\$3,687,000	~%
SON170011	Petaluma	Petaluma Blvd South Road Diet at E Street	Amend a new project into the TIP with \$2.3M in OBAG2-STP, \$583K in OBAG2-CMAQ, and \$397K in Other Local funds	\$3,295,100	~%
SON170012	Santa Rosa	Highway 101 Bicycle and Pedestrian Bridge	Amend a new exempt project into the TIP with \$1.4M in OBAG2-CMAQ, \$231K in TDA and \$13.9M in RTP-LRP funds	\$15,528,000	~%
SON170013	Sonoma County	Rehabilitaiton of Various Roads in Sonoma County	Amend a new exempt project into the TIP with \$2.6M in OBAG2-STP and \$329K in Other Local funds	\$2,929,000	~%
SON170014	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	Amend a new exempt project into the TIP with \$1.8M in OBAG2-CMAQ, \$402K in Other Local and \$1.28M in RTP-LRP funds	\$3,491,000	~%
SON170015	Cotati	E. Cotati Avenue Street Rehabilitation Project	Amend a new exempt project into the TIP with \$675K in STP and \$88K in Local funds. Toll credits will be used in lieu of match for CON funds.	\$763,000	~%
SON170016	Rohnert Park	Rohnert Park Various Streets Rehabilitation	Amend a new exempt project into the TIP with \$911K in OBAG2-STP, \$124K in OBAG2-CMAQ and \$791K in Other Local funds	\$1,826,000	~%
VAR170012	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan and back-up listing to reflect the latest information from Caltrans	\$183,950,393	34.0%
<b>System: Public Lands/Trails</b>					
CC-170014	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossing	Update the scope to remove the Crow Canyon Rd overcrossing; update the funding plan to change the source for \$12.4M in RTP-LRP to \$4.6M in local, \$2.9M in Sales Tax, and \$4.8M in CMAQ, remove \$10.7M in RTP-LRP and reprogram funds between years and phases	-\$10,739,000	-42.7%

**TIP Revision Summary  
2017-25**

**Attachment 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-170039	Concord	Monument Boulevard Class I Path	Amend a new exempt project into the TIP with \$4.4M in OBAG2-CMAQ and \$961K in Other Local funds	\$5,329,000	~%
SCL170028	Los Gatos	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	Amend a new exempt project into the TIP with \$343K in OBAG2-CMAQ and \$44K in Other Local funds	\$4,387,440	~%
SCL170045	Santa Clara (City)	Saratoga Creek Trail Phase 1	Amend a new exempt project into the TIP with \$2.7M in OBAG2-CMAQ and \$1.6M in Other Local funds	\$4,326,000	~%
SOL170007	Suisun City	McCoy Creek Trail - Phase 2	Update the funding plan to change the source for \$498K from RTP-LRP to ATP, and for \$582K from Local to ATP; add \$1.3M in ATP and reprogram funds between years and phases	\$1,287,000	42.9%
<b>System: Regional</b>					
ALA170077	East Bay Regional Park District (EBRPD)	Doolittle Drive Bay Trail	Amend a new exempt project into the TIP with \$4.3M in Local funds, \$4M in ATP funds, and \$2.8M in Salestax funds	\$11,100,000	~%
CC-170048	Pinole	Pinole - San Pablo Avenue Rehabilitation	Amend a new exempt project into the TIP with \$586K in OBAG2-STP and \$77K in Other Local, toll credits will be used in lieu of match for federal funds	\$663,000	~%
REG170019	Bay Area Air Quality Management District (BAAQMD)	Spare the Air	Amend a new exempt project into the TIP with \$5M in CMAQ funds, toll credits will be used in lieu of match for federal funds	\$5,000,000	~%
REG170020	Bay Area Air Quality Management District (BAAQMD)	Electric Vehicle Programs and Outreach	Amend a new exempt project into the TIP with \$10M in OBAG2-CMAQ funds, toll credits will be used in lieu of match for federal funds	\$5,000,000	~%
REG170021	Bay Area Air Quality Management District (BAAQMD)	Electric Vehicle Infrastructure/Vehicle Buyback	Amend a new exempt project into the TIP with \$7M in TFCA and \$3M in CARB funds	\$10,000,000	~%
SCL170038	Los Altos	Fremont Avenue Preservation	Amend a new exempt project into the TIP with \$336K in OBAG2-STP and \$179K in Other Local funds	\$515,000	~%
VAR170024	Metropolitan Transportation Commission (MTC)	Bike Share Capital Program	Amend a new exempt project into the TIP with \$2.6M in CMAQ and \$355K in Other Local funds	\$2,919,000	~%
<b>System: State Highway</b>					
ALA050079	Alameda County Transportation Commission (ACTC)	I-80 Gilman Interchange Reconfiguration	Update the funding plan to change the source for \$3.4M from Sales Tax to RTP-LRP and for \$12K from Other State to RTP-LRP, and add \$960K in Other Local, \$4.2M in ATP and \$11.9M in RTP-LRP, and reprogram funds between years and phases; update sponsor	\$17,022,139	65.1%
NAP170005	Saint Helena	Main Street St. Helena Pedestrian Improvements	Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP and \$187K in Other Local	\$1,393,000	~%
REG170018	Metropolitan Transportation Commission (MTC)	Connected & Automated Vehicles	Amend in new project funded with \$2.5M in OBAG2-STP funds; toll credits applied in lieu of match	\$2,500,000	~%
SM-170016	South San Francisco	SSF Grand Boulevard (Phase III)	Amend a new project into the TIP with \$1M in OBAG2-CMAQ and \$275K in Other Local funds	\$1,275,000	~%



# TIP Revision Summary 2017-25

# Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
VAR170006	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$19.9M in SHOPP funds	\$19,911,000	2.8%
VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$30.8M in SHOPP funds	\$30,765,000	7.4%
<b>System: Transit</b>					
NAP050009	Napa Valley Transportation Authority	Park & Ride Lots in Napa County	Amend a project back into the TIP, update the scope to include improvements to existing parking and ride lots and update the funding plan to add \$507K in STP and \$200K in Other Local funds	\$707,131	14.1%
REG090054	Water Emergency Transportation Authority (WETA)	WETA: Ferry Channel & Berth Dredging	Update the funding plan to add \$2.48M in FY18 5337 and \$620K in FY18 Bridge Toll funds	\$3,100,000	94.1%
SF-170016	Bay Area Rapid Transit District (BART)	Embarcadero Stn: New North-Side Platform Elevator	Amend a new exempt project into the TIP with \$2M in OBAG2-STP and \$13M in local funds	\$15,000,000	~%
SOL170009	Solano Transportation Authority (STA)	Solano Mobility Call Center	Amend a new exempt project into the TIP with \$1.5M in OBAG2-CMAQ and \$199K in Other Local funds	\$1,736,000	~%
Total Funding Change:				\$581,480,200	

## TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$533,606,559	\$1,148,842,551	\$2,350,000	\$114,164,081	\$1,798,963,191	\$1,316,887,293
Proposed:	\$798,204,952	\$1,219,769,770	\$9,970,000	\$352,498,669	\$2,380,443,391	\$1,712,247,541
Delta:	\$264,598,393	\$70,927,219	\$7,620,000	\$238,334,588	\$581,480,200	\$395,360,248

Date: September 28, 2016  
W.I.: 1512  
Referred by: PAC  
Revised: 12/21/16-C 02/22/17-C 03/22/17-C  
04/26/17-C 06/28/17-C 07/26/17-C  
09/27/17-C 11/15/17-C 01/24/18-C

### ABSTRACT

#### Resolution No. 4275, Revised

This resolution adopts the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2017 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 14, 2016, December 14, 2016, February 8, 2017, March 8, 2017, April 12, 2017, June 14, 2017, and July 12, 2017, the Planning Committee summary sheet dated July 14, 2017 and the Programming & Allocations Committee summary sheet dated September 13, 2017, November 8, 2017 and January 10, 2017. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2017 TIP'.

### 2017 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-01	Admin. Mod.	61	-\$3,823,767	12/21/2016	12/21/2016
17-02	Admin. Mod.	6	\$544,852	1/31/2017	1/31/2017
17-03	Amendment	69	\$819,826,956	12/21/2016	2/8/2017
17-04	Admin. Mod.	15	-\$111,504	3/6/2017	3/6/2017
17-05	Admin. Mod.	12	\$22,741,790	4/5/2017	4/5/2017
17-06	Amendment	11	\$68,189,237	2/22/2017	3/14/2017
17-07	Admin. Mod.	15	-\$8,341,530	4/28/2017	4/28/2017
17-08	Amendment	73	\$840,375,166	3/22/2017	4/14/2017
17-09	Admin. Mod.	24	\$17,810,414	6/9/2017	6/9/2017
17-10	Amendment	14	\$101,213,635	4/26/2017	6/8/2017
17-11	Admin. Mod.	4	-\$1,360,312	7/6/2017	7/6/2017
17-12	Admin. Mod.	20	-\$6,802,149	8/2/2017	8/2/2017
17-13	Amendment	48	\$221,344,142	6/28/2017	8/3/2017
17-14	Amendment	61	\$3,846,016,088	7/26/2017	8/23/2017

ABSTRACT

MTC Resolution No. 4275, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-15	Admin. Mod.	16	\$12,222,653	9/20/2017	9/20/2017
17-16	Amendment	13	\$19,557,138	7/26/2017	9/5/2017
17-17	Admin. Mod.	20	-\$336,931	10/12/2017	10/12/2017
17-18	Admin. Mod.	5	-\$466,894	11/6/2017	11/6/2017
17-19	Amendment	31	\$4,412,223,691	9/27/2017	10/25/2017
17-20	Admin. Mod.	18	\$4,097,482	11/21/2017	11/21/2017
17-21	Admin. Mod.	Pending	Pending	Pending	Pending
17-22	Amendment	19	\$66,639,566	11/15/2017	Pending
17-23	Admin. Mod.	Pending	Pending	Pending	Pending
17-24	Admin. Mod.	Pending	Pending	Pending	Pending
17-25	Amendment	134	\$581,480,200	1/24/2018	Pending
Net Funding Change		689	\$11,013,039,923		
Absolute Funding Change			\$11,055,526,097		

Date: September 28, 2016  
W.I.: 1512  
Referred by: PAC

Re: Adoption of the 2017 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4275

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, 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 §450.324(i)) 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 §450.316) 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 §450.330(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 450.330(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. 4274 that the 2017 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<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2017 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 2017 TIP in cooperation with the county Congestion Management 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 2017 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2017 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 2017 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; 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 450.330(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 hearing and public participation process conducted for the 2017 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 2017 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 national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4274); and, be it further

RESOLVED, that the projects and programs included in the 2017 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 2017 TIP are consistent with Plan Bay Area (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 2017 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. 4275, 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



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Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on September 28, 2016.

Date: September 28, 2016  
W.I.: 1512  
Referred by: PAC  
Revised: 12/21/16-C 02/22/17-C 03/22/17-C  
04/26/17-C 06/28/17-C 07/26/17-C  
09/27/17-C 11/15/17-C 01/24/18-C

Attachment B  
Resolution No. 4275, Revised  
Page 1 of 11

## **Revisions to the 2017 TIP**

Revisions to the 2017 Transportation Improvement Program (TIP) are included as they are approved.

**Revision 17-01** is an administrative modification that revises 61 projects with a net funding decrease of approximately \$3.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on December 21, 2016. Among other changes, this revision:

- Updates the funding plans of 32 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations and other programming decisions, including the programming of \$110 million in CMAQ funds and \$40 million in Regional Measure 2 funds to BART's Rail Car Procurement Program to reflect the programming in the OBAG 2 funding framework;
- Updates the funding plans of five projects to reflect the repurposing of unused earmark funds;
- Updates the funding plans of eight individually-listed Highway Bridge Program funded projects to reflect the latest information from Caltrans;
- Splits the Incident Management Program project into two projects to separate the current and future phases of the program;
- Updates the funding plan of the Caltrain Electrification project to reflect recent programming decisions and funding agreements;
- Updates the funding plan of SFMTA's Van Ness Bus Rapid Transit project to reflect the latest schedule including reprogramming approximately \$60 million in Federal Transit Administration (FTA) Small Starts funding from prior years to fiscal year 2017; and
- Updates the funding plan and back-up listing of the Mandates Program within the State Highway Operations and Protection Program (SHOPP) to reflect the latest information from Caltrans including the addition of \$7.3 million in SHOPP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately \$60 million in FTA Small Starts funds, \$7.3M in SHOPP funds, \$17,489 in repurposed earmark funds, and \$1.9 million in Transportation Fund for Clean Air funds. MTC's 2017 TIP, as revised with Revision No. 2017-01, 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 17-02** is an administrative modification that revises six projects with a net funding increase of \$544,852. The revision was approved into the Federal-Statewide TIP by the deputy executive director on January 31, 2017. Among other changes, this revision:

- Updates the funding plans of five federally funded projects to reflect actual and planned obligations and Federal Transit Administration grants; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) funded grouped listing to reflect the latest programming information from Caltrans related to projects that had unobligated funding from federal fiscal year 2015-16, including the addition of \$399,340 in HSIP funds and \$145,512 in local funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$399,340 in HSIP funds. MTC's 2017 TIP, as revised with Revision No. 2017-02, 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 17-03** is an amendment that revises 69 projects with a net funding increase of approximately \$820 million. The revision was referred by the Programming and Allocations Committee on December 14, 2016, and approved by the MTC Commission on December 21, 2016. Caltrans approval was received on January 19, 2017, and final federal approval was received on February 8, 2017. Among other changes, this revision:

- Amends four exempt and four non-exempt, not regionally significant projects into the TIP to reflect the adoption of the Bay Bridge Forward Program;
- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent project to reflect additional funding commitments, including the addition of \$40 million in Highway Bridge Program (HBP) funds, \$40 million in Surface Transportation Block Grant Program funds and \$40 million in Golden Gate Bridge toll funds;
- Updates the funding plans of six additional individually-listed HBP funded projects, updates the funding plan and back-up listing of the HBP funded grouped listing, and combines one individually-listed HBP funded project with the grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$109 million in HBP funds;
- Deletes two projects and updates the funding plans of two other projects to reflect the repurposing of prior year federal earmark funds;
- Adds one new State Highway Operations and Protection Program (SHOPP) funded grouped listing and updates the funding plans and back-up listings of five existing SHOPP funded grouped listings to reflect the latest information from Caltrans, including the addition of approximately \$369 million in SHOPP funds;
- Adds one new Recreational Trails Program funded grouped listing into the TIP;
- Carries forward two exempt and one non-exempt project into the 2017 TIP from the 2015 TIP as these projects were not originally included in the 2017 TIP as adopted;
- Adds one new exempt project to the TIP and updates the scope and funding for an existing project to reflect the award of Federal Transit Administration (FTA) discretionary funds through the FTA Section 5339 Discretionary Program and Transit Oriented Development Planning Pilot Program;

- Adds one new exempt Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project and updates the funding plans of 18 other STP/CMAQ funded projects to reflect obligations, past funding decisions in the One Bay Area Grant (OBAG) Cycle 1 Transit Performance Initiative program, and the selection of projects in OBAG Cycle 2; and
- Adds one new exempt Transit Capital Priority (TCP) funded project, deletes one existing TCP funded project and updates the funding plans of seven other TCP funded projects.

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

**Revision 17-04** is an administrative modification that revises 15 projects with a net funding decrease of \$111,504. The revision was approved into the Federal-Statewide TIP by the deputy executive director on March 6, 2017. Among other changes, this revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect programming decisions and past and planned obligations;
- Updates the funding plans of three other federally funded projects to reflect planned obligations;
- Updates the funding plan of the Sonoma County Transportation Authority's portion of the US 101 Marin/Sonoma Narrows project to reflect the programming of \$15 million in repurposed federal earmark funds;
- Splits out the I-880 Integrated Corridor Management project from the region-wide Incident Management Program; and
- Updates the funding plan and back-up listing of the Caltrans managed Highway Maintenance Program 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 \$2 million in High Priority Project Earmark funds, \$15 million in repurposed earmark funds, \$665,042 in Federal Highway Administration Ferry Boat Program funds, and \$3 million in Trade Corridors Improvement Fund funds. MTC's 2017 TIP, as revised with Revision No. 2017-04, 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 17-05** is an administrative modification that revises 12 projects with a net funding increase of \$22.7 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 5, 2017. Among other changes, this revision:

- Updates the funding plans of seven projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program;
- Updates the funding plans of two Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;
- Updates the funding plan of the Metropolitan Transportation Commission's Clipper Fare Collection System project to reflect the programming of \$7.4 million in bridge toll funds; and

- Updates the funding plan and back-up listing of the Caltrans managed State Highway Operation and Protection Program (SHOPP) Emergency Response grouped listing to reflect the latest information from Caltrans, including the addition of \$5.3 million to the SHOPP.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$5.3 million in SHOPP funds. MTC's 2017 TIP, as revised with Revision No. 2017-05, 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 17-06** is an amendment that revises 11 projects with a net funding increase of approximately \$68 million. The revision was approved by the MTC Commission on February 22, 2017. Caltrans approval was received on February 24, 2017, and final federal approval was received on March 14, 2017. Among other changes, this revision:

- Updates the scope and funding plan of the Central Contra Costa Transit Authority's Replace 18 30-foot Buses project to reflect the award of approximately \$2.7 million in FTA Low or No Emission Vehicle Deployment Program funds;
- Amends the City of Palo Alto's exempt Bay Area Fair Value Commuting Program into the TIP to reflect the award of approximately \$1 million in FTA Mobility on Demand Sandbox Program funds;
- Amends two additional exempt projects into the TIP; and
- Updates the funding plan of one individually listed Highway Safety Improvement Program (HSIP) funded project and updates the funding plan and back-up listing of the HSIP grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$25.5 million in HSIP funds.

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

**Revision 17-07** is an administrative modification that revises 15 projects with a net funding decrease of \$8.3 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 28, 2017. Among other changes, this revision:

- Updates the funding plans of three projects to reflect the programming of funds for the Federal Highway Administration's 2016 Earmark Repurposing transfer requests;
- Updates the funding plan and back-up listing of the Caltrans managed Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of \$476,000 for two HBP projects in Santa Clara County;
- Updates the funding plan and back-up listing of the Caltrans managed State Highway Operation and Protection Program (SHOPP) Pavement Resurfacing/Rehabilitation grouped listing, including the removal of \$7.5 million from the SHOPP;
- 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 programming decisions and obligations; and
- Reprograms \$20 million in Federal Transit Administration (FTA) Small Starts program funds for the Sonoma Marin Area Rail Transit Corridor project from prior years to fiscal year 2016/17 to reflect a planned FTA grant.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$20 million in FTA Small Starts funds, \$476,000 in HBP funds, and \$7.5 million in State STP funds. MTC's 2017 TIP, as revised with Revision No. 2017-07, 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 17-08** is an amendment that revises 73 projects with a net funding increase of approximately \$840 million. The revision was referred by the Programming and Allocations Committee on March 8, 2017, and approved by the MTC Commission on March 22, 2017. Caltrans approval was received on March 29, 2017, and final federal approval was received on April 14, 2017. Among other changes, this revision:

- Amends 37 new exempt projects into the TIP and updates the funding plans of 35 existing projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program; and
- Archives one project as it has been completed.

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

**Revision 17-09** is an administrative modification that revises 24 projects with a net funding increase of \$17.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on June 9, 2017. Among other changes, this revision:

- Updates the funding plan of the Caltrain Electrification project to reflect the award of \$100 million in Federal Transit Administration (FTA) Capital Investment funds;
- Updates the funding plans of seven 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 Santa Clara Valley Transportation Authority's Standard and Small Bus Replacement Project to reflect the award of \$2.5M in FTA Low or No Emissions Vehicle Deployment Program (LoNo) funds; and
- Updates the funding plan and back-up listing of MTC's Lifeline Transportation Program 5307 Job Access and Reverse Commute Set Aside Program –Cycle 4 grouped listing 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 \$100 million in FTA Capital Investment funds, \$2.5 million in FTA LoNo funds, \$1.4 million in High Priority Project funds, and \$3.3 million in Low Carbon Transit Operations Program funds. MTC's 2017 TIP, as revised with Revision No. 2017-09, 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 17-10** is an amendment that revises 14 projects with a net funding increase of approximately \$101 million. The revision was referred by the Programming and Allocations Committee on April 12, 2017, and approved by the MTC Commission on April 26, 2017.



Caltrans approval was received on May 11, 2017, and final federal approval was received on June 8, 2017. Among other changes, this revision:

- Amends three new exempt Transit Performance Initiative Program funded projects into the TIP;
- Updates the funding plans of two projects to reflect the programming of funds from fiscal year 2016-17 of the Transit Capital Priorities program;
- Updates the funding plans and back-up listings of two grouped listings and adds one new grouped listing to reflect the latest information from Caltrans including the addition of \$55.8 million in State Highway Operation and Protection Program funds and \$3.8 million in Section 130 Railroad/Highway Crossing funds;
- Amends AC Transit's Five Battery-Electric Bus Purchase project into the TIP to reflect the recent award of \$1.5 million in Federal Transit Administration (FTA) Low or No Emission Vehicle Deployment Program funds;
- Amends Bay Area Rapid Transit's Integrated Carpool to Transit Access Program into the TIP to reflect the award of \$358,000 in FTA Mobility on Demand Sandbox Program funds; and
- Amends one new exempt and one previously archived project into the TIP.

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

**Revision 17-11** is an administrative modification that revises 4 projects with a net funding decrease of \$1.4 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on July 6, 2017. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions; and
- Updates the funding plan and back-up listing of the Caltrans's Section 130 – Railroad/Highway Crossing Projects grouped listing 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 \$1.4 million in Section 130 – Railroad/Highway Crossing funds. MTC's 2017 TIP, as revised with Revision No. 2017-11, 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 17-12** is an administrative modification that revises 20 projects with a net funding decrease of \$6.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on August 2, 2017. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Program (STP) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of the Section 130 – Railroad/Highway Crossing Projects grouped listing to reflect the latest information from Caltrans;
- Updates the funding plan of 14 Federal Transit Administration formula funded projects to reflect changes in the fiscal year 2016/17 Transit Capital Priorities Program; and

- Updates the funding plan of one Highway Bridge Program funded project to reflect planned reimbursements for advanced construction.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.4 million in Section 130 funds. MTC's 2017 TIP, as revised with Revision No. 2017-12, 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 17-13** is an amendment that revises 48 projects with a net funding increase of approximately \$221 million. The revision was referred by the Programming and Allocations Committee on June 14, 2017, and approved by the MTC Commission on June 28, 2017. Caltrans approval was received on July 17, 2017, and final federal approval was received on August 3, 2017. Among other changes, this revision:

- Amends 13 new exempt projects and one new non-exempt, not regionally significant project into the TIP and updates the funding plans of two existing projects to reflect the programming of Cycle 3 of the Active Transportation Program;
- Amends four new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded exempt projects into the TIP, updates the funding plans of three other STP/CMAQ funded projects and deletes one STP/CMAQ funded project to reflect changes in the One Bay Area Grant programs;
- Amends three new grouped listings into the TIP to reflect the programming of Federal Transit Administration Section 5310, 5311 and 5311(f) funds. The FTA Section 5310 listing is contingent upon the California Transportation Commission approval on June 28 & 29, 2017;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing to reflect the latest information from Caltrans;
- Splits two projects out of the Highway Safety Improvement Program grouped listings and updates their project scopes to include road diet elements;
- Updates the scope of the City/County Association of Governments of San Mateo County's US-101 High Occupancy Vehicle/High Occupancy Toll Lane project to change the northern project limit to match the most recent cooperative agreement;
- Splits the Bay Area Rapid Transit District's Go Uptown project out of their Station Modernization Program;
- Amends one new San Francisco Municipal Transportation Agency project into the TIP to reflect the award of \$11 million in Advanced Transportation and Congestion Management Technologies Deployment Program funds;
- Amends one new exempt project into the TIP and updates the funding plan on one existing project to reflect changes in the Transit Capital Priorities program;
- Amends two additional exempt projects in the TIP; and
- Archives six projects as they have been completed.

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

**Revision 17-14** is an amendment that serves to conform the 2017 TIP to Plan Bay Area 2040 and revises 61 projects with a net funding increase of approximately \$3.8 billion. The revision was

referred by the Planning Committee on July 14, 2017, and approved by the MTC Commission on July 26, 2017. Caltrans approval was received on August 2, 2017, and final federal approval was received on August 23, 2017. Among other changes, this revision:

- Revises 41 existing projects in the 2017 TIP;
- Adds 14 new projects to the 2017 TIP;
- Archives three projects as they have been completed and are not included in Plan Bay Area 2040 as ongoing projects; and
- Deletes three projects as they will not move forward.

Changes made with this revision do not conflict with the financial constraint requirements. The Transportation-Air Quality Conformity Analysis: Plan Bay Area 2040 and Amended 2017 TIP demonstrates that the TIP and Plan are consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP), as required by federal conformity regulations.

**Revision 17-15** is an administrative modification that revises 15 projects with a net funding increase of \$12.2 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on September 20, 2017. 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;
- Updates the funding plan and back-up listing of one grouped listing to reflect the latest information from Caltrans regarding the State Highway Operations and Protection Program (SHOPP), including the addition of \$4.8 million in SHOPP funds;
- Updates the funding plan of one Federal Transit Administration (FTA) formula funded project to reflect changes in the fiscal year 2016-17 Transit Capital Priorities Program; and
- Splits the El Cerrito del Norte BART Station Modernization project out of BART's system-wide Station Modernization program along with \$21.5 million in Proposition 1B funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$4.8 million in SHOPP funds and \$21.5M in Proposition 1B funds. MTC's 2017 TIP, as revised with Revision No. 2017-15, 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 17-16** is an amendment that revises 13 projects with a net funding increase of approximately \$20 million. The revision was referred by the Programming and Allocations Committee on July 12, 2017, and approved by the MTC Commission on July 26, 2017. Caltrans approval was received on August 7, 2017, and final federal approval was received on September 5, 2017. Among other changes, this revision:

- Adds one new exempt project, deletes one existing project and updates the funding plans of seven projects to reflect changes in the FY2016-17 Transit Capital Priorities Program;
- Updates the funding plan of the Fairfield-Suisun Intercity/Local Bus Replacement project to reflect the programming of funds available through the Transit Performance Initiative Incentive and Investment Programs; and
- Archives two projects as they have been completed.

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

**Revision 17-17** is an administrative modification that revises 20 projects with a net funding decrease of \$336,931. The revision was approved into the Federal-Statewide TIP by the deputy executive director on October 12, 2017. Among other changes, this revision:

- Updates the funding plans of 16 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 one grouped listing to reflect the latest programming decisions regarding the FTA Section 5310 - Elderly and Persons with Disabilities Transit Program, including the addition of \$4.2 million in FTA Section 5310 funds;
- Updates the funding plan of one Federal Transit Administration (FTA) formula funded project to reflect changes in the fiscal year 2016-17 Transit Capital Priorities Program; and
- Updates the funding plan of one State Transportation Improvement Program (STIP) funded project 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 \$4.2 million in Section 5310 funds. MTC's 2017 TIP, as revised with Revision No. 2017-17, 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 17-18** is an administrative modification that revises five projects with a net funding decrease of \$466,894. The revision was approved into the Federal-Statewide TIP by the deputy executive director on November 6, 2017. Among other changes, this revision:

- Updates the funding plans of four federal earmark funded projects to reflect the repurposing of earmarked funds; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of \$208,500 in HSIP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$208,500 in HSIP funds and \$69,840 in repurposed federal earmarked funds. MTC's 2017 TIP, as revised with Revision No. 2017-18, 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 17-19** is an amendment that revises 31 projects with a net funding increase of approximately \$4.4 billion. The revision was referred by the Programming and Allocations Committee on September 13, 2017, and approved by the MTC Commission on September 27, 2017. Caltrans approval was received on October 9, 2017, and final federal approval was received on October 25, 2017. Among other changes, this revision:

- Amends four new exempt, three new non-exempt, and three new non-exempt-not regionally significant Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP and updates the funding plans of five existing STP/CMAQ funded projects to reflect changes in the One Bay Area Grant 1 (OBAG1) County Program, the OBAG2 Program, and the Transit Performance Initiative Program;
- Amends Bay Area Rapid Transit's (BART) Transbay Core Capacity Improvements project into the TIP with \$931 million in local funds and \$2.6 billion in uncommitted funds;
- Updates the funding plan of Caltrain's Positive Train Control (PTC) System project to reflect the award of approximately \$22 million in Federal Railroad Administration PTC Implementation grant funds;
- Updates the funding plans of five State Highway Operations and Protection Program (SHOPP) funded grouped listings, the Section 130 – Railroad/Highway Crossing Projects funded grouped listing, and the Highway Maintenance Program funded grouped listing to reflect the latest information from Caltrans, including the addition of \$412 million in SHOPP, \$3.8 million in Section 130 funds and \$15 million in Highway Maintenance funds; and
- Amends one new locally-funded exempt project and one new locally-funded non-exempt project into the TIP.

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

**Revision 17-20** is an administrative modification that revises 18 projects with a net funding increase of \$4 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on November 21, 2017. Among other changes, this revision:

- Updates the funding plans of 11 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 of one federal earmark funded project to reflect the latest programming decisions;
- Updates the funding plans of four individually-listed Federal Highway Bridge Program (HBP) funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the HBP funded grouped listing to reflect changes to Contra Costa County's Marsh Creek Rd bridge replacement project, including the addition of \$2.2 million in HBP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2.1 million in HBP funds to reflect the net change in HBP funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-20, 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 17-21** is a pending administrative modification.

**Revision 17-22** is an amendment that revises 19 projects with a net funding increase of approximately \$66.6 million. The revision was referred by the Programming and Allocations Committee on November 8, 2017, and approved by the MTC Commission on November 15, 2017. Caltrans approval is expected in early January, 2018, and final federal approval is expected in late-January, 2018. Among other changes, this revision:

- Adds five exempt and one non-exempt, not regionally significant Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to the TIP and updates one existing STP/CMAQ funded project to reflect the latest programming decisions;
- Splits out two State Highway Operations and Protection Program (SHOPP) funded projects from the SHOPP Mobility grouped listing to the new Alameda County-Traffic Operations Systems/Mobility Program grouped listing, transfers two project segments and \$20 million in CMAQ funds from the Freeway Performance Initiative (FPI) program to the new grouped listing, and adds one new project to the new grouped listing along with \$40.4 million in SHOPP funds;
- Adds one new SHOPP funded grouped listing for the Marin County-Traffic Operations Systems/Mobility Program with \$13 million in SHOPP funds; and
- Archives eight projects as they have been completed.

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

**Revision 17-23** is a pending administrative modification.

**Revision 17-24** is a pending administrative modification.

**Revision 17-25** is an amendment that revises 134 projects with a net funding increase of approximately \$581 million. The revision was referred by the Programming and Allocations Committee on January 10, 2018, and approved by the MTC Commission on January 24, 2018. Caltrans approval is expected in mid-February, 2018, and final federal approval is expected in mid-March, 2018. Among other changes, this revision:

- Amends six new Active Transportation Program (ATP) funded projects into the TIP and revises the funding plans of six existing ATP funded projects;
- Updates the funding plans and back-up listings of three grouped listings to reflect the latest information from Caltrans;
- Amends 103 new projects into the TIP and updates the funding plans of seven existing projects to reflect the adoption of the One Bay Area Grant 2 (OBAG2) County Program;
- Amends four new projects into the TIP to reflect recent changes to the OBAG2 Regional Arterial Operations Management and Climate Initiatives Programs;
- Amends three new projects into the TIP to reflect previously approved changes to the One Bay Area Grant 1 (OBAG1) Transit Performance Initiative and Climate Change Initiative Programs; and
- Updates the funding plan of one project to reflect recent changes to the Transit Capital Priorities program.

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 #:** 18-0020      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 1/3/2018      **In control:** Programming and Allocations Committee

**On agenda:** 1/10/2018      **Final action:**

**Title:** MTC Resolution 3712, Revised. Revision to Regional Measure 2 allocation condition for Sonoma-Marín Area Rail Transit (SMART) for the SMART Downtown San Rafael to Larkspur Extension.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2e Reso-3712 SMART.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution 3712, Revised. Revision to Regional Measure 2 allocation condition for Sonoma-Marín Area Rail Transit (SMART) for the SMART Downtown San Rafael to Larkspur Extension.

### Presenter:

Craig Bosman

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 2e

## MTC Resolution No. 3712, Revised

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**Subject:** Revision to Regional Measure 2 allocation condition for Sonoma-Marín Area Rail Transit (SMART) for the SMART Downtown San Rafael to Larkspur Extension.

**Background:** **SMART Downtown San Rafael to Larkspur Extension**

SMART was allocated \$13.3 million in Regional Measure 2 funds for construction work for the Downtown San Rafael to Larkspur Rail Extension Project in April 2017. This project will construct the Larkspur station, track, crossings, and systems for the 2.1 mile extension connecting SMART's initial operating segment with ferry services at Larkspur. It will use existing rail right-of-way and run through the Cal Park Hill Tunnel, completed in 2010 using RM2 funds. Early construction is underway with a limited notice-to-proceed.

Small Starts Funding and Design/Build Contract

The project funding plan relies on \$20 million in Federal Transit Administration (FTA) Small Starts funds in addition to other Federal sources and RM2. SMART has secured a Letter of No Prejudice (LONP) from FTA for preliminary construction work. While Small Starts funds were included in the FY2016 federal budget, SMART has not yet received a Small Starts Grant Agreement (SSGA) securing the funds. To keep the project on schedule and avoid cost increases, SMART has requested a second LONP while awaiting its SSGA.

The April 2017 RM2 allocation included the following condition: "SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available (including this allocation of RM2), while waiting for the project's Small Starts Grant Agreement to be executed." Because SMART's requested LONP amount and subsequent Notice to Proceed would exceed presently available funding, the agency has requested to amend this condition.

Staff recommends revising this condition to read "SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available (including this allocation of RM2) *or allowed by federal Letter of No Prejudice*, while waiting for the project's Small Starts Grant Agreement to be executed."

**Issues:** If SMART succeeds in securing a second federal LONP, but does not later receive an SSGA, the project will still have a \$20 million funding gap and potential timing issues with any backfill funds that are secured.

**Recommendation:** Refer MTC Resolution No. 3712, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3712, Revised



Date: July 27, 2005  
W.I.: 1255  
Referred by: PAC  
Revised: 04/25/07-C 03/26/08-C  
04/28/10-C 09/28/11-C  
10/26/11-DA 03/28/12-C  
09/23/15-C 12/21/16-C  
04/26/17-C 01/24/18-C

### ABSTRACT

#### MTC Resolution No. 3712, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District (SMART) Corridor Ferry Extension project sponsored and implemented by the SMART.

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 Sonoma Marin Area Rail Transit District's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was amended on April 25, 2007 to approve \$600,000 in supplemental final design funds and \$400,000 for right-of-way funds for subproject 1, Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project.

This resolution was amended on March 26, 2008 to allocate \$7.8 million in construction funds for subproject 1: Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, Phase A.

This resolution was amended on April 28, 2010 by Commission action to rescind \$2.5 million from Phase A of the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project, and to allocate \$6.1 million in construction funds for Phase B of the same project.

This resolution was revised on September 28, 2011 to allocate \$23.1 million towards the design/construction of the SMART Initial Operating Segment.

## ABSTRACT

MTC Resolution No. 3712, Revised

Page 2

This resolution was revised via Delegated Authority on October 26, 2011 to rescind a total of \$155,025 in savings from prior allocations to the Cal Park Hill Tunnel Rehabilitation and Multi-Use Pathway Improvement project and reallocate the same amount towards the design/construction of the SMART Initial Operating Segment.

This resolution was revised on March 28, 2012, to modify the scope of the SMART project allocation to add an intermediate station and extend the line to Santa Rosa North, as were included in the Initial Operating Segment construction contract awarded by SMART.

This resolution was revised on September 23, 2015 to allocate \$6.1 million toward the acquisition of a two-car train set for the SMART Initial Operating Segment and Larkspur Extension.

This resolution was revised on December 21, 2016 to allocate \$625,000 toward the completion of engineering and project development work for the SMART Downtown San Rafael to Larkspur Rail Extension Project.

This resolution was revised on April 26, 2017 to allocate \$13,275,000 for the design/build phase of the SMART Downtown San Rafael to Larkspur Rail Extension Project.

This resolution was revised on January 24, 2018 to revise a condition on the previous allocation for the SMART Downtown San Rafael to Larkspur Rail Extension Project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated July 13, 2005, and the Programming and Allocation Committee Summary Sheets dated March 5, 2008, April 14, 2010, September 14, 2011, March 7, 2012, September 9, 2015, December 14, 2016, April 12, 2017, and January 10, 2018.

Date: July 27, 2005  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Sonoma Marin Area Rail Transit District Corridor Ferry Extension

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3712

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, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, Sonoma Marin Area Rail Transit District (SMART) has submitted a request for the allocation of RM 2 funds for the SMART Corridor Ferry Extension project; and

WHEREAS, SMART's Corridor Ferry Extension is identified as capital project number 10 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, SMART 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 SMART 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 SMART'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 SMART'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 SMART 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 the 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



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Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on July 27, 2005.

**REGIONAL MEASURE 2 PROGRAM  
Project Specific Conditions**

Project Title: SMART Downtown San Rafael to Larkspur Rail Extension Project  
Sponsor: Sonoma - Marin Area Rail Transit District  
Project Number: 10.4

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

1. For Allocation #1, SMART may be reimbursed for expenses fitting the allocation scope incurred beginning July 1, 2016.
2. Pending completion of the environmental review for the North South Greenway project, SMART agrees to authorize the use of a portion of their right of way for the purpose of constructing a multi-use pathway generally following the existing footprint of the railroad track within the southern segment (Corte Madera Creek to Wornum Drive).
3. Pending completion of the environmental review for the North South Greenway project, TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.

The April 26, 2017 allocation of RM2 funds for the above project is conditioned upon the following :

1. SMART Board approval of Updated Initial Project Report.
2. In the event that the Federal Earmark in the amount of \$3.2 million is not secured to pay for interim modifications to the San Rafael Transit Center or if the costs exceed \$3.2 million, then MTC, SMART, GGBHTD, Marin Transit, and TAM will identify funding in a timely manner, allowing for project work to continue expeditiously.
3. SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available (including this allocation of RM2), while waiting for the project's Small Starts Grant Agreement to be executed.

On January 24, 2018, the third condition from the April 26, 2017 allocation was revised to read:

3. SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available (including this allocation of RM2) or allowed by federal Letter of No Prejudice, while waiting for the project's Small Starts Grant Agreement to be executed.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-3037      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Regional  
**File created:** 11/9/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 1/10/2018      **Final action:**  
**Title:** MTC Resolution No. 4309. Lifeline Transportation Program Cycle 5 Guidelines

Proposed Lifeline Transportation Program Guidelines for Cycle 5, FY 2016 - 17 and FY 2017 - 18. Approximately \$22 million is estimated to be available to Congestion Management Agencies (CMAs) for programming. Funding for the Lifeline Transportation Program is provided through Federal 5307 and State Transit Assistance (STA) funds.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a Reso-4309 Lifeline Cycle5 Guidelines.pdf](#)

Date	Ver.	Action By	Action	Result
12/13/2017	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 4309. Lifeline Transportation Program Cycle 5 Guidelines

*Proposed Lifeline Transportation Program Guidelines for Cycle 5, FY 2016 - 17 and FY 2017 - 18. Approximately \$22 million is estimated to be available to Congestion Management Agencies (CMAs) for programming. Funding for the Lifeline Transportation Program is provided through Federal 5307 and State Transit Assistance (STA) funds.*

**Presenter:**

Judis Santos

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 3a

## MTC Resolution No. 4309

**Subject:** Lifeline Transportation Program Cycle 5 Guidelines for FY2016-17 and FY2017-18.

**Background:** MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. The program is administered by the county congestion management agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County. In this role, each CMA conducts a public process to select and approve LTP projects for their county. These projects are subsequently submitted to MTC for final regional program adoption.

In the first four funding cycles, approximately \$255 million in Lifeline funding was programmed to 285 projects throughout the region.

### **Fund sources**

The target programming amount for Cycle 5 is approximately \$22 million, which includes two years of funding (FY2016-17 and FY2017-18). As in previous cycles, the funding sources include a mix of state and federal funds, to support both operating and capital activities: approximately \$15 million in State Transit Assistance (STA) funds, and \$7 million in FTA Section 5307 funds. See Attachment A for a summary of the funding available in Cycle 5. Amounts available by county, based on each county's share of the region's low income population, are shown in Attachment B.

### **Guidelines**

Highlights of the proposed guidelines are summarized below.

- **Evaluation Criteria.** Overall, the proposed criteria are similar to Cycle 4, with the exception of a modification to the Project Need/Goals and Objectives criteria. Staff is proposing to augment this criteria with a focus on innovation and transit operations. Capital or operations projects that support and augment traditional fixed route projects could be given extra points.
- **Participatory Budgeting.** Staff is proposing to pilot participatory budgeting through the Community Based Transportation Planning process, which is also going to the Commission this month (via the Planning Committee) and also to set-aside up to \$1 million from the Lifeline Transportation Program for projects identified through this effort. Up to four participatory budgeting pilots are anticipated. If the set-aside is not needed for the participatory budgeting pilots, the funds will be used for other Lifeline projects. Attachment C provides a summary of the basic elements of the Participatory Budgeting process.
- **Formula Updates.** Low-income population factors and transit ridership factors have been updated with 2015 data.
- **Communities of Concern (CoCs).** An updated map of the communities of concern (CoC) is included as Attachment D.
- **Funding/Project Eligibility.** Proposition 1B is no longer available as a fund source, as the 1B funds have been expended. Project eligibility is updated to reflect this. Eligibility for STA and FTA Section 5307 remain the same.



The Cycle 5 program guidelines have been developed with input from partner agencies through the Transit Finance Working Group, Partnership Technical Advisory Committee, and the Congestion Management Agencies.

**Timeline**

The anticipated timeline for Cycle 5 is as follows:

<b>Action:</b>	<b>Anticipated Date:</b>
Commission approves Cycle 5 Program Guidelines	January 24, 2018
CMAs initiate County project selection process	February 2018
CMA Board-approved County LTP Cycle 5 programs due to MTC from each CMA	May 2018
MTC Commission approval of Program of Projects	July 2018

**Issues:**

1. The FY2017-18 STA and FTA Section 5307 funding amounts are based on preliminary projections and are subject to revision.
2. Guidelines reflect strategies that incorporate public feedback related to community engagement, community prioritization, and reporting requirements. This includes incorporation of: inclusive engagement to low-income populations, a participatory budgeting pilot with project funding set-aside, and the addition of a community engagement best practices resource. The Commission will be considering guidelines in January for both the Lifeline Transportation Program and the Community Based Transportation Planning (CBTP) Program, with CBTP guidelines on the Planning Committee agenda.
3. Staff is currently working with partner agencies on a proposal to update the current STA population-based policy (Resolution No. 3837) with a new OBAG-style block grant and contribute to a regional means-based fare program. Under this proposed framework, each county (CMA) would work with their transit operators to determine how best to invest the funds to support transit services within the county including Lifeline Transportation Program needs. The proposal gives more flexibility in how much each county wants to invest toward Lifeline services/ programs and would also expand access to transit through a means-based fare to address affordability for low-income individuals.

**Recommendation:** Refer Resolution No. 4309 to the Commission for approval.

**Attachments:** Attachment A - Lifeline Transportation Program Cycle 5 Funding  
Attachment B - Estimated STA and Section 5307 Funding Targets by County  
Attachment C – Participatory Budgeting Fact Sheet  
Attachment D – Communities of Concern Map  
Attachment E – Public Comments Received (from Public Advocates)  
MTC Resolution No. 4309

**Attachment A – Lifeline Transportation Program  
Cycle 5 Funding  
FY2016-17 through FY2017-18**

<b>Fund Source</b>	<b>FY2017</b>	<b>FY2018</b>	<b>Total</b>
STA <sup>1</sup>	\$ 7,293,727	\$ 8,260,121	\$ 15,553,848
5307 <sup>2</sup>	\$ 3,368,200	\$ 3,437,064	\$ 6,805,264
<b>Total</b>	<b>\$ 10,661,927</b>	<b>\$ 11,697,185</b>	<b>\$ 22,359,112</b>

**Notes:**

(1) FY2017 & FY2018 total STA revenue generation amounts are consistent with those in the most recent MTC Fund Estimate (MTC Resolution No. 4268 - 11/15/2017). Due to lower than expected revenue in Lifeline Cycle 4 FY 2016, funds in FY 2017 are being used to complete Cycle 4. The remaining FY 2017 funds and all FY 2018 funds are available for Lifeline Cycle 5.

(2) The FY2017 FTA Section 5307 amount is based on programming in the Transit Capital Priorities Program (Res. 4272). The FY2018 Section 5307 amount is preliminary, based on proposed programming being presented in January 2018.

## Attachment B – Estimated STA & 5307 Funding Targets by County

County & Share of Regional Low Income Population <sup>(1)</sup>	FY2017		FY2018		Total	Two-Year Total by Fund Source	
	STA <sup>(2)</sup>	5307	STA	5307		STA <sup>(3)</sup>	5307 <sup>(4)</sup>
	<i>Actual</i>	<i>Actual</i>	<i>Estimate</i>	<i>Estimate</i>		<i>Estimate</i>	<i>Estimate</i>
Alameda 23.1%	1,682,720	749,748	1,674,967	765,077	4,872,512	3,357,687	1,514,825
Contra Costa 14.7%	1,075,640	479,259	1,070,684	489,057	3,114,639	2,146,323	968,316
Marin 2.7%	193,466	86,200	192,575	87,963	560,204	386,041	174,163
Napa 2.1%	152,057	74,438	151,356	75,960	453,811	303,413	150,398
San Francisco 12.2%	890,405	396,726	886,302	404,837	2,578,270	1,776,707	801,563
San Mateo 8.4%	612,417	272,866	609,595	278,445	1,773,323	1,222,012	551,311
Santa Clara 22.5%	1,640,147	782,739	1,632,590	798,743	4,854,220	3,272,738	1,581,482
Solano 6.6%	484,079	316,785	481,849	323,261	1,605,975	965,929	640,046
Sonoma 7.7%	562,796	209,439	560,203	213,721	1,546,159	1,122,999	423,160
Participatory Budgeting Pilot	-	-	1,000,000	-	1,000,000	1,000,000	-
<b>Total 100.0%</b>	<b>7,293,727</b>	<b>3,368,200</b>	<b>8,260,121</b>	<b>3,437,064</b>	<b>22,359,112</b>	<b>15,553,848</b>	<b>6,805,264</b>

County & Share of Regional Low Income Population <sup>1</sup>	95% STA Programming Targets <sup>(5)</sup>		
	FY 2017 (100%)	FY 2018 (95%)	Total
	<i>Actual</i>	<i>Estimate</i>	<i>Estimate</i>
Alameda 23.1%	1,682,720	1,591,218	3,273,938
Contra Costa 14.7%	1,075,640	1,017,149	2,092,789
Marin 2.7%	193,466	182,946	376,412
Napa 2.1%	152,057	143,789	295,846
San Francisco 12.2%	890,405	841,987	1,732,392
San Mateo 8.4%	612,417	579,115	1,191,532
Santa Clara 22.5%	1,640,147	1,550,961	3,191,108
Solano 6.6%	484,079	457,757	941,836
Sonoma 7.7%	562,796	532,193	1,094,989
Participatory Budgeting Pilot	0	1,000,000	1,000,000
<b>Total 100.0%</b>	<b>7,293,727</b>	<b>7,897,115</b>	<b>15,190,842</b>

- (1) Note that the “Share of Regional Low Income Population” percentages reflect the most recent population data from the 2015 American Community Survey, as is proposed in the Lifeline Cycle 5 program guidelines.
- (2) State Transit Assistance FY 15-16 revenues were lower than anticipated (based on the LTP Cycle 4 STA program, the 5% contingency programming remains unfunded), resulting in a funding shortfall in Cycle 4. To keep the cycle 4 program whole, the shortfall amount (funding gap) is being filled from FY 16-17 STA revenues. The amount listed in FY 16-17 is the amount available after accounting for the shortfall.
- (3) State Transit Assistance revenue generation amounts are consistent with those in the most recent Fund Estimate (MTC Resolution No. 4268, 11/15/2017).
- (4) The FY2017 FTA Section 5307 amount based on programming in the Transit Capital Priorities Program (Res. 4272). The FY2018 Section 5307 amount is preliminary, based on proposed programming being presented in January 2018.
- (5) Only FY2018 is subject to the 5% Lifeline Transportation Program contingency policy since it is an estimate. The FY2017 STA funding represents actual revenues and will be distributed at 100%. The \$1 million set aside for the Participatory Budgeting Pilot projects is not subject to the 95% contingency rule.

## Attachment C – Summary of Participatory Budgeting


*Below is a summary of the general participatory budgeting process. Note that the concept is evolving and each effort has unique elements based on community needs.*

- *What is it?* Participatory Budgeting is a process where residents directly engage with their local government to develop and recommend projects as part of a budget process.
- *How does it work?* The process typically involves 5 steps:
  - 1) Design of the process – A steering committee, made up of representatives of the community, creates the rules in partnership with government officials to ensure the process is inclusive and meets local needs.
  - 2) Brainstorm ideas – Through meetings and online tools, residents share and discuss ideas for projects.
  - 3) Develop proposals – Volunteers, sometimes called budget delegates, develop the ideas into feasible proposals, which are then vetted by experts.
  - 4) Vote – Residents vote to divide the available budget between the proposals.
  - 5) Fund Winning Projects – Government implements the winning projects (typically approved by a governing board). The government and residents track and monitor implementation.
- *How much money is enough to do PB? Funding is needed for projects and for administering the participatory budgeting process.*
  - 1) Process funding - Most PB processes involve 1 – 15% of the overall project budget. Staff estimates process budget at \$75K to \$150K per project. For example, the City of Vallejo budgeted \$200K for a 15 month effort, and Oakland allotted \$100K for a 7 month effort. Both cities received their funding from The California Endowment’s public health initiative.
  - 2) Project funding – Can be any amount, but should be sufficient to provide participants with opportunity for decision-making on meaningful projects. For example, Oakland and Vallejo incorporated PB into their Community Development and Block Grant Programs funded by HUD. (Oakland - \$7M for infrastructure and \$1.5M for programs split 7 ways; Vallejo – over \$3M in 2013 from 1% sales tax.) In San Francisco, three districts were involved each allocating \$100K for both capital projects and programs eligible for funding. In San Jose, District 3 is continuing to implement participatory budgeting in the 2016 – 2017 fiscal year with \$250K from the City’s budget.





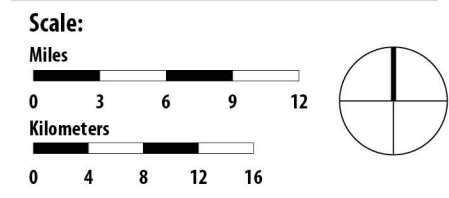
**Map 1**  
**Communities of Concern**  
American Community Survey 2014

-  **Communities of Concern**
- The Communities of Concern (tract geography) dataset is based upon eight demographic variables:
1. Minority (70% threshold)
  2. Low-Income (less than 200% of Fed. poverty level, 30% threshold)
  3. Limited English Proficiency (20% threshold)
  4. Elderly (10% threshold)
  5. Zero-Vehicle Households (10% threshold)
  6. Single Parent Families (20% threshold)
  7. Disabled (25% threshold)
  8. Rent-Burdened Households (15% threshold)

If a tract exceeds both threshold values for Low-Income and Minority shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is a COC.

 **Urbanized Areas**

	Population
<b>Oakland</b>	Over 350,000
<b>Sunnyvale</b>	50,000 to 350,000
Albany	Below 50,000



### Proposed Key Changes to Lifeline Guidelines

The Metropolitan Transportation Commission (MTC) must meet its commitment to advance regional transportation equity under Plan Bay Area 2040 by addressing mobility and public transportation access needs of low-income and other underserved Bay Area residents. In particular, we urge MTC to revise the existing guidelines to the Lifeline Transportation (Lifeline) Program and the Community-based Transportation Planning (CBTP) Program so that MTC could fulfill this commitment. The following principles and associated key recommended changes to the two program guidelines correspond with and elaborate on recommendations included in the 6 Wins Network Proposal (Proposal) that we shared in March 2017 (last updated in August 2017).

#### *Principles*

**Principle 1: Engage and build leadership by low-income and communities of color.** Low-income and other underserved residents are the experts of their own transportation needs. Therefore, building robust community engagement and leadership will fulfill Lifeline’s purpose of funding “community-based transportation projects” that “result in improved mobility for low-income residents,”<sup>1</sup> and similarly the CBTP Program’s purpose of meeting “transit needs in economically disadvantaged communities”.<sup>2</sup> Such engagement has the potential to develop capacity and civic leadership among community members to engage in transportation decision-making.

**Principle 2: Ensure community decision-making.** Low-income residents and other underserved residents and community-based organizations (CBOs) and/or non-profit organizations that work with these residents must also have decision-making power in every step of implementing both programs, including process design, needs assessment, project development, and project selection.

**Principle 3: Ensure that low-income and underserved residents determine priorities.** Lifeline funds should be spent on projects that address the current priority needs and investments identified by low-income and other underserved residents under a recent CBTP or equivalent planning process.

**Principle 4: Require transparency and accountability in process and outcomes.** Information about each stage of the Lifeline and CBTP process should be publicly available and accessible by low-income and underserved residents. This will enable community oversight in accordance with Principles 1 through 3 and provide a mechanism for agency reflection, accountability, and improvement.

**Principle 5: Build relationships between residents and government.** A more participatory Lifeline program will bring community residents, CBOs, and local and regional government staff together in ways that deepen trust and the practice of democracy.

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<sup>1</sup> Metropolitan Transportation Commission. *Lifeline Transportation Program Cycle 4 Guidelines*, at p.3.

<sup>2</sup> Metropolitan Transportation Commission. *Community-based Transportation Planning Program Guidelines*, at p.1.



### *Specific Recommendations*

We are pleased to see that MTC is updating guidelines for both programs to encourage and incentivize congestion management agencies (CMAs) and other relevant stakeholders to adopt a Participatory Budgeting (PB) process for implementing the two programs. (MTC should include an appendix outlining how the PB process can be used for each program as we have proposed.) For those CMAs that do not use PB, we recommend that MTC adopt the following key recommendations – please see our Proposal for a more complete discussion of all recommendations:

#### Lifeline Guidelines

1. **Community Engagement Plan.** Require CMAs to adopt and implement a Community Engagement Plan with at least 3 best practices that will result in maximum participation and leadership by low-income residents and CBOs that work with these residents. (See language we have proposed in Appendix 2 (Section d) of the current Lifeline guidelines.)
2. **Community Prioritization.** Require CMAs to prioritize for funding projects ranked highest by low-income residents in CBTPs or through other equivalent local planning that have been completed within the past five years. (See proposed language in Appendix 2 (Section b).)<sup>3</sup>
3. **Reporting Requirements.** Require CMAs to report on performance metrics for each project, in particular whether the project has primarily resulted in mobility or transportation access for low-income people, as well as the specific proportion of project beneficiaries that are low-income. Community engagement plans and funding reports should be posted on MTC and CMA websites. (See proposed language in Sections 16, Appendix 2 (Section e), and a new section on reporting requirements.)

#### CBTP Guidelines

1. **Consultants must be CBOs and/or non-profit organizations.** Require CMAs to conduct CBTP planning in partnership with CBOs and/or non-profits that work with low-income and other underserved residents as consultants, and to prioritize contracts with CBOs and/or non-profits (as opposed to for-profit consultants). CBOs should receive funding for participating in the planning process. The 10% of CBTP planning funding that MTC proposes to set aside for community engagement should be reserved for CBOs that work directly with low-income and other underserved residents. (See proposed language in Sections 4 and 6 of the 2002 CBTP guidelines.)
2. **Steering Committee.** Require CMAs to work with CBOs and/or non-profits to establish a Steering Committee to design and oversee a collaborative CBTP planning process. The majority of Steering Committee members must be low-income and other underserved residents, and CBOs that work with these residents. (See proposed language in Sec. 8.)
3. **Community Engagement Plan.** Parties responsible for CBTP planning must adopt a Community Engagement Plan with a minimum of 3 best practices for involving low-income residents and CBOs that work with these residents. The Community Engagement Plan must include a process for ranking low-income and other underserved residents' needs, and prioritize associated project into tiers based on the needs identified by these residents. (See proposed language in Sec. 8.)
4. **Action Plan.** Require CMAs to create an action plan for implementing all projects within five years of the completion of CBTPs. The action plan should include specific implementation timelines and a list of viable funding sources for each project identified to have the highest priority level. (See proposed language in Section 8, in particular the paragraph on the primary elements of a CBTP.)

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<sup>3</sup> In addition, the project selection criteria on project goals, community-identified priority, and community engagement criteria must have greater weight in Lifeline project selection than the management capacity, cost-effectiveness, and project budget criteria. (See language we have proposed in Section 11 and Appendix 2.)

Date: January 24, 2018  
W.I.: 1310  
Referred by: PAC

ABSTRACT

Resolution No. 4309

This Resolution adopts the Lifeline Transportation Program Cycle 5 Guidelines.

The following attachment is provided with this Resolution:

Attachment A —Lifeline Transportation Program Cycle 5 Guidelines FY2016-17 and  
FY2017-18

Further discussion of the Lifeline Transportation Program Cycle 5 Guidelines is provided in the  
Programming and Allocations Committee Summary sheet dated January 10, 2018.



Date: January 24, 2018  
W.I.: 1310  
Referred by: PAC

RE: Lifeline Transportation Program Cycle 5 Guidelines

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4309

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 adopted Resolution 3837, which established a consolidated policy for State Transit Assistance (STA) – population-based funds, including a set percentage to the Lifeline Transportation Program; and

WHEREAS, MTC adopted Resolution 4242, which established the Transit Capital Priorities Process and Criteria for programming FY2016-17 through FY2019-20 Federal Transit Administration Section 5307 Urbanized Area Formula funds, including a set-aside for the Lifeline Transportation Program; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a Cycle 5 program of projects for the Lifeline Transportation Program; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of the Cycle 5 Lifeline Transportation projects, as set forth in Attachment A of this Resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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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 January 24, 2018.

Date: January 24, 2018  
W.I.: 1310  
Referred by: PAC

Attachment A  
MTC Resolution No. 4309  
Page 1 of 19



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# **Lifeline Transportation Program Cycle 5 Guidelines**

January 2018

**METROPOLITAN TRANSPORTATION COMMISSION**

**LIFELINE TRANSPORTATION PROGRAM CYCLE 5 GUIDELINES**  
**FY 2017 AND FY 2018**

January 2018

**Table of Contents**

1.	PROGRAM GOAL.....	3
2.	PROGRAM ADMINISTRATION.....	4
3.	FUNDING APPORTIONMENT AND AVAILABILITY.....	4
4.	ELIGIBLE RECIPIENTS/SUBRECIPIENTS.....	5
5.	STA AND FTA SECTION 5307 PROGRAMMING PROCESS.....	6
6.	ELIGIBLE ACTIVITIES.....	7
7.	LOCAL MATCHING REQUIREMENTS.....	8
8.	COORDINATED PLANNING.....	9
9.	GRANT APPLICATION.....	9
10.	APPLICATION EVALUATION.....	10
11.	COUNTYWIDE PROGRAM OF PROJECTS.....	10
12.	POLICY BOARD ADOPTION.....	10
13.	PROJECT DELIVERY.....	11
14.	PROJECT OVERSIGHT.....	11
15.	PERFORMANCE MEASURES.....	12
16.	FUND ADMINISTRATION.....	12
17.	COMPLIANCE WITH FEDERAL REQUIREMENTS.....	13
18.	TIMELINE.....	14

Appendix 1. Funding Source Information

Appendix 2. Standard Evaluation Criteria

**METROPOLITAN TRANSPORTATION COMMISSION  
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1. **PROGRAM GOAL.** The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties.

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that engages a broad range of stakeholders such as public agencies, transit operators, community-based organizations and residents, and outreach to underrepresented communities.
- Improve a range of transportation choices by adding new or expanded services including but not limited to: enhanced fixed route transit services, first-and last-mile shuttles, taxi voucher programs, and other eligible projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations such as countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A map of communities of concern (CoC) is included in the Equity Analysis Report for Plan Bay Area 2040, which is available at [http://2040.planbayarea.org/sites/default/files/2017-07/Equity\\_Report\\_PBA%202040%20\\_7-2017.pdf](http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%20_7-2017.pdf)

2. **PROGRAM ADMINISTRATION.** The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

<b>County</b>	<b>Lifeline Program Administrator</b>
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa Valley Transportation Authority
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

3. **FUNDING APPORTIONMENT AND AVAILABILITY.** Fund sources for the Cycle 5 Lifeline Transportation Program include State Transit Assistance (STA), and Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula<sup>1</sup> funds. Cycle 5 will cover a two-year programming cycle, FY2016-17 to FY2017-18.

- a. **STA and FTA Section 5307.** Funding for STA and FTA Section 5307 will be assigned to counties by each fund source, based on the county's share of the regional low-income population (see Figure 1).<sup>2</sup> Lifeline Program Administrators will assign funds to eligible projects in their counties. See Section 5 for details about the STA and FTA Section 5307 programming process and Appendix 1 for detailed eligibility requirements by fund source.

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<sup>1</sup> The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) federal transportation authorizing legislation eliminated the FTA Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and, consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4242), in the and FY2016-17 and FY2017-18 Section 5307 programs, a portion of the Bay Area's urbanized area funds have been set aside for the Lifeline program.

<sup>2</sup> FTA Section 5307 funds are apportioned by urbanized area (UA), so the distribution of 5307 funds will also need to take UA boundaries into consideration.

**Figure 1. County and Share of Regional Poverty Population**

<i>County</i>	<i>Share of Regional Low Income (&lt;200% Poverty) Population</i>
Alameda	23.1%
Contra Costa	14.7%
Marin	2.7%
Napa	2.1%
San Francisco	12.2%
San Mateo	8.4%
Santa Clara	22.5%
Solano	6.6%
Sonoma	7.7%
Total	100.0%

Source: American Community Survey, 2011-2015, 5-Year Estimate

- b. Participatory Budgeting. Subject to funding available from a proposed 2018 Caltrans Planning Grant, MTC will pilot a voluntary participatory budgeting (PB) process. The participatory budgeting process enables residents in Communities of Concern to develop and vote on project priorities working through their CMA's Community-Based Transportation Planning process. Selected projects are then funded as part of an available/dedicated budget. MTC will set aside up to \$1 million off the top from the Lifeline Transportation Program for projects identified through this pilot. Projects identified through the PB process will be presented to the Commission at a future date. CMA's that want to participate in this pilot should contact MTC staff by January 30, 2018.
- c. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow County Lifeline Program Administrators to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 5. Lifeline Program Administrators must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program.

#### 4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

- a. STA. There are three categories of eligible recipients of STA funds: a) transit operators; b) Consolidated Transportation Service Agencies (CTSAs); and, c) Cities and Counties that are eligible to claim Transportation Development Act (TDA) Article 4, 4.5 or 8 funds.

Non-profit organizations and Cities/Counties that are not eligible TDA Article 4, 4.5 or 8 claimants are only eligible for STA funds if they partner with an eligible STA recipient

(e.g., a transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit or City/County, and if they have an eligible project.

- b. FTA Section 5307. Transit operators that are FTA grantees are the only eligible recipients of FTA Section 5307 funds.

Non-profit organizations and public agencies that are not FTA grantees are only eligible for Section 5307 funds if they partner with an FTA grantee (transit operator) that is willing to serve as the direct recipient of the Section 5307 funds and pass through the funds to the sub recipient non-profit or public agency.

Section 5307 recipients/sub recipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.<sup>3</sup> A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

5. STA AND FTA SECTION 5307 PROGRAMMING PROCESS. For STA and FTA Section 5307 funds, Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Transportation Program.

Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC encourages Lifeline Program Administrators to conduct a broad, inclusive public involvement process, and use multiple methods of public outreach. Funds in the Cycle 5 program are predominantly restricted to transit operators (see Section 4 for recipient eligibility restrictions). Therefore, MTC also acknowledges that each Lifeline Program Administrator's public outreach strategy will be tailored accordingly.

Methods of public outreach may include, but are not limited to, highlighting the program and application solicitation on the CMA website, and sending targeted postcards and e-mails to all prospective applicants, including those that serve predominantly minority and low-income populations.

Further guidance for public involvement is contained in MTC's Public Participation Plan. Additionally, a list of Caltrans best practices for community engagement can be accessed through the Caltrans Final Sustainable Communities Grant Guide at:

[http://www.dot.ca.gov/hq/tpp/grants/1718/1\\_14SEP17\\_FinalSustainableCommunitiesGrantGuideFY2017-18.pdf](http://www.dot.ca.gov/hq/tpp/grants/1718/1_14SEP17_FinalSustainableCommunitiesGrantGuideFY2017-18.pdf)

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<sup>3</sup> A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct sub-recipients.



CMAs are required to document the outreach effort undertaken for the local call for projects and provide MTC with a description of how the public was involved in the process for nominating and/or commenting on projects selected for Lifeline Transportation Program funding.

- a. Competitive Process. STA and FTA Section 5307 projects must be selected through an open, competitive process, with the following exception: In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA and/or Section 5307 funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Transportation Program reporting requirements.
- b. STA Contingency Programming. Due to the uncertainty of forecasting STA revenues, the Lifeline Program Administrators will program 95 percent of their county's estimated STA amount, and develop a contingency plan for the remaining five percent should it be available. Contingency project(s) are to be identified and separately listed should the contingency funds become available. Contingency funds are not to be dispersed throughout all Lifeline projects.

## 6. ELIGIBLE ACTIVITIES

- a. Eligible operating projects. Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of Lifeline-related transit services eliminated due to budget shortfalls, shuttles, taxi voucher programs, auto loan programs, etc. See Appendix 1 for additional details about eligibility by funding source.
- b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to) purchase of vehicles; bus stop enhancements; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.
- c. FTA Section 5307 restrictions
  - (1) Job Access and Reverse Commute requirement. For the Lifeline Transportation Program, the use of FTA Section 5307 funds is restricted solely to Job Access and Reverse Commute (JARC) -type projects. For details regarding eligible FTA Section 5307 JARC-type projects, see the FTA Section 5307 Circular (FTA C 9030.1E), Chapter IV, Section 5 available at [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL\\_FTA\\_circular9030.1E.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf) Also see Appendix 1 for detailed eligibility requirements by fund source.

- (2) New and existing services. Consistent with the FTA Section 5307 circular (FTA C 9030.1E), Chapter IV, Section 5.a, eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or “maintenance project” as follows:
- i. Development Projects. “Development of transportation services” means new projects that meet the statutory definition and were not in service as of the date Fixing America’s Surface Transportation (FAST) Act, became effective December 4, 2015. This includes projects that expand the service area or hours of operation for an existing service.
  - ii. Maintenance Projects. “Maintenance of transportation services” means projects that continue and maintain job access and reverse commute projects and services that received funding under the former Section 5316 Job Access and Reverse Commute program.
7. LOCAL MATCHING REQUIREMENTS. The Lifeline Transportation Program requires a minimum local match of 20% of the total project cost. Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.
- a. Exceptions to 20% requirement. There are two exceptions to the 20% local match requirement:
    - (1) FTA Section 5307 operating projects require a 50% match. However, consistent with MTC’s approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for *both* 5307 and STA funds.
    - (2) All auto-related projects require a 50% match.
  - b. Sources of local match. Project sponsors may use certain federal, state or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

For FTA Section 5307 projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary

Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Transportation Development Credits (“Toll Credits”) are not an eligible source of local match for the Lifeline Transportation Program.

8. COORDINATED PLANNING. Under FAST Act, projects funded with Section 5307 funds are no longer required by FTA to be derived from a locally developed, coordinated public transit-human services transportation plan (“Coordinated Plan”); however, in the Bay Area’s Coordinated Plan, MTC continues to identify the transportation needs of individuals with disabilities, older adults, *and* people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with Lifeline Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan to the extent practicable considering any other funding source restrictions.

The Bay Area’s Coordinated Plan is being updated in early 2018. The previous version approved in March 2013 is available at:

[https://mtc.ca.gov/sites/default/files/Coord\\_Plan\\_Update.pdf](https://mtc.ca.gov/sites/default/files/Coord_Plan_Update.pdf) , and the draft update to the plan is available at: <https://mtc.ca.gov/our-work/plans-projects/other-plans/coordinated-public-transit-human-services-transportation-plan>

Mobility management was a key coordination strategy recommended in the 2013 plan update and in the draft 2018 plan. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the County or sub regional level is an essential component of that strategy. Consistent with those recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with County or sub regional Mobility Managers or CTSAs.

Transportation needs specific to senior and disabled residents of low-income communities may also be considered when funding Lifeline projects.

9. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have

different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

#### 10. APPLICATION EVALUATION

- a. Evaluation criteria. Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. Lifeline Program Administrators will establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

See Appendix 2 for the detailed standard evaluation criteria.

- b. Evaluation panel. Each county will appoint a local evaluation panel of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council (if available), and representatives of local stakeholders, such as transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local evaluation panel. Each county will assign local priorities for project selection by establishing the weight for each criterion and, at the CMA's discretion, adding local criteria to the standard regional criteria.

11. COUNTYWIDE PROGRAM OF PROJECTS. A full program of projects is due to MTC from each Lifeline Program Administrator based on the timeline outlined in Section 18. While FY2017 FTA funds have been appropriated by Congress and can be considered secured, full FY2018 funds have yet to be appropriated. Given state and federal funding uncertainties, sponsors with projects selected for FY2018 Section 5307 funds and FY2018 STA funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to allot unused prior year funds to high scoring projects so they can be started quickly. MTC staff will work with Lifeline Program Administrators on this sequencing; MTC staff expects that more will be known about the FY2018 FTA Section 5307 funds and the FY2018 STA funds in calendar year 2018.

#### 12. POLICY BOARD ADOPTION

- a. Project sponsor resolution of local support. Prior to MTC's programming of Lifeline Cycle 5 funds (STA and FTA Section 5307) to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. The resolution shall state that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution of local support template. The County Lifeline Program Administrators have the option of collecting the resolutions of local support from project sponsors along with the project applications, or after the project is selected by the County for funding.
- b. Lifeline Program Administrator/CMA Board Resolution and Concurrence
  - (1) STA and FTA Section 5307. Projects recommended for STA and FTA Section 5307 funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator.

13. PROJECT DELIVERY. All projects funded under the county programs are subject to the following MTC project delivery requirements:

- a. FTA Section 5307. Project sponsors must expend the Lifeline Transportation Program Section 5307 funds within three years of the FTA grant award or execution of agreement with pass-through agency, whichever is applicable. To prevent the Section 5307 funds from lapsing on the federal obligation deadline, MTC reserves the right to reprogram funds if direct recipients fail to submit their FTA grant by the following dates:
  - August 2021 for FY2017 funds
  - August 2022 for FY2018 funds

Project sponsor are encouraged to submit grant applications at least 90 days prior to the close of FTA's Transit Award Management System (TrAMS) due to the time need for application review by USDOT and the US Department of Labor prior to any grants being awarded. Any FTA Section 5307 funds not obligated in a grant by the end of five years from the year of appropriation by Congress will lapse and return to FTA for reallocation in future years. (i.e. funds appropriated by Congress in FY2017 will lapse at the end of Federal Fiscal Year 2022.) Direct recipients are responsible for carrying out the terms of their grants.

- b. STA. Project sponsors must expend the Lifeline Transportation Program STA funds within three years of the date that the funds are programmed by MTC or the date that the agreement with pass-through agency is executed, whichever is applicable.

14. PROJECT OVERSIGHT. For Lifeline projects funded by STA and FTA Section 5307, Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for monitoring project sponsors in meeting the MTC obligation deadlines and project

delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance. All project budget and scope of work changes must be approved by the MTC Commission; however the Lifeline Program Administrators are responsible for approving budget and scope of work changes prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Transportation Program goals.

See Appendix 1 for detailed accountability and reporting requirements by funding source.

15. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

#### 16. FUND ADMINISTRATION

- a. FTA Section 5307. Project sponsors are responsible for entering projects into MTC's Fund Management System for inclusion in the Transportation Improvement Program (TIP). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 funds. FTA grantees will act as direct recipients, and will submit grant applications directly to FTA.

For projects funded with FTA Section 5307 funds that are sponsored by non-FTA grantees (e.g., nonprofits or other local government entities), the FTA grantee who was identified as the partner agency at the time of the application will submit the grant application to FTA directly and, following FTA approval of the grant, will enter into funding agreements with the sub recipient project sponsor.

FTA recipients are responsible for following all applicable federal requirements and for ensuring that their sub recipients comply with all federal requirements. See Section 18 for federal compliance requirements.

- b. STA. For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and

will likely enter into a funding agreement directly with the project sponsor. Project sponsors are responsible for entering their own STA projects into the TIP.

17. COMPLIANCE WITH FEDERAL REQUIREMENTS.

- a. Lifeline Program Administrator Responsibilities. For the selection of projects to be funded with FTA Section 5307 funds, in accordance with federal Title VI requirements, Lifeline Program Administrators must distribute the FTA funds without regard to race, color, and national origin, and must assure that minority populations are not being denied the benefits of or excluded from participation in the program. Lifeline Program Administrators shall develop the program of projects or competitive selection process to ensure the equitable distribution of FTA Section 5307 funds to project sponsors that serve predominantly minority populations. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of applicants that serve predominantly minority populations.
- b. Project Sponsor Responsibilities. FTA Section 5307 applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5307; FTA Circulars C 9030.1E, 4702.1B and 4703.1; the most current FTA Master Agreement; and the most current Certifications and Assurances for FTA Assistance Programs.

FTA Section 5307 direct recipients will be responsible for adhering to FTA requirements through their agreements and grants with FTA directly and for ensuring that all sub recipients and third-party contractors comply with FTA requirements.

18. TIMELINE. The anticipated timeline for Cycle 5 is as follows:

<b>Program</b>	<b>Action</b>	<b>Anticipated Date*</b>
All	Commission approves Cycle 5 Program Guidelines	January 24, 2018
All	MTC issues guidelines to counties	January 31, 2018
5307 & STA	CMA Board-approved** programs due to MTC from CMAs	May 31, 2018
5307	Project sponsors submit TIP amendments	June 2018***
<b>All</b>	<b>MTC Commission approval of Program of Projects</b>	<b>July 2018</b>
STA	Operators can file claims for Lifeline Cycle 5 STA funds	After July Commission Approval
5307	Deadline for transit operators (FTA grantees) to submit FTA grants for FY17 and FY18 funds	Submit grants once TIP Amendment is federally approved

\* Dates subject to change depending on State and Federal deadlines and availability of funds.

\*\* CMA Board approval and concurrence may be pending at the time of deadline.

\*\*\* Due date for final 2017 TIP amendment tentatively scheduled for mid-June 2018, subject to change. If projects are not included in final 2017 TIP amendment, the projects can be submitted via FMS for initial 2019 TIP in late 2018.



**Appendix 1**  
**Lifeline Transportation Program Cycle 5**  
**Funding Source Information**

	State Transit Assistance (STA)	FTA Section 5307
Purpose of Fund Source	<b>To improve existing public transportation services and encourage regional transportation coordination</b>	<b>To support the continuation and expansion of public transportation services in the United States</b>
Detailed Guidelines	<a href="http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf">http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf</a>	<a href="https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf">https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf</a>
Use of Funds	For public transportation purposes including community transit services	For the Lifeline Transportation Program, the use of FTA Section 5307 funds is restricted solely to Job Access and Reverse Commute-type projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment
Eligible Recipients	<ul style="list-style-type: none"> <li>▪ Transit operators</li> <li>▪ Consolidated Transportation Service Agencies (CTSAs)</li> <li>▪ Cities and Counties if eligible to claim TDA Article 4, 4.5 or 8 funds</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transit operators that are FTA grantees</li> </ul>
Eligible Sub recipients ( <b>must partner with an eligible recipient that will serve as a pass-through agency</b> )	<ul style="list-style-type: none"> <li>▪ Private non-profit organizations</li> <li>▪ Cities and counties that are not eligible to claim TDA Article 4, 4.5 or 8 funds</li> </ul>	<ul style="list-style-type: none"> <li>▪ Private non-profit organizations</li> <li>▪ Public agencies that are not FTA grantees (e.g., cities, counties)</li> </ul>

	State Transit Assistance (STA)	FTA Section 5307
Eligible Projects	<p><b><u>Transit Capital and Operations, including:</u></b></p> <ul style="list-style-type: none"> <li>▪ New, continued or expanded fixed-route service</li> <li>▪ Purchase of vehicles</li> <li>▪ Shuttle service if available for use by the general public</li> <li>▪ Purchase of technology (e.g., GPS, other ITS applications)</li> <li>▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc.</li> <li>▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities.</li> </ul>	<p><u>New and existing services.</u> Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or a “maintenance project” (see Section 7.c.(2) of these guidelines for details regarding “development” and “maintenance” projects).</p> <p><u>Capital and Operating projects.</u> Projects that comply with the requirements above may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Late-night &amp; weekend service;</li> <li>▪ Guaranteed ride home service;</li> <li>▪ Shuttle service;</li> <li>▪ Expanding fixed route public transit routes, including hours of service or coverage;</li> <li>▪ Demand-responsive van service;</li> <li>▪ Ridesharing and carpooling activities;</li> <li>▪ Transit-related aspects of bicycling;</li> <li>▪ Administration and expenses for voucher programs;</li> <li>▪ Local car loan programs;</li> <li>▪ Intelligent Transportation Systems (ITS);</li> <li>▪ Marketing; and</li> <li>▪ Mobility management.</li> </ul> <p>See FTA C 9030.1E, Chapter IV, Section 5307 for details regarding eligible projects.</p>

	State Transit Assistance (STA)	FTA Section 5307
Lifeline Program Local Match	20%	<ul style="list-style-type: none"> <li>50% for operating projects (may use STA funds to cover up to 30% if project is eligible for <b>both</b> JARC and STA)</li> <li>50% for auto projects</li> <li>20% for planning and capital projects</li> </ul>
Estimated timing for availability of funds to project sponsor	<p>Transit operators, CTSAs and eligible cities and counties can initiate claims for FY17 and FY18 funds immediately following MTC approval of program of projects.</p> <p>For sub recipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.</p>	<p>Following MTC approval of the program of projects, project sponsor will submit project in FMS for inclusion in the TIP. Following Federal TIP approval, FTA grantees must submit FTA grants.</p> <p>FTA grantees can begin their projects after the funds are obligated in an FTA grant. For sub recipients, the FTA grantee acting as fiscal agent will likely initiate a funding agreement following FTA grant award. Funds will be available on a reimbursement basis after execution of the agreement.</p>
Accountability & Reporting Requirements	<p>Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim.</p> <p>Depending on the arrangement with the pass-through agency, sub recipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.</p>	<p>FTA grantees are responsible for following all applicable federal requirements for preparing and maintaining their Section 5307 grants. MTC and/or the Lifeline Program Administrators may request copies of FTA grantees' quarterly Section 5307 grant reports to FTA.</p> <p>Depending on the arrangement with the pass-through agency, sub recipients will likely submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to the pass-through agency for reimbursement. Sub recipients will also submit Title VI reports annually to the pass-through agency.</p>

**Note:** Information on this chart is accurate as of January 2018. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

## **Appendix 2**

### **Lifeline Transportation Program Cycle 5**

#### **Standard Evaluation Criteria**

The following standard evaluation criteria are intended to provide consistent guidance to each county in prioritizing and selecting projects to receive Lifeline Transportation Program funds. Each county, in consultation with other stakeholder representatives on the selection committee, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion. Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

- a. Project Need/Goals and Objectives:** Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Capital or operations projects (sponsored by public transit operators or in partnership with non-profits or cities) that support and augment but are not traditional fixed route projects may be given extra points under this criteria. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.
- b. Community-Identified Priority:** Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused inclusive engagement to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A map of communities of concern (CoC) is included in the Equity Analysis Report for Plan Bay Area 2040, is available at: [http://2040.planbayarea.org/sites/default/files/2017-07/Equity\\_Report\\_PBA%202040%20\\_7-2017.pdf](http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%20_7-2017.pdf)

- c. Implementation Plan and Project Management Capacity:** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan.

For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.

- d. Coordination and Program Outreach:** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- e. Cost-Effectiveness and Performance Indicators:** The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved.
- f. Project Budget/Sustainability:** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-3096      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** State  
**File created:** 12/8/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 1/10/2018      **Final action:**  
**Title:** MTC Resolution Nos. 4317 and 4318. Adoption of Regional Program of Applications for three Senate Bill 1 (SB 1) Competitive Programs.

Recommended projects for regional application support or endorsements for SB 1 Solutions for Congested Corridors, Trade Corridor Enhancement Program, and Transit and Intercity Rail Capital Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a Reso-4317-4317 SCC TCEP TIRCP .pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution Nos. 4317 and 4318. Adoption of Regional Program of Applications for three Senate Bill 1 (SB 1) Competitive Programs.

*Recommended projects for regional application support or endorsements for SB 1 Solutions for Congested Corridors, Trade Corridor Enhancement Program, and Transit and Intercity Rail Capital Program.*

### Presenter:

Anne Richman

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 4a

## MTC Resolution Nos. 4317 and 4318

**Subject:** Adoption of Regional Program of Applications for three Senate Bill 1 Competitive Programs

**Background:** Senate Bill 1 (SB 1) provides additional funding to existing competitive programs and created new competitive programs under the state's administration. Two programs require MTC action, and staff recommends the Commission endorse projects for a third program. The three programs are the Solutions for Congested Corridors (SCC), the Trade Corridor Enhancement Program (TCEP), and the Transit and Intercity Rail Program (TIRCP).

As detailed in the attached Deputy Executive Director memorandum, staff is recommending projects for all three programs, as summarized below:

(\$ Millions)

Program	No. of Projects Recommended	Amount Recommended	Amount Available Statewide	% Proposed
SCC	4	\$541	\$1,000	54%
TCEP	6	\$489	\$1,340	36%
TIRCP	10	\$1,962	\$2,400	81%

Staff has been working with the Congestion Management Agencies (CMAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

Information on the SB 1 Local Partnership Program (LPP) is included for reference.

**Recommendation:** Refer MTC Resolution Nos. 4317, 4318 and TIRCP Endorsement List to the Commission for approval, and direct staff to transmit the programs of nominations to the California Transportation Commission or California State Transportation Agency as appropriate.

**Attachments:** **Deputy Executive Director Memorandum**  
Attachment 1: SCC and TCEP Nomination Tables  
Attachment 2: TIRCP Recommended Endorsements  
Attachment 3: MTC Resolution No. 4130, Revised – Cap and Trade Framework TIRCP Excerpt  
Attachment 4: SCC Project Fact Sheets  
Attachment 5: LPP Formula and Competitive Programs  
MTC Resolution Nos. 4317 and 4318



METROPOLITAN  
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## *Memorandum*

TO: Programming and Allocations Committee

DATE: January 3, 2018

FR: Deputy Executive Director, Policy

RE: MTC Resolution Nos. 4317 and 4318 – Adoption of Senate Bill 1 (SB 1) Competitive Programs

Senate Bill 1 (SB 1) provides additional funding to existing competitive programs and created new competitive programs under the state's administration. Two programs require MTC action, and staff recommends the Commission endorse projects for a third program. This memorandum summarizes the staff recommendations for each program.

Staff has been working with the Congestion Management Agencies (CMAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

### **Solutions for Congested Corridors (SCC): MTC Resolution No. 4317**

SB 1 directs \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects designed to reduce congestion in highly-traveled corridors. The first program will cover four years (FY 2017-18 through FY 2020-21), totaling \$1 billion statewide. The Bay Area's share of congestion is approximately one-quarter to one-third of the state total, depending on the metric used. According to SB 1, only MTC, as the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, and Caltrans may nominate projects within the Bay Area for SCC funds; however, the implementing/ sponsoring agency may be any public agency.

The SB1 statute lists two example projects in the Bay Area by name: 1) Emerging solutions for the Route 101 and Caltrain corridor connecting Silicon Valley with San Francisco, and 2) Multimodal approaches for the Route 101 and Sonoma-Marín Area Rail Transit (SMART) rail corridor between the Counties of Marin and Sonoma.

Staff recommends nominating four projects for \$541 million for the SCC Program, in coordination with Caltrans. The proposed projects are listed in Attachment 1, Table 1 and project fact sheets are included in Attachment 4. Project applications are due to the CTC by February 16, 2018. These projects are recommended due to their status in state law (SB 1), focus on congestion, and early deliverability. Additionally, Caltrans District 4 intends to nominate the same four projects.

Consistent with the approach taken for other competitive statewide funding programs, the nomination amount is roughly equivalent to double the region's share of congestion. Because the congestion relief needs are so vast in our dynamic and job-rich region, the list is constrained and many other strong projects remain for future rounds of SB1 SCC funding.



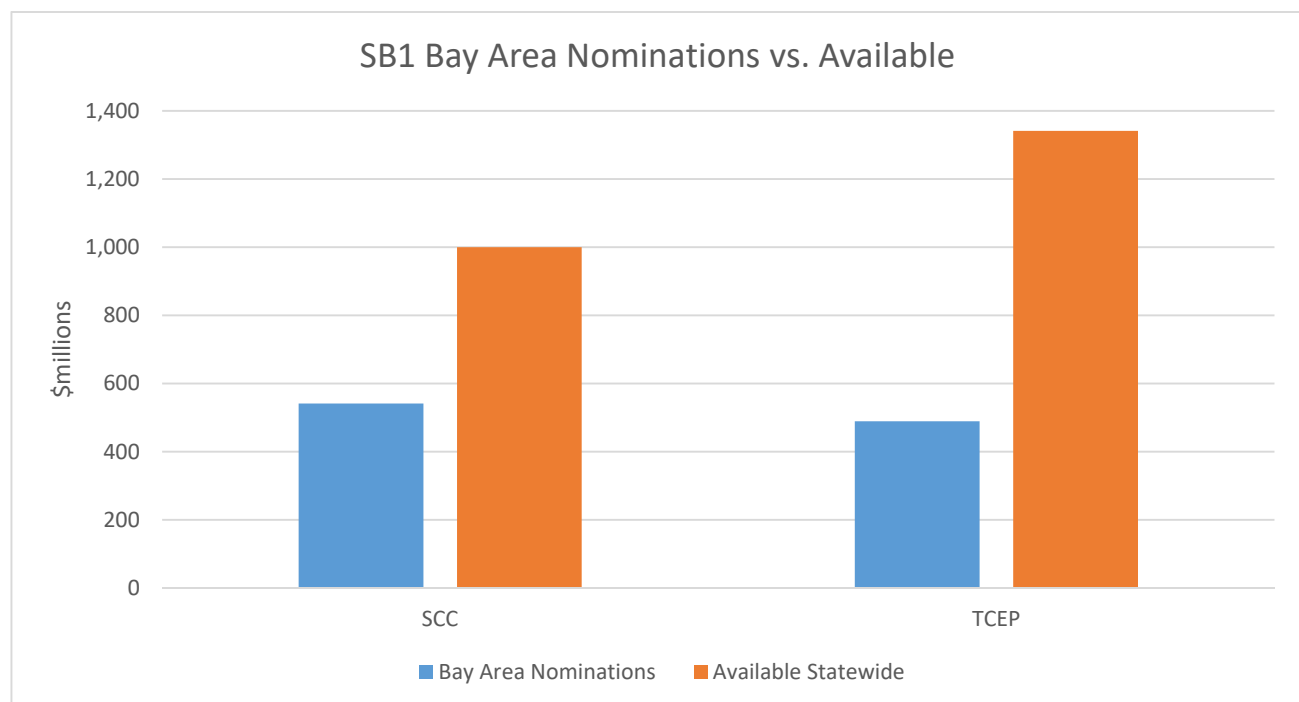
**Trade Corridor Enhancement Program (TCEP): MTC Resolution No. 4318**

SB 1 provides \$300 million per year to the Trade Corridor Enhancement Account (TCEA) to fund infrastructure improvements on corridors that have a high volume of freight movement. Additionally, Senate Bill 103 directs the CTC to allocate both TCEA funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of 2015) through the TCEP. The first program will cover three years (FY 2017-18 through FY 2019-20), totaling about \$1.3 billion statewide. The funds are further split 40% to Caltrans, or \$536 million, and 60% to regions, of which \$217 million goes to the Bay Area and Central Valley. The CTC Guidelines state that MTC, as the Metropolitan Planning Organization (MPO) for the nine-county Bay Area, is responsible for compiling project nominations within the region and confirming consistency with MTC's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Staff is recommending six candidate projects totaling \$489 million for the TCEP. We worked in close coordination with Caltrans; however, unlike the SCC program, the final Caltrans list is still under development. The MTC proposed TCEP projects are listed in Attachment 1, Table 2. Project applications are due to CTC by January 30, 2018.

Staff proposes a list of the trade projects that best align with the TCEP guidelines, focusing on projects in the primary freight network and those with near-term delivery. The recommended program is consistent with the Regional Goods Movement Plan and the proposed regional goods movement investment strategy.

The table below illustrates the Bay Area's nominations for SCC and TCEP funds in relation to the amounts available statewide.



**Transit and Intercity Rail Capital Program**

The Transit and Intercity Rail Capital Program (TIRCP) funds projects that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The California State Transportation Agency (CalSTA) released a call for projects for a 5-year TIRCP program of projects, with an estimated \$2.4 billion available over state fiscal years 2018-19 through 2022-23. This includes an estimated \$1 billion from Cap and Trade auction proceeds, and an estimated \$1.4 billion from SB1 revenues. Applications are due January 12, 2018. Applicants are required to include letters from MPOs confirming consistency with the region's Sustainable Communities Strategy. Staff reviewed project applications from sponsors and provided letters of consistency to applicants as appropriate. There are 12 applications from the Bay Area, totaling \$2.9 billion in requests, as detailed in Attachment 2.

In addition to confirming consistency with Plan Bay Area 2040, MTC has an opportunity to endorse or emphasize certain applications from sponsors within the region. Staff recommends endorsing to CalSTA the projects named in the region's adopted Cap and Trade Framework (MTC Resolution No. 4130, Revised, excerpted as Attachment 3) as especially critical to implementing the goals of Plan Bay Area 2040. The proposed endorsements also reflect a policy of endorsing smaller capital projects that are not named in the framework, at up to \$10 million per project. In addition, staff recommends endorsing a backstop for SMART's Extension to Larkspur in the event that expected federal funds do not materialize (see page 4 of the memorandum for more detail). The endorsement would be for ten projects totaling \$1.9 billion. These also are noted in Attachment 2.

**SB1 Local Partnership Program**

The three programs discussed above are three of the largest SB1 programs, and are the biggest of the competitive programs. Another, smaller program is the Local Partnership Program (LPP). The LPP is divided equally into a formula program and a competitive program, with \$200 million in each for this two-year cycle. Public agencies with voter approved taxes, fees or tolls dedicated to transportation improvements are eligible for the program. In the Bay Area, 15 agencies are receiving formula funds, totaling \$24 million this year. For the formula funds, agencies can use the funds for any eligible project, and a wide range of project types are eligible. The Bay Area's LPP formula projects are included in Attachment 5 to this item.


Similarly, any agency eligible for the formula program may apply for the competitive program. Applications are due on January 30. Staff surveyed eligible agencies as to their intentions; a draft list of potential projects for the competitive program is also included in Attachment 5, totaling \$172 million. The LPP projects are included for information only, to round out the picture of SB1 funding in the region. MTC has no formal role in approving other agencies' project applications for the LPP programs. MTC/BATA is eligible for LPP formula funding due to the voter approved bridge tolls, and the Commission approved the FY18 and FY19 project submittal in December 2017.

**Issues**

- 1) While MTC has a clear nominating and screening role in the SB1 competitive programs, MTC is neither a project sponsor nor implementing agency. Therefore, MTC will not be responsible for funding any cost increases unless explicitly agreed. Keeping the project within cost, scope, and schedule is the responsibility of the sponsoring and implementing agencies.
- 2) The US-101 Express Lanes project in San Mateo is listed in MTC's RTP/SCS, Plan Bay Area 2040, under an earlier, significantly smaller, cost and scope. MTC staff is working on an RTP amendment to update the project listing to be consistent with the most current cost (\$534 million) and scope. The amendment is expected to be completed in April 2018. Projects receiving SCC funds must be consistent with a region's adopted RTP/SCS.
- 3) For TIRCP, project sponsors may apply for funds regardless of MTC's endorsement position. However, given the prior adoption of a regional framework and the pressing need to improve transit capacity in the region's core, staff proposes the Commission endorse several key projects. Additionally, Caltrain's application notes that following full electrification of the Caltrain fleet, the current diesel fleet could be redeployed on an inter-regional San Jose to Salinas service, which is not included in Plan Bay Area. Staff provided an SCS consistency letter to Caltrain that notes this exception.
- 4) There are a few other project specific issues as well:
  - SMART: The Sonoma Marin Area Rail Transit (SMART) extension from Larkspur to San Rafael is in line for \$20 million in Federal Small Starts funding. While Small Starts funds were included in the FY2016 federal budget, SMART has not yet received a Small Starts Grant Agreement (SSGA) securing the funds. Therefore, SMART is applying for \$20 million in TIRCP funds as a backstop should the federal funds not be approved. Staff recommends supporting this TIRCP application even though it is outside the Commission's adopted framework, as the Larkspur extension is a regional priority for Small Starts with few other reasonable options for funding. The project is ready-to-go and a construction contract could be issued immediately upon securing funding.
  - Marin Sonoma Narrows, Marin Segment: The MSN project comprises multiple segments in both Marin and Sonoma counties, and is named in the SB1 statute as an example project for the SCC program. Some of the project segments have already been delivered, with two major segments remaining. Staff proposes to submit the remaining Sonoma segment for SCC funding, due to its readiness and local matching funds. The Marin segment is not proposed for the current round of SCC, largely due to the fact that design is not yet complete nor fully funded. The Marin segment could be a contender for a future round of SCC funding as the project develops or for Regional Measure 3 should it be approved by the voters.
  - Contra Costa I-680/SR-4 Interchange, Phase 3: This interchange is a major project in Contra Costa County, with multiple phases. The Phase 3 project would improve operational efficiencies and traffic flow, address safety concerns associated with the existing interchange configuration, extend the HOV system, and accommodate future demand. Our understanding is that the state has identified other funding to complete the project and it will not need funding from the SB 1 SCC or TCEP competitive programs.

**Recommendation:**

Refer MTC Resolution Nos. 4317 and 4318, and the TIRCP Endorsement List, to the Commission for approval, and direct staff to transmit the programs of nominations to the CTC or CalSTA as appropriate.



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Alix A. Bockelman

Attachments  
AB:kk

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**Attachment 1: SB 1 SCC & TCEP Competitive Program Nominations**

January 10, 2018 Programming and Allocations Committee Item 4a

**Table 1: Recommended MTC Solutions for Congested Corridors Program Nominations (\$1B statewide)**

Sponsor	Project	SCC Request (\$millions)	Included in SB1	Top 20 Congested Corridors	Delivery in 2018	Caltrans Nomination
Caltrans/VTA	San Mateo US 101 Express Lanes / Santa Clara US 101 Express Lanes Ph. #3	\$233	✓	✓	✓	✓
Caltrans	Solano I-80 Express Lanes	\$123			✓	✓
Caltrans	Sonoma US 101 MSN Segment C2	\$85	✓	✓	✓	✓
BART	BART Train Control System	\$100		✓		✓
<b>Total:</b>		<b>\$541</b>				

**Table 2: Bay Area Trade Corridor Enhancement Program Nominations****(\$1.34B Statewide; \$0.54B (40%) Caltrans; \$0.8B (60%) Regional Corridors; \$217M Northern California)**

Sponsor	Project	TCEP Request (\$millions)	Primary Freight Network	Multimodal or Port	Near-Term Delivery
Port of Oakland	Port of Oakland 7th Street (East)	\$175	✓	✓	✓
Port of Oakland	Oakland ITS Elements (Go Port)	\$11	✓	✓	✓
ACTC / Berkeley / Emeryville	At-Grade rail crossing improvements	\$12	✓	✓	✓
ACTC	Alameda I-680 / SR 84 Interchange	\$71	✓		✓
Caltrans/STA	Solano I-80/I-680/SR12 (various phases)	\$216	✓		✓
VTA	Santa Clara US 101 / SR 25 Interchange (Design)	\$4			✓
<b>Total:</b>		<b>\$489</b>			

**Attachment 2: 2018 Transit and Intercity Rail Capital Program (TIRCP)**

January 10, 2018 Programming and Allocations Committee Item 4a

Proposed MTC Endorsements | Based on Bay Area Applications as Submitted by Agencies to MTC

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)	MTC Endorsement (\$ millions)
BART	Transbay Core Capacity Project	Acquisition of up to 306 new rail vehicles and new Train Control System.	454	3,511	454
SFMTA	SFMTA's Transit Capacity Expansion Program	Fleet expansions: 22 additional Light Rail Vehicles, 78 motor coaches, 10 electric buses and support facilities/infrastructure, prototype battery conversion for trolley vehicles. Support facilities: traction power system upgrades and Muni Metro East facility expansion. Systems: Train control - surface system signal and initial subway upgrades.	600	925	579
AC Transit	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	Purchase approximately 15 high capacity zero emission buses for Transbay service.	14	22	14
VTA	BART Silicon Valley Extension Phase 2	Extend BART from Berryessa Station through downtown San Jose to Santa Clara. Project includes signal, power, way, vehicles, four stations, a maintenance facility, and upgrades to BART's Operations Control Center (OCC).	730	4,900	730
Caltrain	Caltrain Electrification - Full Fleet Conversion and Expansion	(1) Expanded EMU Fleet: Initial 40 EMUs, additional 56 EMUs, minor platform modifications, and related planning work. (2) System Enhancements: Broadband communications, bike improvements.	631	631	125
GGBHTD	San Rafael Transportation Center Relocation	Complete final design and construction of a relocated San Rafael Transportation Center.	15	45	10
SamTrans	SamTrans US 101 Express Bus Pilot Project	Introduce a network of up to four express bus routes on US-101 serving origins and destinations in San Mateo, Santa Clara, and San Francisco counties. The express bus routes will offer point-to-point or limited stop service to key commuter destinations during peak commute periods and at 15-minute frequencies.	25	42	10
Capitol Corridor	Northern California Corridor Enhancement Program (Oakland-San Jose Phase 2A)	Shifting Capitol Corridor service from the current Niles Subdivision alignment between Oakland and Newark to the Coast Subdivision alignment, which will include a replacement station in the Fremont/Newark area to replace loss of service to the Hayward/Fremont stations.	15	223	10
Commute.org	Bay Area Fair Value Commuting (FVC) Demonstration Project – Phase 2	Develop a next generation employer commute program system including enterprise & smartphone apps, incentives/fees, electric scooter/bike, microtransit, and advanced ridesharing.	1	6	-
TJPA	Transbay Terminal Phase 2 - Downtown Extension	The Project will extend the Caltrain commuter rail system approximately 2 miles from its current San Francisco terminus into the Transbay Transit Center.	275	3,935	-
SMART*	SMART Larkspur to Windsor Corridor Project	Completion of Larkspur Extension; Windsor Rail Extension.	75	75	20
Solano Transportation Authority; Cities of Fairfield, Suisun City, and Vallejo; Fairfield and Suisun Transit (FAST), SolTrans	Solano Regional Transit Improvements	SolanoExpress electrification and capital improvements to improve frequency; local bus electrification; Fairfield/Vacaville Train Station building/access and amenities; Suisun Train Station access, bike/ped, and bus improvements.	33	112	10
<b>Total</b>			<b>2,867</b>	<b>14,426</b>	<b>1,962</b>

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\* Propose endorsing for up to \$20 million for Larkspur Extension, as backfill to FTA Small Starts funds should those not be approved

**Attachment 3 - Agenda Item 4a**  
**January 10, 2018 Programming and Allocations Committee**

Date: April 27, 2016  
W.I.: 1515  
Referred by: PAC  
Attachment A-1  
Resolution No. 4130  
Page 1 of 1

**Attachment A-1**

**Transit and Intercity Rail Capital (TIRCP) Framework**

Agency	Project/Category	TIRCP Framework Amount (\$millions)
<b>BART</b>	Train Control	250
	Hayward Maintenance Center	50
	Fleet Expansion	200
	<b>BART Total</b>	<b>500</b>
<b>SFMTA</b>	Fleet Expansion	481
	Facilities	67
	Core Capacity Study Projects/ BRT	237
	<b>SFMTA Total</b>	<b>785</b>
<b>AC Transit</b>	Fleet Expansion	90
	Facilities	50
	Major Corridors	200
	<b>AC Transit Total</b>	<b>340</b>
<b>VTA</b>	<b>BART to San Jose</b>	<b>750</b>
<b>Caltrain</b>	Electrification*	100
	EMUs	125
	<b>Caltrain Total</b>	<b>225</b>
<b>Multiple Operators</b>	<b>TBD Expansion Projects: High Ridership Bus, Rail and Ferry Corridors</b>	<b>400</b>
<b>Region Total</b>		<b>\$3,000</b>

\*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity commitment of \$447 million.

**From April 27, 2017 Staff memo to PAC related to MTC Resolution No. 4130:**

*Recognizing the TIRCP potential to also fund smaller projects, staff recommends an endorsement policy for requests up to \$10 million conditioned on consistency with the region's long range plan.*

Metropolitan Transportation Commission

**Attachment 4: SB 1 Solutions for Congested Corridors Program**  
**Project Fact Sheets**

January 10, 2018 Programming and Allocations Committee Item 4a

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- San Mateo: US-101 Express Lanes
- Santa Clara: US-101 Express Lanes Phase 3
- Sonoma: US-101 Marin-Sonoma Narrows, Segment C2
- Solano: I-80 Express Lanes
- BART: Train Control System Improvements



# SM 101 MANAGED LANES PROJECT

## HOW AN EXPRESS LANE OPERATES



## FACT SHEET

DECEMBER 6, 2017

Caltrans proposes to build an express lane in both directions on Highway 101 in San Mateo County. The express lanes would connect with existing carpool lanes at Whipple Avenue which would be converted into express lanes themselves, creating new continuous express lanes that extend from I-380 in San Bruno to San Antonio Road in Mountain View.



New express lanes (blue) would connect with existing carpool lanes (red), which will be converted to express lanes themselves, creating a 22-mile express lane in each direction. Connecting these lanes with a system of express lanes in Santa Clara County is part of a regional master plan.

**Construct Start:** Spring 2019 **Project Cost:** \$534 Million  
(Dependent upon funding)

**Construct Finish:** Early 2022 **Contractor:** To be Determined

**Project Limits:** Between I-380 in South San Francisco to San Antonio Road in Palo Alto

### Purpose and Need:

- Encourage carpooling and transit use
- Improve travel time reliability for express lane users
- Increase person throughput (the number of people moved)
- Apply technology and design features to help manage traffic
- Reduce congestion in the corridor
- Reduce operational problems in the general purpose lanes.

**Project Partners:** Caltrans, San Mateo County Transportation Authority, City/County Association of San Mateo

## GLOSSARY

**THROUGHPUT:** The number of vehicles or people passing through a lane in an hour; person throughput, vehicle throughput

**HOV LANE:** High Occupancy Vehicle Lane, also known as a carpool lane

**EXPRESS LANE:** A carpool lane that allows single-occupancy vehicles that pay a toll. Also, known as at HOT Lane, a high occupancy toll lane.

**MANAGED LANE:** A general term for a lane that is either a carpool lane or an express lane. This project is called the Managed Lanes Project because both carpool and express lanes were studied.

**AUXILIARY LANE:** An outer lane that begins at an on-ramp and ends at an off-ramp. "Aux" lanes allow space for vehicles to safely merge on and off the freeway. An auxiliary lane is not a through lane.

**3+ CARPOOL LANE:** A carpool lane that requires three or more occupants during a specified time

# SM 101 MANAGED LANES PROJECT

## HOW AN EXPRESS LANE OPERATES

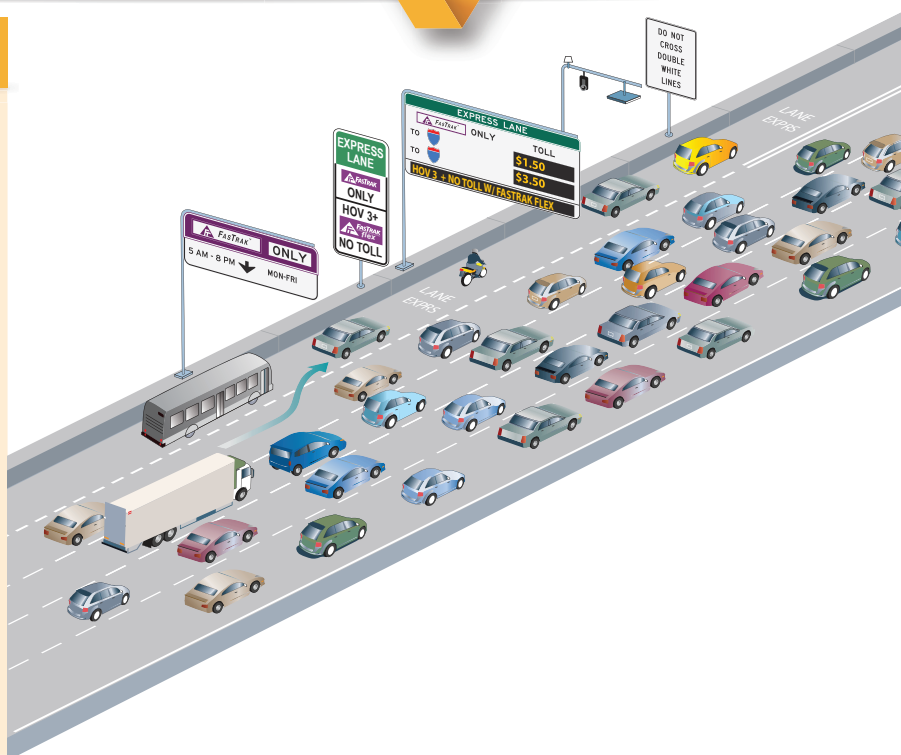


### HOW THE PROJECT WILL BE BUILT

To avoid the high cost and time-consuming process of acquiring new right of way, Caltrans designed the project to stay within the existing right of way wherever possible.

The auxiliary lanes (see glossary) in San Mateo County would be connected to create a continuous lane. The far left lane would be converted to an express lane. New auxiliary lanes would be built to replace the ones used to build the new lane, except for a segment in Burlingame.

Some soundwalls in San Mateo and Burlingame and the Monte Diablo pedestrian overcrossing would be rebuilt to accommodate the widening.



**Buses, 3+ carpools drive for free in Express Lane \***

**Electronic tolls collected by FasTrak**

**Solo drivers may expect reduced travel times in general purpose lanes**

**Public express buses could be funded with excess tolls**

### THE PROBLEM



Jobs, housing and population growth continues

From 2011 – 2015, the Bay Area added 500,000 new jobs and 65,000 housing units

By 2040, San Mateo County will see an additional 128,700 new jobs and 60,200 new households

Vehicle trips to grow 4-7% by 2020

No incentive to share a ride

Cars avoid the freeway

**Currently there is no carpool or express lane on Highway 101 in San Mateo County forcing buses and carpools to share lanes with solo drivers. An express lane would increase person throughput and create an incentive to use transit or carpool.**

\* Eligible clean air vehicles will also be permitted in the express lane

### OTHER PROJECTS

**Caltrain Electrification Project:** Construction is underway to electrify Caltrain's railway. New electric trains will be in use by 2022, eventually increasing passenger capacity by 30%

**US 101 Express Bus Study:** SamTrans is studying regional bus service to bring congestion relief to the Highway 101 corridor. Report will be finished in mid-2018

**Extending Managed Lane to SF:** The San Mateo and San Francisco transportation authorities are studying a project that would connect the managed lanes to San Francisco

**Express Lane - Route 85 to San Mateo County:** The Valley Transportation Authority is finishing design on a project to add express lanes from south of Route 85 to the San Mateo County line

**Highways 101/92 Interchange:** Planning is underway to define the scope and cost of improvements

For more information of the project, go to the Project Webpage: <http://www.dot.ca.gov/d4/101managedlanes/>

# SM 101 MANAGED LANES PROJECT

## COST ESTIMATE



	in \$ millions
<b>Environmental Clearance</b>	<b>\$ 21.0</b>
<b>Design</b>	<b>\$ 38.0</b>
<b>Right of Way Support</b>	<b>\$ 2.0</b>
<b>Right of Way Capital</b>	<b>\$ 17.2</b>
<b>Construction Management</b>	<b>\$ 41.0</b>
<b>Capital Construction</b>	<b><u>\$ 414.8</u></b>
	<b>\$ 534.0</b>

# *FACT SHEET:* **Express Lanes**

## **Santa Clara Valley Transportation Authority's (VTA) Silicon Valley Express Lanes Phase 3 (SR 85/US 101) Express Lanes Project**

### **Overview**

The Santa Clara Valley Transportation Authority (VTA) Silicon Valley Express Lanes Program deploys Express Lanes throughout Santa Clara County including the initial implementations on State Route (SR) 237 and US 101/SR 85 interchange. VTA is implementing the program in phases based on funding availability. The first four phases convert existing carpool lanes to Express Lanes, while future phases may include both conversion of existing carpool lanes to Express Lanes and the addition of new Express Lane (including a second lane in certain instances) as needed. Phase 1 implemented Express Lanes on SR 237 by converting existing carpool lanes through the I-880/SR 237 interchange. Phase 2 will complete the conversion of existing carpool lanes to Express Lanes on SR 237 between North First Street and Mathilda Avenue. Phases 3 and 4 will implement the first Express Lanes through the two US 101/SR 85 interchanges in Mountain View and south San Jose.

### **Express Lanes Benefits**

- Results in more efficient use of existing roadway.
- Provides a new, reliable travel option.
- Provides a new revenue stream for transportation improvements, including public transit.

### **Project Features**

The Phase 3 project on US 101 and SR 85 will:

- 1) Convert the existing single carpool lanes to express lanes in the following locations:
  - a. US 101 from near SR 237 to SR 85 in Mountain View.
  - b. SR 85 from SR 237/Grant Road to the US 101/SR 85 Interchange in Mountain View including the existing US 101/SR 85 carpool lane-to-carpool lane direct connector ramps.
- 2) Convert existing double carpool lanes to double Express Lanes on US 101 from the US 101/SR 85 interchange in Mountain View to near the San Mateo County line in Palo Alto.

The improvements include the following work elements:

- Re-striping of the existing lanes;
- Installation of Express Lane signs and sign poles along the corridor;
- Installation of electronic toll rate signs, toll readers, and other tolling equipment;
- Installation of a video enforcement system, closed circuit cameras, and other equipment;
- Construction of California Highway Patrol (CHP) enforcement areas;
- Reconstruction of concrete barriers and metal guard railings;
- Installation of communication and electrical services for the tolling system;
- Installation of lighting at various locations.

The improvements will not require construction of new lanes of traffic.

*Continued on reverse side*



## Operations

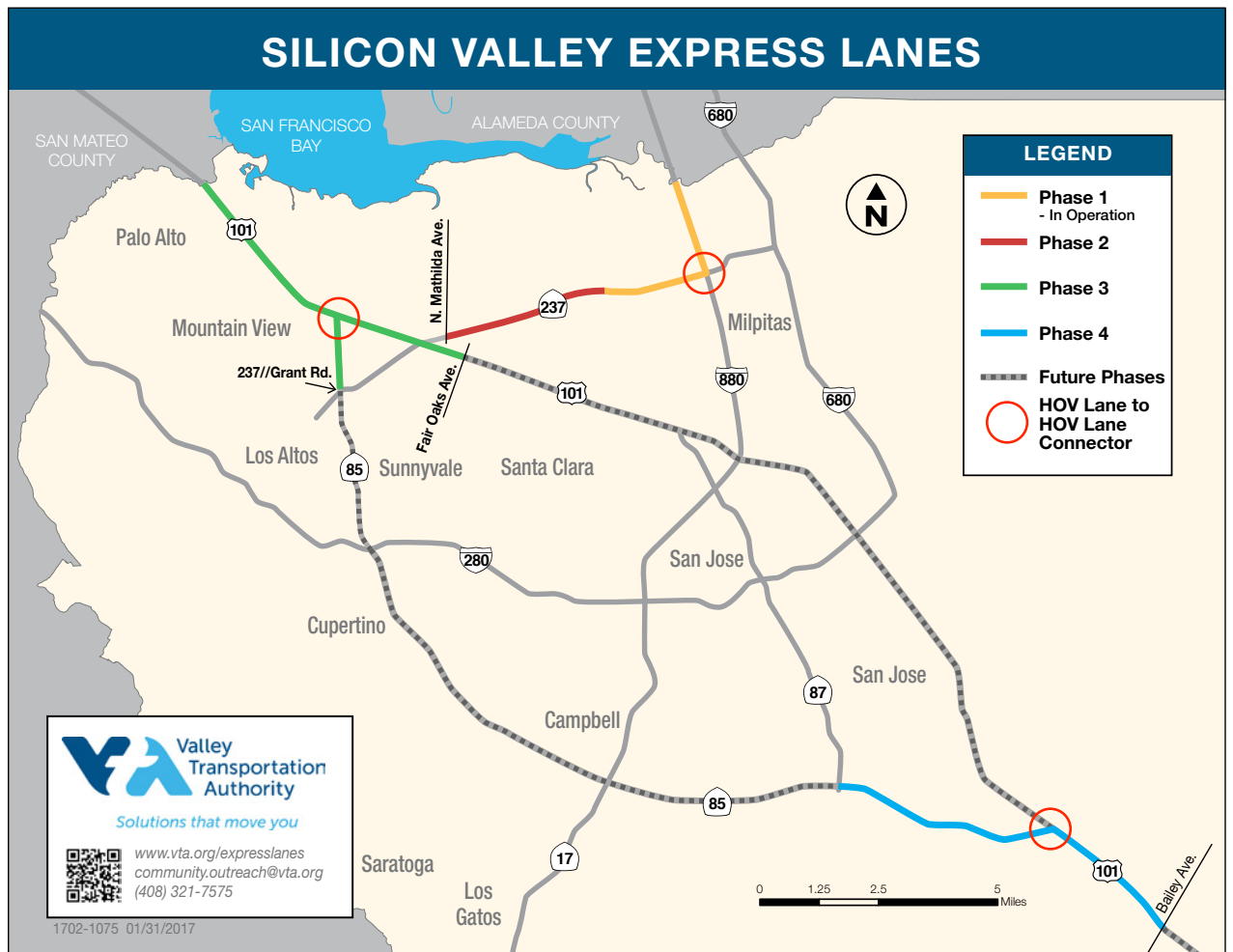
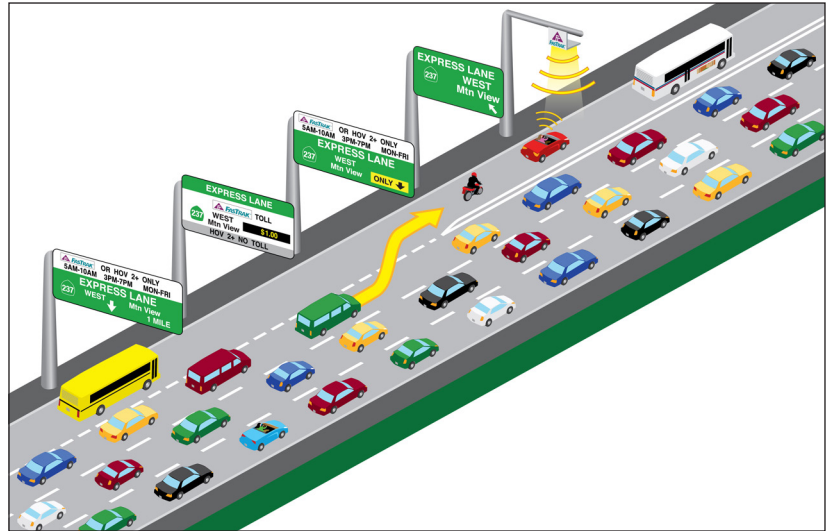
Upon completion, VTA will operate, manage and maintain the Express Lanes.

## Schedule

Please refer to [vta.org/expresslanes](http://vta.org/expresslanes) for the project schedule.

## How to Reach Us

If you have any questions about the VTA Express Lanes Project, please contact VTA's Community Outreach Department at (408) 321-7575, (TTY) for the hearing-impaired at (408) 321-2330. You may also visit us on the web at [www.vta.org](http://www.vta.org), or e-mail us at [community.outreach@vta.org](mailto:community.outreach@vta.org).





## DRAFT - DISCUSSION

10-Dec-17

VTA 101 Express Lanes Phase 3												
Project Component	Fiscal Year Cost Estimate (w/ escalation)				Total Cost Estimate	Funding					TOTAL	Unfunded Amount
	Prior	17/18	18/19	19/20		Local (City/Develop per \$+ SCL VRF)	Federal Repurposing	Private	STIP			
									ITIP	RTIP		
Project Approval / Environmental Document	N/A				\$0.0						\$0.0	\$0.0
Design (Plans, Specification, Estimate)	\$8.7				\$8.7	\$8.7					\$8.7	\$0.0
Right of Way & Utilities Adminstration		\$0.2			\$0.2	\$0.2					\$0.2	\$0.0
Right of Way & Utilities Capital		\$0.4			\$0.4					\$0.4	\$0.4	\$0.0
Construction Administration / System Manager*					\$0.0						\$0.0	\$0.0
Construction Capital **			\$47.1		\$47.1					\$13.9	\$13.9	-\$33.2
TOTAL	\$8.7	\$0.5	\$47.1	\$0.0	\$56.3	\$8.9	\$0.0	\$0.0	\$0.0	\$14.3	\$23.1	-\$33.2

Dollars shown in millions

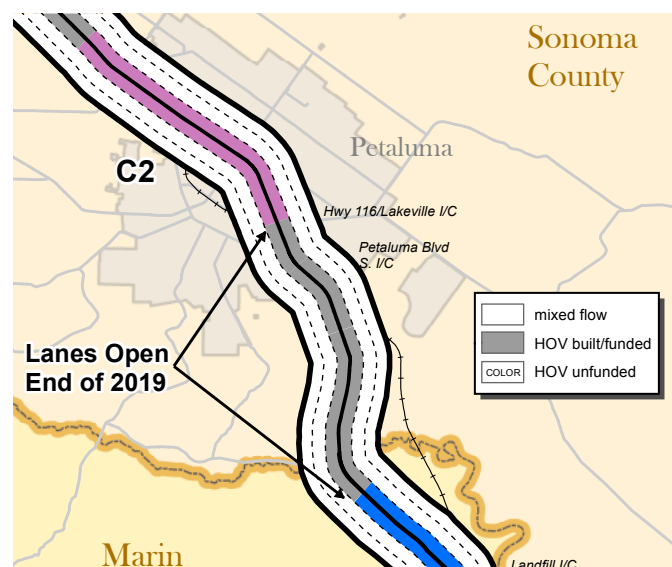
Unfunded Amount Options	
Solutions for Congested Corridors (SCC)	\$33.2
<b>TOTAL</b>	<b>\$33.2</b>

CA/SM costs included in Construction Capital per RTIP convention

Construction Capital includes CA, Civil and ETS

## MARIN-SONOMA NARROWS CONTRACT C2

This contract is part of the Marin Sonoma Narrows high-occupancy vehicle (HOV) project in “Segment C”. The MSN C2 project is located in the City of Petaluma, Sonoma County, from approximately the US 101/State Route 116 (Lakeville Highway) Separation to just north of the Corona Road Overcrossing. The project is 3.3 miles long and will provide 6.6 miles of new HOV lanes (northbound & southbound).



## COMPLETION OF ALL PLANNED HOV IN SONOMA COUNTY



### Reduce travel time

Improves experience for carpoolers and transit users during peak commute periods on Highway 101.



### Improve safety

Makes highway safer by addressing current deficiencies, such as sight distance, unsafe curves and narrow shoulders.



### Facilitate multi-modal uses

Encourages the use of express buses, vanpools, and carpools by enhancing the level of service for these modes



### Improve highway operations

Increases efficiency by installing ramp metering and Traffic Operations System (TOS) hardware.



## IMPROVEMENTS

- New HOV Lanes along NB and SB US 101 (PM 4.0 to 7.3)
- Two New Bridge Structures and Two Widened Bridge Structures
- Four Sound Walls
- New auxiliary Lane – NB US 101 between SR 116/Lakeville Highway and East Washington Street
- Install Ramp Metering, Extinguishable Message Signs (EMS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), traffic-monitoring stations and other Intelligent Transportation System (ITS) elements

## PROJECT SCHEDULE

Begin Environmental Phase	01/01/01
End Environmental Phase (EIR/EIS – PA&ED Milestone)	10/30/08
Begin Design (PS&E) Phase	5/25/10
Begin Right of Way Phase	3/28/14
End Design Phase (Ready to List for Advertisement)	12/30/18
End Right of Way Phase (Right of Way Certification Milestone)	12/30/18
CTC – SB1 SCCP Allocation	3/21/19
Begin Construction Phase (Contract Award Milestone)	8/21/19
End Construction Phase (Construction Contract Acceptance Milestone)	8/21/22

### EXISTING LANE



### PROPOSED LANE



## COST ESTIMATE

Funding Sources	Amount (\$1,000s)
Local Funds:	\$34,725
• Sonoma County Transportation Authority Measure M	
• City of Petaluma	
SB1-SCC (Solutions for Congested Corridor)	\$84,791
SB1-LPP – SCTA Formula Funds	\$579
Local Funds – SCWA Reimbursement	\$1,430
<b>Total</b>	<b>\$121,525</b>

- This project is ready to go to construction in 18/19.
- There is a considerable amount of local funds committed to this project
- This project is a gap closure of HOV lanes in Sonoma County



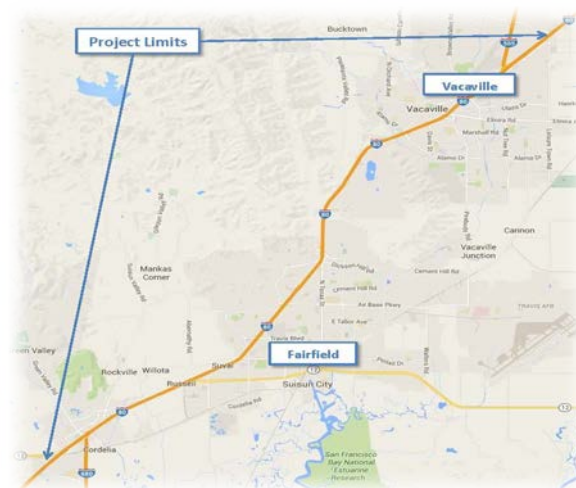
### Project Overview

The Project proposes to provide Express Lanes in both Eastbound (EB) and Westbound (WB) directions on I-80 from west of Red Top Road to east of I-505. The Project will construct approximately 18-miles of Express Lanes on I-80 through either conversion of existing High Occupancy Vehicle (HOV) lanes or highway widening.

The Project consists of two segments that have been cleared through a single environmental document. The first segment, the West Segment, runs along I-80 from west of the Red Top Road interchange to east of the Air Base Parkway interchange, including the area around the I-80/I-680 interchange. In the West Segment, existing HOV lanes in both the EB and WB directions will be restriped and converted into Express lanes. The second segment, the East Segment, will construct new express lanes in both the EB and WB directions of I-80 from east of the Air Base Parkway interchange to east of the I-80/I-505 interchange. The I-80 Express Lanes would be contiguous/non-separated from the general purpose lanes.

Cost (Total)	Agency	
PA/ED, PS&E, R/W	STA	\$ 25M
CM	STA/CT	\$ 22M
STA Admin and DSDC	STA	\$ 4M
Construction (2018\$)	CT	\$145M
Toll System	BAFIA	\$ 27M
<b>Total</b>		<b>\$223M</b>

Cost (Unfunded)	Agency	
PA/ED, PS&E, R/W	STA	\$ N/A
CM	STA/CT	\$ 22M
STA Admin and DSDC	STA	\$ N/A
Construction (2018\$)	CT	\$145M
Toll System	BAFIA	\$ 27M
<b>Total</b>		<b>\$194M</b>
<b>SB1</b>		<b>\$123M</b>
<b>Toll Bridge</b>		<b>\$71M</b>



Bay Area transportation agencies are developing a 550-mile network of Bay Area Express Lanes that will be completed in 2035.

MTC will operate 270 miles of the 550-mile Bay Area Express Lanes network; converting 150 miles of existing carpool lanes to Express Lanes and adding 120 miles of new lanes, including I-80 in Solano County.

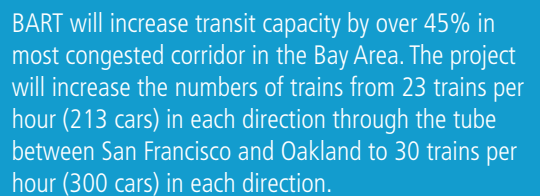
### Schedule

The project schedule is as follows:

Environmental	Complete 2015
RTL	March 2018
Right of Way Acquisitions	N/A
Construction Advertisement	May 2018
Construction Completion	Summer 2021



## BART system funnels four lines through transbay tube

[illegible]

## A photograph showing a very crowded train platform. Numerous people are standing close together, waiting. In the background, a train is visible, and a platform sign with the number '101' is partially visible. The scene is brightly lit, likely by overhead platform lights.



San Francisco Bay Area Rapid Transit District



## IMPROVEMENTS:

- Expand the rail car fleet by 306 more cars
- Install communication-based train control system
- Build additional rail vehicle storage at the Hayward Maintenance Complex (HMC)
- Install five new traction power substations



Vehicles



Train Control System



HMC Phase 2



Traction Power

*TIRCP funds are being sought for the additional rail cars and for the new train control system.*

## PROJECT SCHEDULE:

Environmental Process

**Complete**

30% Design

**Complete**

Train Control Procurement

**Underway, with contract signing and deployment to start February 2019**

Vehicle Procurement

**Begins Summer 2018**

Start of 30 train per hour service

**2028**

## COST ESTIMATE:

Program Scope	Total Cost (\$ millions)	TIRCP Requested Amount (\$ millions)	SB1 Requested Amount (\$ millions)
Vehicles	\$1,618.4	\$135.4	
Communication Based Train Control	\$1,150.5	\$318.6	\$150.0
<b>TIRCP AND SB-1 TOTALS</b>	<b>\$2,768.9</b>	<b>\$454.0</b>	<b>\$150.0</b>
Hayward Maintenance Center Phase II	\$228		
Traction Power	\$94		
Program Management	\$6.6		
Program Contingency	\$309.7		
Financing Costs	\$103.5		
<b>PROJECT TOTAL</b>	<b>\$3,510.7</b>	<b>\$454.0</b>	<b>\$150.0</b>

Nearly \$700 million is already committed to the program, including \$448 million from BART's Measure RR passed in 2016. Additional funding is being sought from the federal Capital Investment Grant (CIG) program and Regional Measure 3 which will go to the voters in 2018.

For More Information Contact:

**Duncan Watry**  
(510) 287-4840

San Francisco Bay Area Rapid Transit District





**Attachment 5: SB 1 LPP Program Nominations**

January 10, 2018 Programming and Allocations Committee Item 4a

**Bay Area List of 2018 LPP Formulaic Proposals**

(\$millions)

<b>Applicant Agency</b>	<b>Project Title</b>	<b>Implementing Agency</b>	<b>Amount Proposed</b>
AC Transit	Customer Service Center Rehab	AC Transit	\$0.5
AC Transit	Purchase 59 Hybrid Buses	AC Transit	\$0.5
ACTC	7th Street Grade Separation East Segment (7SGSE)	ACTC	\$8.0
City of Orinda	Miner Road Rehab	Orinda	\$0.2
CCTA	I-680 NB Express Lane	CCTA	\$4.8
CCTA	El Cerrito Pavement Project	El Cerrito	\$0.2
CCTA	Martinez Pavement Project	Martinez	\$0.2
TAM	Marin-Sonoma Narrows (Design Contracts B1-Ph2 and A4)	Caltrans	\$0.5
TAM	Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	San Rafael	\$0.5
BATA	Dumbarton Bridge Operational Improvements	BATA	\$8.2
BATA	SFOBB/West Oakland Regional Bicycle/Ped Link Connection	MTC/BATA/CT	\$2.0
BART	BART Escalator Replacement (Downtown SF Stations)	BART	\$1.9
SMART	SMART Rail Maintenance Equipment Expansion	SMART	\$1.6
SFCTA	Park Merced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	\$2.1
SFCTA	Alemaney Boulevard Pavement Renovation	SFPW	\$2.1
VTA	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	\$9.4
SCTA	Route 101 Marin/Sonoma Narrows C-2 project	Caltrans	\$0.6
SCTA	Santa Rosa OBAG2 Bike and Pedestrian Project	Santa Rosa	\$0.6
<b>Total Proposed for Formula Program</b>			<b>\$43.9</b>

**Proposed Draft List of Bay Area 2018 LPP Competitive Applications**

(\$millions)

<b>Applicant Agency</b>	<b>Project Title</b>	<b>Implementing Agency</b>	<b>Amount Proposed</b>
AC Transit	Purchase 59 Hybrid Buses	AC Transit	\$10.4
CCTA	I-680/SR4 Interchange Improvements – Phase 4	CCTA	\$19.0
City of Orinda	TBD	Orinda	\$0.0
TAM	Bellam Blvd Offramp Access Imps to Richmond San Rafael Bridge	TAM	\$2.0
TAM	Sir Francis Drake Blvd Rehabilitation Project	Marin County	\$5.0
TAM	Northern Segment of the North-South Greenway Project	TAM	\$2.0
NVTA	Devlin Road Extension Phase E	Napa County	\$ TBD
BART	Train Control Modernization Project	BART	\$50.0
SMART	TBD	SMART	\$TBD
SFCTA	Mission Bay Ferry Landing	SF Port	\$11.0
SFCTA	Jefferson Street Improvements Phase II	SF PW	\$6.5
SFCTA	Better Market Street Segment 1	SF PW	\$40.2
<b>Co-Applicants:</b> San Mateo CCAG Samtrans San Mateo TA	US 101 Managed Lanes - CMGC	Samtrans	\$10.0
VTA	Mathilda Avenue Improvements at SR 237 and US 101	SCCVTA	\$16.0
<b>Total Proposed for Competitive Program</b>			<b>\$172.1</b>

Date: January 24, 2018  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4317

This resolution adopts the program of MTC's nominations for the Solutions for Congested Corridors (SCC) program for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2018 Solutions for Congested Corridors Program
- Attachment B – Program of MTC Nominations for 2018 Solutions for Congested Corridors Program

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated January 10, 2018.

Date: January 24, 2018  
W.I.: 1515  
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the SB 1 Solutions for Congested Corridors (SCC) Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4317

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 adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects that make specific performance improvements designed to reduce congestion in highly-traveled corridors; and

WHEREAS, on December 6, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Solutions for Congested Corridors Program, which includes four years of funding totaling \$1 billion (Attachment A); and

WHEREAS, MTC, as both the regional transportation planning agency and authority responsible for preparing the RTIP for the Bay Area, is eligible to nominate projects within the Bay Area for SCC funds, as defined in section 9 of the Guidelines for the Solutions for Congested Corridors Program; and

WHEREAS, MTC is the nominating agency for SCC projects, and is not a sponsoring or implementing agency on any MTC-nominated SCC project; now, therefore, be it

RESOLVED, that MTC adopts the Program of MTC Nominations the Solutions for Congested Corridors Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the nominating agency, shall not be responsible to fund any cost increases unless explicitly agreed, and the responsibility and accountability for MTC's nominated projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Program of MTC Nominations for the Solutions for Congested Corridors Program is for planning purposes only, with each project still subject to review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; 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

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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 January 24, 2018.

**Attachment A**  
**MTC Resolution No. 4317**  
**SB1 Solutions for Congested Corridors (SCC)**  
**Program of MTC Nominations**  
**FY 2017-18 through FY 2020-21**  
**January 2018**

MTC Resolution No. 4317  
Attachment A  
Adopted: 1/24/18-C

**Statewide Funding Distribution (Based on Section 4 of SCC Guidelines adopted by CTC on Dec. 6, 2017)**

<b>SB1 Solutions for Congested Corridors (SCC) Program</b>	<b>Estimated Appropriations (\$millions)</b>
SCC - FY 2017-18 Appropriation	\$250
SCC - FY 2018-19 Appropriation	\$250
SCC - FY 2019-20 Appropriation	\$250
SCC - FY 2020-21 Appropriation	\$250
<b>Total</b>	<b>\$1,000</b>

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**Attachment B**  
**MTC Resolution No. 4317**  
**SB1 Solutions for Congested Corridors (SCC)**  
**Program of MTC Nominations**  
**FY 2017-18 through FY 2020-21**  
**January 2018**

MTC Resolution No. 4318  
Attachment B  
Adopted: 01/24/18-C

**Project List**

SB1 Solutions for Congested Corridors Program of MTC Nominations			
	County	Sponsor	SCC Amount
San Mateo US-101 Express Lanes /	San Mateo	Caltrans	\$233
Santa Clara US-101 Express Lanes Phase 3	Santa Clara	VTA	
Solano I-80 Express Lanes	Solano	Caltrans	\$123
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans	\$85
BART Train Control System	Regional	BART	\$100
<b>Total</b>			<b>\$541</b>

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Date: January 24, 2018  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4318

This resolution adopts the program of the Bay Area's nominations for the Trade Corridors Enhancement Program (TCEP) for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2018 Trade Corridors Enhancement Program
- Attachment B – Program of Bay Area Nominations for 2018 Trade Corridors Enhancement Program

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated January 10, 2018.

Date: January 24, 2018  
W.I.: 1515  
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the SB 1 Trade Corridors Enhancement Program (TCEP)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4318

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

WHEREAS, MTC is the 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, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$300 million per year to the Trade Corridor Enhancement Account to fund infrastructure improvements on corridors that have a high volume of freight movement; and

WHEREAS, on July 21, 2017, the Governor signed Senate Bill 103 (Chapter 95, Statutes of 2017) into law, which directs the California Transportation Commission to allocate Trade Corridor Enhancement Account funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of December 4, 2015) through the Trade Corridor Enhancement Program; and

WHEREAS, on October 18, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Trade Corridors Enhancement Program, which includes three years of funding totaling \$1.341 billion (Attachment A); and

WHEREAS, MTC, as the MPO for the nine-county Bay Area, is responsible for compiling project nominations for the regional portion of the TCEP within the region, as defined in section 17 of the Guidelines for the Trade Corridor Enhancement Program, and

WHEREAS, MTC is not a sponsoring or implementing agency on any Bay Area TCEP project; now, therefore, be it

RESOLVED, that MTC adopts the Program of Bay Area Nominations for the Trade Corridor Enhancement Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the agency responsible for compiling project nominations, shall not be responsible to fund any cost increases unless explicitly agreed, and the responsibility and accountability for the Bay Area's TCEP projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Program of Bay Area Nominations for the Trade Corridor Enhancement Program is for planning purposes only, with each project still subject to review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; 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

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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 January 24, 2018.

**Attachment A**  
**MTC Resolution No. 4318**  
**SB1 Trade Corridor Enhancement Program (TCEP)**  
**Fund Estimate and Corridor Targets**  
**FY 2017-18, FY 2018-19, and FY 2019-20**  
**January 2018**

MTC Resolution No. 4318  
Attachment A  
Adopted: 01/24/18-C

**Statewide Fund Estimate (\$millions)**

<b>SB1 Trade Corridor Enhancement Program Fund Estimate</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>	<b>Total Statewide*</b>
State: Trade Corridor Enhancement Account	\$200	\$298	\$296	\$794
Federal: National Highway Freight Program	\$293	\$115	\$127	\$535
State: AB 133 Loan Repayment	\$11			\$11
<b>Total</b>	<b>\$505</b>	<b>\$413</b>	<b>\$423</b>	<b>\$1,341</b>

\* Figures may not add to total due to rounding

**Corridor Programming Targets (\$millions)**

<b>SB1 Trade Corridor Enhancement Program Targets</b>	<b>Target*</b>
Statewide Target: Caltrans	\$536
Regional Target: Bay Area and Central Valley	\$217
Regional Target: Other Corridors	\$588
<b>Total</b>	<b>\$1,342</b>

\* Target may not match Fund Estimate due to rounding

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**Attachment B**  
**MTC Resolution No. 4318**  
**SB1 Trade Corridor Enhancement Program (TCEP)**  
**Program of Bay Area Nominations**  
**FY 2017-18, FY 2018-19, and FY 2019-20**  
**January 2018**

MTC Resolution No. 4318  
Attachment B  
Adopted: 01/24/18-C

**Project List**

SB1 Trade Corridor Enhancement Program (TCEP) Program of Bay Area Nominations			TCEP Amount
	County	Sponsor	
Port of Oakland 7th Street Grade Separation (East)	Alameda	Port of Oakland	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	Port of Oakland	\$11
At-Grade Rail Crossing Improvements (Berkeley, Emeryville)	Alameda	ACTC, Berkeley, Emeryville	\$12
I-680/SR-84 Interchange	Alameda	ACTC	\$71
Solano I-80/I-680/SR-12 Interchange (various phases)	Solano	Caltrans/ STA	\$216
Santa Clara US 101/SR25 Interchange (Design)	Santa Clara	VTA	\$4
<b>Total</b>			<b>\$489</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\January PAC\[tmp-4318\_Attachments\_A\_B.xlsx]TCEP Attach B Jan 2018



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	17-2344	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	2/15/2017	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	1/10/2017	<b>Final action:</b>			
<b>Title:</b>	Regional Means-Based Transit Fare Program				

MTC initiated this study in 2015 to develop and analyze scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area. The study has been completed and, following extensive consultation with the region's major transit operators, recommendations and findings will be presented.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5a Regional Means Based Transit Fare Program.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Regional Means-Based Transit Fare Program

*MTC initiated this study in 2015 to develop and analyze scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area. The study has been completed and, following extensive consultation with the region's major transit operators, recommendations and findings will be presented.*

**Presenter:**

Melanie Choy

**Recommended Action:**

Information

# Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 5a

## Regional Means-Based Transit Fare Program

**Subject:** Regional Means-Based Transit Fare Program

**Background:** MTC has been involved in identifying transportation challenges for low-income residents and promoting solutions through various regional planning and policy initiatives for over a decade. These include the Coordinated Public Transit-Human Services Transportation Plan (“Coordinated Plan”), the Lifeline Transportation Program, the Community Based Transportation Planning (CBTP) program, the Regional Transportation Plan, and the Transit Sustainability Project.

Concerns about transit affordability are commonly raised by low-income residents during these planning efforts. The Commission has also funded several low-income or youth pass pilot programs through the Transit Performance Initiative (TPI) Incentive program. Further, in the third cycle of the Lifeline Transportation Program, MTC set aside \$300,000 to look comprehensively at this issue in a Regional Means-Based Transit Fare Pricing Study.

The study overview, findings, and proposed recommendations are presented below and in the attached slides.

### Study Overview

The study developed scenarios for funding and implementing a regional means-based transit fare program or programs and determined the feasibility of implementing the scenarios. Per the study scope of work, each of the scenarios must be consistent with the following three overall program objectives:

1. Make transit more **affordable** for the Bay Area’s low-income residents.
2. Move towards a more **consistent regional standard** for fare discount policies.
3. Define a transit affordability solution that is **financially viable and administratively feasible**, and does not adversely affect the transit system’s service levels and performance.

Staff has conducted comprehensive outreach throughout the study to a variety of stakeholder groups including a technical advisory committee, focus groups, and the Policy Advisory Council. The region’s public transit operators have been involved at every step along the way.

### Fare Scenarios

Three affordability and two program cost offset scenarios were evaluated (see Attachment A). The program cost offset scenarios were analyzed to evaluate the amount of new fare revenues that might be generated to offset the discounts provided in the affordability scenarios.

### Key Findings and Recommendations

The affordability scenarios were scored against the three study objectives and the key findings and recommendations are:

- Two scenarios (A1 and A3) were rated higher.
- Annual cost could be \$65-80 million with 100% participation (≈250 million annual low income adult trips). Note that the Revenue Scenarios could generate \$55-65 million per year but are very challenging to implement because they involve repealing or reducing fare discounts for current classes of passengers.



- All scenarios require means-testing, which requires up-front costs and ongoing costs to administer.
- Any scenario can be constrained for further study and analysis or capped at a specific funding level or number of participants.

Attachment B provides key findings from the AC Transit/BART Fare Discount Pilot, which recognized the need for means-based discounts for riders on those systems.

For many months, MTC staff has been in discussions with the large transit operators and representatives of the small operators regarding advancing toward implementing a program. While some key details of a full program are yet to be developed, there seems to be interest around the region in moving ahead. The study estimated a program cost (lost fare revenue) of approximately \$16 million per year, based on a 50% discount and about 20% of eligible low-income adult riders participating, on all operators in the region. Staff proposes to split this cost 50/50 with the operators.

Over the past several months, in partnership with transit operators, staff has developed the following proposed terms for a regional means-based fare program and funding plan.

***Proposed Regional Means-based Fare Program***

***Participating Agencies***

All 7 Large Operators to participate in the Means-Based Program:

1. SFMTA and VTA retain and continue (or expand) their current programs
2. At a minimum the other 5 large operators to agree to Opt-In to the new Means-Based program (BART, Caltrain, SamTrans, AC Transit, GGBHTD). SFMTA and VTA have the option to opt in.
3. All other operators have the choice to Opt-In to the program

***Means-based Discount***

Discounts offered by operators shall be set at a minimum of 20% to allow some regional standardization while also recognizing that the potential lost fare revenue is more significant for some operators. In particular, several operators have expressed a preference for a 50% discount to match their current senior and disabled discount fares. BART staff has indicated concern about the 20% minimum discount because they cover so much of their operating cost through farebox revenues.

***Funding***

MTC to contribute \$8 million in funding that would be used for administrative costs first, currently estimated at \$2 million annually. The remainder would defray operators' revenue losses for the new regional means-based fare program. The operators are to cover any remaining costs or revenue losses from their augmented STA revenue-based funds or other sources.

Staff proposes the MTC contribution come from the additional State Transit Assistance population-based funds available to the Commission through Senate Bill 1 (SB 1). If SB1 is repealed, this Means-based program is subject to cancellation.

***Implementation***

Program to be implemented on Clipper through a discount coupon approach.

**Issues:**

1. Agency Participation

While there is general conceptual agreement between MTC and agency staff, program participation would require each agency board approval. Since roughly 95% of Bay Area transit trips occur on the seven largest operators, a regional program should at a minimum include these seven operators. However, smaller agencies have significant low-income ridership and this proposal offers an opportunity for all transit agencies to participate by opting-in to the regional framework.

2. Financial Risk related to discount levels and participation rates

The extent of revenue loss is dependent on the rates of discount and participation. The discount rate will be set in advance. While participation rates can be estimated based on existing programs in the Bay Area and beyond, the actual participation rate is unknown. Consistent with the study objectives of making transit more affordable and moving toward a more consistent regional standard for discounted fares, MTC staff recommends insisting on a minimum discount level of 20%. Staff from agencies with higher average fares note that participation rates may be significantly higher because of the higher base fare. Agencies with higher fares may select the minimum discount level, at least initially, in order to mitigate the financial exposure.

3. Implementation Challenges

Program implementation will require coordination between MTC, transit agencies, county social service agencies and other partners. While this proposal provides a high-level conceptual overview, program development and design, including a federal Title VI evaluation and transit operator board consideration and approvals, will take time to develop. Should the Commission decide to move forward with the concept, staff estimates program development to take most of 2018 and program start-up in 2019. This schedule also will allow us to react to any potential repeal of SB 1 on the November 2018 ballot prior to program launch.

Proposed funding for the regional Means-based fare discount program is subject to additional discussion under the next agenda item related to SB 1 and the State Transit Assistance (STA) population-based funds.

Staff is seeking Committee input today and hopes to return to the Commission in February 2018 to seek approval and SB 1 funding commitment for the Means-Based Fare Discount Program.

**Recommendation:** Information and discussion only.

**Attachments:** Attachment A – Scenarios Evaluated in Study  
Attachment B – Findings from the AC Transit/BART Fare Discount Pilot Presentation  
SPUR Comments on Means-Based Fare Study

## Attachment A – Scenarios Evaluated in Study

<b>Affordability Scenarios</b>	<b>A1.</b> Discounted Fares and Passes	Create a fare discount category for low-income riders
	<b>A2.</b> Fare Capping/ Accumulator Pass	Low-income riders would purchase pass products (such as monthly passes) in small increments rather than paying the full price of the pass up-front. After a set amount has been reached for the pass period, all remaining trips in the pass period would be free.
	<b>A3.</b> Cash on Clipper®	Low-income riders would receive a stipend in the form of cash value added to a Clipper card.
<b>Cost Offset (Revenues) Scenarios</b>	<b>R1.</b> Eliminate non-mandated discounts	Eliminate current discounts provided to seniors, disabled, and youth in excess of federal requirements
	<b>R2.</b> Fare increase for non-low-income riders	Raise all fares for all non-low-income riders 10% across the board

## **Attachment B**

### **Findings from AC Transit/BART Fare Discount Pilot**

Study conducted in 2015-2016 by MTC, AC Transit, and BART to gauge effects of transfer discounts, findings included:

1. Consider future fare-based discount opportunities on most receptive audiences from this pilot:
  - a) Central and Northern portions of AC Transit service area; and
  - b) Residents earning less than \$100,000 year per year.
2. Consider future fare-based discount opportunities that:
  - a) Generate ridership where capacity is available, such as BART's Richmond-Fremont line and transit trips during non-peak periods
  - b) Take into account BART station parking policies and fee structures.
3. Consider the Inner East Bay and AC Transit/BART riders when developing recommendations for MTC's Means-based Fare Study.

# MTC Means Based Fare Study

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FINDINGS AND PROPOSED NEXT STEPS

JANUARY 10, 2018



# Study Goals



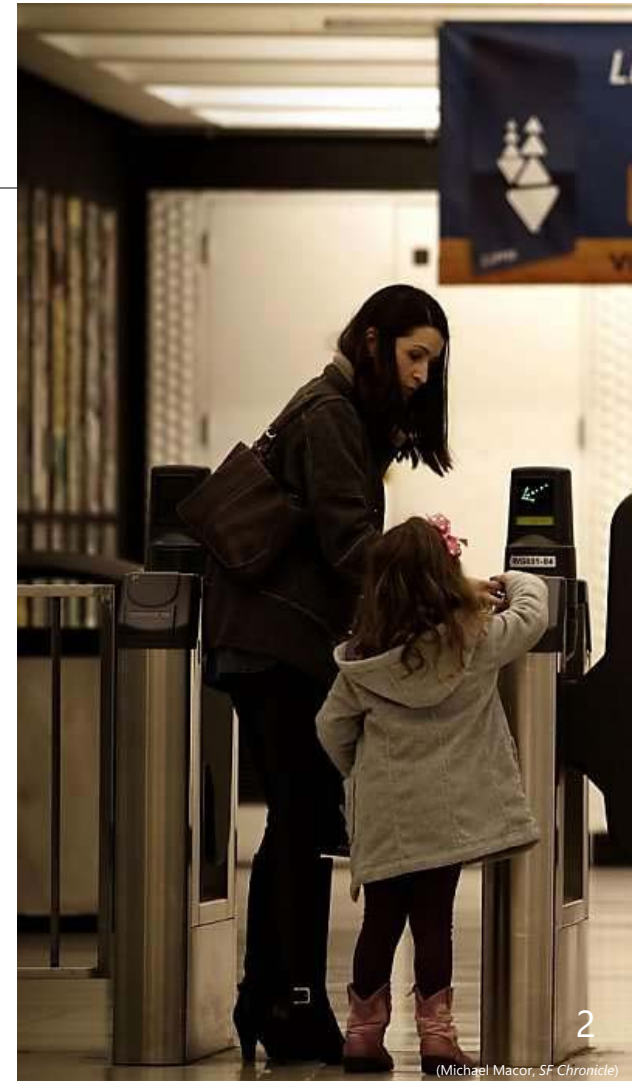
Make transit more **affordable** for the Bay Area's low-income residents



Move toward a more **consistent regional standard** for fare discount policies



Define a transit affordability solution that is **financially viable and administratively feasible**, and does not adversely affect the transit system's service levels and performance



# Low-Income Ridership and Average Fares

## FY2014-15 Average Weekday Boardings by Income Category

Operator	Household Income * <\$25,000	Household Income * \$25,000-\$49,999	SUBTOTAL AVERAGE WEEKDAY RIDERSHIP < \$49,999
AC Transit (Local)	90,818	44,816	135,634
AC Transit (Transbay)	1,054	1,123	2,177
BART (Heavy Rail)	35,239	77,627	112,866
Caltrain (Heavy Rail)	4,006	7,352	11,358
GGBHTD (Bus)	1,479	2,198	3,677
GGBHTD (Ferry)	147	604	751
SFMTA (Bus, Trolley, LR)	264,472	147,793	412,265
SamTrans (Bus)	16,635	14,686	31,321
VTA (Bus and Light Rail)	77,674	26,833	104,507
<b>Total by Income Category</b>	<b>491,523</b>	<b>323,032</b>	<b>814,555</b>

TOTAL AVERAGE WEEKDAY RIDERSHIP (all income levels)**	AVERAGE FARE per Trip ***
171,766	\$ 1.13
7,816	\$ 3.09
433,791	\$ 3.41
60,800	\$ 4.39
12,135	\$ 0.68
8,184	\$ 7.24
700,072	\$ 0.87
42,980	\$ 1.33
141,226	\$ 0.89
<b>1,578,770</b>	

\* Income data from MTC/Operator Transit Surveys; SFMTA and VTA income data from Operator Surveys

\*\*Average Weekday Boardings from 2014-15 MTC Statistical Summary

\*\*\* 2015 Average Fare Revenue per unlinked passenger trip from FTA National Transit Database 2015 data

Shaded represents boardings with average fares higher than \$3 per trip

# Study Overview

- **May 2015:** Peer Program Review
- **July 2015:** Scenario Development
- **December 2015:** Selection of Five Scenarios for Analysis
- **2016:** Qualitative and Quantitative Analysis
- **2017:** Evaluation of Report and Selection of preferred Alternative(s)
- **Now:** Discussion of Program Proposal





# Study Scenarios and Analysis

	Scenario	Description	Analysis
<b>Affordability Scenarios</b>	<b>A1.</b> Discounted fare media	<ul style="list-style-type: none"> <li>New discount category for low-income riders paying cash fares or purchasing passes</li> </ul>	<ul style="list-style-type: none"> <li>Delivers affordability benefits but challenging implementation if a new low income fare category must be created on Clipper®</li> </ul>
	<b>A2.</b> Fare Capping/ Accumulator Pass	<ul style="list-style-type: none"> <li>Fares are capped at a specific threshold within a given time period</li> <li>Additional rides within the period are free once the cap is reached</li> </ul>	<ul style="list-style-type: none"> <li>Does not deliver affordability benefits to infrequent riders and was identified as most difficult to implement under current conditions</li> </ul>
	<b>A3.</b> Subsidized Clipper® cards	<ul style="list-style-type: none"> <li>No change to operators' fare policies</li> <li>Fare stipends delivered on pre-loaded Clipper® cards</li> </ul>	<ul style="list-style-type: none"> <li>Ranked highest based on relative ease of implementation and delivering affordability to riders</li> </ul>
<b>Cost Offset (Revenues) Scenarios</b>	<b>R1.</b> Eliminate non-mandated discounts	<ul style="list-style-type: none"> <li>Eliminate current discounts provided to seniors, disabled, and youth in excess of federal requirements</li> </ul>	<ul style="list-style-type: none"> <li>Not analyzed against study goals but should be considered in terms of feasibility to offset potential program costs</li> </ul>
	<b>R2.</b> 10% fare increase for non-low-income riders	<ul style="list-style-type: none"> <li>Raise all fares for all non-low-income riders 10% across the board</li> </ul>	<ul style="list-style-type: none"> <li>Not analyzed against study goals but should be considered in terms of feasibility to offset potential program costs</li> </ul>

# Overall Study Findings

- All the transit discount scenarios resulted in a **revenue loss** for transit operators at full implementation; the revenue generation proposals could cover about 1/2 to 2/3 of the costs
- Ridership **impacts vary considerably** by operator depending on existing capacity
- All scenarios require **means-testing**, which requires up-front costs and ongoing costs to administer
- Experience from agencies with low income transit fare discounts demonstrate approximately **25% of those eligible transit riders sign up/** participate in the program.



# Regional Program - Range of Annual Cost Estimates (2014 \$)

% of eligible residents that participate	Scenario *		
	A1. Discounted Fare Media <i>(In millions)</i>	A2. Fare Capping/ Accumulator Pass <i>(In millions)</i>	A3. Cash on Clipper® <i>(In millions)</i>
10%	\$ 8	\$ 7	\$ 8
15%	\$ 12	\$ 10	\$ 12
20%	\$ 16	\$ 13	\$ 16
25%	\$ 20	\$ 17	\$ 19
50%	\$ 40	\$ 33	\$ 38
100%	\$ 80	\$ 65	\$ 76

\* Fixed costs for administration for any program are estimated at \$1-1.5M/year plus \$0.6- \$1M in one time startup costs

# Lessons from Other Means-Based Fare Programs

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## SFMTA'S LIFELINE PROGRAM

- Means-testing and process by Human Services Agency (HSA) up to 200% Federal Poverty Level (FPL)
- Approximately half of Lifeline pass-holders don't qualify for other means-tested benefit programs (CalFresh, Medicaid)
- SFMTA estimates the program is actively used by 21% of eligible low-income riders
- Annual revenue loss ~\$7.5M, serving ~20,000 riders (\$350/person/year)
- \$600,000 annual operating costs

## SEATTLE'S ORCA LIFT PROGRAM

- Eligibility and discount policies set by King County Metro
- Allows ~50% discount on seven regional operators
- Relies on regional smart card to calculate fares and discounts depending on time of day and zones of travel
- Social service and non-profit agencies serve as program administrators and partners
- Program participation and growth rate lower than expected; anticipated 45,000-100,000 enrollees; now serving ~7500 riders
- Annual revenue loss ~\$4M (\$533/person/yr)
- \$1.8 - 3M annual operating costs

# Proposed Regional Means Based Program Framework

*Based on study results and subsequent discussions:*



All 7 large operators to participate (SFMTA and VTA can continue or expand current programs); other operators may opt in



Operators to select fare discount rate, (minimum of 20%) (closest to Scenario A1 from study) – focus on cash fares rather than passes



Offered through Clipper

Funding: MTC to invest \$8 M/year in SB 1 – STA Population-based funds to cover administrative cost and defray operator revenue loss.

Operators to cover remaining costs and/or revenue loss.



# Proposed Regional Means-Based Program Implementation Concepts

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- Establish income threshold at 200% of federal poverty level
- Eligibility screening and determination could be modeled after Regional Transit Connection program in partnership with Social Service Agencies
- Requires Title VI Analysis
- Administrative costs estimated at \$2 million annually

# Proposed Regional Means Based Program Issues

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Agency participation is subject to operator board approval.



High average-fare operators note that participation and costs (fare revenue losses) may be significantly higher because of the higher base fare



Funding: Proposed MTC funding source is SB 1 – STA Population-based. If SB 1 is repealed, the Means-based program is subject to cancellation.

# Next Steps

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- February – MTC consider committing \$8 million annually to Means-based Fare Discount program as part of SB 1 population-based framework adoption
- Spring/Summer - Transit Agency Boards consider approval of Means-based Fare Discount program participation.
- Program design/development through end of 2018
- 2019 - Program start-up



**SPUR**

San Francisco | San Jose | Oakland

January 4, 2017

Programming and Allocations Committee  
Metropolitan Transportation Commission  
375 Beale St, Suite 800  
San Francisco, CA 94105

Re: MTC Regional Means-Based Transit Fare Pricing Study

Dear Chair Josefowitz and Programming and Allocations Committee Members:

SPUR is a member-supported nonprofit organization that promotes good planning and good government in the San Francisco Bay Area through research, education and advocacy. Improving public transit and increasing transit use in cities are core priorities for our organization.

Access to transit is not merely a question service availability, but also the cost to ride. For most households in the Bay Area transportation is the third-biggest monthly expense, behind housing and food.<sup>1</sup> When transit is out of reach, its promise—access to other people, goods, jobs, education, and opportunity—cannot be realized.

We are appreciative that MTC launched the Means-Based Fare Study in 2015 to determine if a region-wide low-income transit fare program would be feasible and effective. We recognize that providing transit at a discount to low-income residents requires finding political, logistical and financial solutions.

SPUR has followed the study. In consultation with experts and stakeholders, we have developed the following suggestions for next steps:

**1. Collect and use more data on the travel patterns of low-income Bay Area residents; use the results to set the direction for the pilot program.**

The Means-Based Fare Study found that the lowest incomes riders make shorter trips than higher income riders and use the local bus systems at higher rates than higher-incomes riders use the region's long-distance transit modes. If the study is based on the premise that low-income transit riders cannot afford transit, it is insufficient to use only the trips low-income transit riders *can afford* as indicative of overall travel patterns.

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<sup>1</sup> MTC Means-Based Fare Study, <http://mtc.ca.gov/our-work/plans-projects/other-plans/means-based-fare-study>.

For a more holistic assessment of the travel patterns of low-income people, the study should also analyze trips low-income residents take by car or simply forgo. An analysis of low-income travel patterns could further be strengthened by using Clipper data, data from the [San Francisco Late-night Transportation study](#), the Bay Area Travel Survey, and the regional travel demand model. These sources could also provide additional insights into the overall mobility needs of low-income residents. Findings should be used to determine which transit agencies or markets should be the focus for the pilot.

## **2. Understand users: Seek to better understand the needs, wants and preferences of low-income transit riders and potential riders prior to pilot implementation.**

The study would benefit from a more robust exploration into the needs of low-income transit riders, such as how, when and why they use and don't use transit; what they identify as barriers to transit use; and how they would prefer to access and use a discounted fare.

The SFMTA's Lifeline program, which offers a discounted monthly pass to low-income transit riders, provides a template for how MTC can design and deliver a discounted transit fare to low-income residents. The MTC study explores the program, but only from the perspective of those who administer it. Lifeline participants are the ideal population to interview to understand the barriers, challenges and opportunities to accessing and using a low-income transit pass in the Bay Area. The insights gleaned through interviews with Lifeline participants (and program dropouts, if feasible) could help MTC understand how to optimally design and deliver a discounted fare program. MTC should also interview participants in the Santa Clara Valley Transportation Authority's UPLIFT Program and incorporate learnings from the Alameda County Transportation Commission's Affordable Student Transit Pass Program.

## **3. Use the Clipper 2.0 upgrade to modify Clipper to make it a more effective product for low-income residents and workers.**

Members of the TAC and focus group participants expressed that it would be a burden to access the discounts if they were limited to Clipper. Moving people to Clipper is a good goal: Clipper allows for easier regional travel; many transit agencies offer discounts for Clipper use; cash transactions slow buses down and are costly to operators. However, the study offers no strategies to make Clipper a more useful product for low-income riders.

The Clipper card should work for everyone regardless of income. Solving for low-income transit affordability requires that the shortcomings of Clipper be addressed. As part of the Clipper 2.0 upgrade, SPUR recommends that MTC identify changes to benefit low-income transit riders, such as the following. We recognize that some of these solutions cannot be implemented by MTC. However, they should be acknowledged and supported in through this study.

- Allow riders who do not have enough money on their Clipper card to board or exit trains and buses, but require that they make up the negative balance before they can use their card again.
- Allow the start date for a monthly pass to be the date of purchase. People with little or no income are paid at different times during the month and could benefit from this flexibility.
- Increase the network of Clipper retail outlets and vending machines with a particular focus on improving access for low-income residents.<sup>2</sup> MTC should set a threshold requirement for opportunities to purchase or reload Clipper in Communities of Concern. Meeting this threshold should be a performance requirement for the Clipper 2.0 System Integrator.
- Establish a low-income category so that all low-income discounts can be accessed through the Clipper card.
- Design Clipper 2.0 to support open payments. This type of platform allows Clipper to be combined with the smart cards offered by other low-income programs, such as food stamps and/or Medicaid.<sup>3</sup>

#### **4. Design a means-based program which makes applying for, using and renewing the discount fare an easy experience.**

The low-income transit fare program needs to be easy to apply for, easy to use and easy to renew. MTC should evaluate whether picture ID cards are necessary, especially if they add cost or make the program more difficult to access. Seattle's low-income transit program, ORCA Lift, opted not to require picture ID cards to reduce the potential stigma.<sup>4</sup>

MTC should offer multiple locations for enrollment and multiple means to determine program eligibility. The ORCA Lift program is heralded for its innovative enrollment strategy. King County Metro Transit [partnered with Public Health – Seattle & King County](#) to take advantage of Public Health's robust network of Affordable Care Act enrollment locations. As a result, passengers can sign up for an ORCA Lift card at more than 46 locations, including colleges, food banks, human service providers, nonprofit organizations and health clinics.

While linking eligibility to existing programs such as Medi-Cal or the PG&E CARE program would ease means-testing, participation in social safety-net programs varies. The SFMTA found that the majority of the participants in the Lifeline program, though eligible for other safety-net

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<sup>2</sup> For example, an analysis of retail locations by Marin Transit found that in the areas with the highest transit ridership and highest concentration of minorities, there is only one Clipper retail outlet. See: Marin Transit, 2016-2025 Short Range Transit Plan, Appendix B: Fare Analysis.

<sup>3</sup> Perrotta, A. Fare Collection and Fare Policy. (2016). Regional Plan Association.

<sup>4</sup> Regional Means-Based Transit Fare Pricing Study: Draft Technical Memorandum #3: Evaluation of Alternative Means-Based Transit Fare Scenarios.

programs, were not enrolled.<sup>5</sup> The majority of bus riders are low-income. Means testing may make more sense for typically high income modes like BART and Caltrain.

The low-income transit fare program should not add complexity to an already complicated fare landscape. MTC is considering structuring the pilot program like the RTC (Regional Transit Connection) Clipper card, a version of Clipper that provides discounted fares to passengers under 65 with qualifying disabilities. However, discounts vary by operator. SPUR recommends that the cost of a discounted single ride be consistent, with a single price for bus trips and single price for rail trips regardless of operator. While this might not be feasible with the current Clipper technology, a consistent low-income discount can be achieved as part of the Clipper upgrade.

### **5. Coordinate with Bay Area Bike Share's means-based program, which is also an initiative of MTC.**

Motivate, the vendor that operates Bay Area Bike Share, is offering a discounted annual membership to low-income individuals. Enrollment for both the bike share discount and low-income transit fare program should be structured such that when a low-income person is a deemed eligible for either program, he/she immediately has the opportunity to enroll in the other. Coordinating on enrollment is a means to capture more people who are eligible the programs while reducing the enrollment burden for people with limited income. In addition, MTC should study the implementation and uptake of the bike share discount and apply any learnings to the low-income transit fare pilot.

### **6. Carefully study regional pass options.**

The Means-Based Fare Study considered but ultimately recommended against a regional interagency pass (a single fare product for use on multiple operators) as well as a regional accumulator pass (a monthly pass that is paid for in increments) out of a concern that these options would be too difficult to implement and would pose a potential barrier to bringing a low-income transit fare program into existence.

We think it is premature to decide not to pursue a regional pass because of technical and organization barriers. Seattle, which like the Bay Area has multiple transit agencies, demonstrates that it is possible to offer a discount across transit agencies. The ORCA Lift program allows eligible residents to ride for \$1.50 regardless of what agency provides the ride.

The following highlight why a regional pass is necessary to meet the transit needs of the region's low-income residents:

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<sup>5</sup> Ibid.

- Low-income residents surveyed for the MTC study said a regional pass that addresses the high cost of multi-fare trips was the solution they preferred. Participants expressed strong support for a pass that included trips on different operators and for making transfers more affordable, suggesting that many need to use more than one ride, and in many cases more than one transit system, to reach their destinations.<sup>6</sup> Many people live and work in places with multiple operators, including the region’s growing job centers (downtown San Francisco, mid-Peninsula, downtown San Jose, downtown Oakland).
- The need to ease the cost of regional travel is heightened by the increase in displacement of low and moderate income residents from the region’s core to outlying jurisdictions where they are farther from jobs and transit. According to [Plan Bay Area 2040](#), there are over a half million lower-income households at risk of displacement in the Bay Area, with the majority of them living in San Francisco, Santa Clara and Alameda counties. Reducing the cost of transferring between operators is needed to ensure these households are not priced out of opportunity by the cost of a multi-leg transit trip.<sup>7</sup>
- Certain regional pass products can make transit more affordable without the need for a means-based subsidy. A regional accumulator or “pass as you go” option would put a monthly pass—and all its benefits—within reach of people with limited income because it is paid for increments. (With an accumulator, a rider pays incrementally for each trip, and there is a cap at a maximum level after the rider is not charged for additional trips). Unless attached to a subsidy, an accumulator would not require means-testing, which can be a barrier to enrollment and drives up the cost of program administration. Moreover, transit is facing increasing competition. Passes can create loyalty and encourage discretionary trips, especially from existing transit users.

SPUR recommends MTC carefully study regional pass options. This study should look at the different transit markets and types of regional fare products and test to see if regional fare products can help low-income transit riders afford transit, or choose transit.

## **7. Design the means-based fare pilot to discover what we don’t know, and include a rigorous evaluation.**

The pilot should be developed thoughtfully to test certain questions and assumptions, such as how to determine eligibility, whether to focus on transit markets or individual operators, and how

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<sup>6</sup> Reducing the cost of transfers and accumulator products were identified as key means to make transportation more affordable for low-income people in the comprehensive study of transit affordability for low-income people by Loren Rice. See: Rice, L. (2004). *Transportation Spending by Low-Income California Households: Lessons for the San Francisco Bay Area*. [http://www.ppic.org/content/pubs/report/R\\_704LRR.pdf](http://www.ppic.org/content/pubs/report/R_704LRR.pdf)

<sup>7</sup> SPUR analysis found that workers who leave their county for work are more likely to have higher wages than those who stay within their county. Among lower-wage workers who lack cars, transportation is the single largest barrier to middle-wage work. See: SPUR Report, *Economic Prosperity Strategy*.

to manage impacts to farebox revenue. The pilot should be developed with a specific goal in mind, such as to grow low-income ridership or ease the burden for current riders.

It is imperative that the evaluation include metrics beyond enrollment and uptake. If the pilot is to produce learnings that will inform larger rollout, MTC needs to understand how each aspect of the program — from outreach to enrollment to use— is received by users and non-users in addition to transit agencies. Capturing the perspective user of the will help MTC understand what works, what doesn't work and why, and adjust the program accordingly.

We acknowledge that there are a myriad of factors that will determine the success of MTC's low-income transit program. The program is attempting to reach a diffuse population with habits and lived experiences, beyond the cost of transit, that drive their transportation choices. Ultimately, the program can enable low-income individuals to change or adopt new transit behaviors, but behavior change takes time and is the product of a confluence of factors. To properly serve low-income riders, transit quality must also be addressed: Transit must meet their needs in terms of wait time, travel time, reliability and safety — just as it must for all riders.

Thank you for the opportunity to provide input on the Means-Based Fare Study. Please feel free to contact us with any questions you may have at 415-644-4280.

Sincerely,

A handwritten signature in cursive script, reading "Arielle Fleisher".

Arielle Fleisher  
SPUR, Transportation Policy Associate



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2877      **Version:** 1      **Name:**  
**Type:** Action Item      **Status:** Informational  
**File created:** 9/8/2017      **In control:** Programming and Allocations Committee  
**On agenda:** 1/10/2018      **Final action:**  
**Title:** SB 1 and State Transit Assistance (STA) Population-Based Funds.

A proposed new policy framework for STA Population-Based funds administered by MTC, which have been augmented with new funding through SB 1.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5b\\_SB1\\_and\\_STA\\_Pop-Based\\_Funds\\_Proposal.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

SB 1 and State Transit Assistance (STA) Population-Based Funds.

*A proposed new policy framework for STA Population-Based funds administered by MTC, which have been augmented with new funding through SB 1.*

**Presenter:**

William Bacon

**Recommended Action:**

Information

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

January 10, 2018

Agenda Item 5b

**Senate Bill 1 and State Transit Assistance (STA) Population Based Funds**

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**Subject:** A proposed new policy framework for State Transit Assistance (STA) Population-Based funds, which have been augmented with new funding through SB 1.

**Background:** **State Transit Assistance:** STA is the state's flexible transit funding program which may be used for capital or operating purposes. STA provides an important source of operations funding for the Bay Area's transit operators and is a key funding source for regional priorities such as Clipper® and 511.

Senate Bill (SB) 1 provided a significant infusion of funding for public transit through several programs. Among these, the STA program will be boosted by an increase in the diesel sales tax rate of 3.5 percent. These funds would augment the existing STA program. MTC estimates the Bay Area would receive approximately \$94 million per year from this augmentation of the STA program.

Revenue derived from a new Transportation Improvement Fee (TIF) is used to establish a new State of Good Repair (SGR) Program which will be distributed using the STA formulas but is targeted at capital improvements focused on modernizing transit vehicles and facilities. The Bay Area will receive approximately \$39 million per year from the SGR Program.

**STA Population-Based Funds in the Bay Area:** Of the new STA funding expected to flow to the Bay Area as a result of SB 1, approximately \$34 million per year (\$24 million through existing STA program and \$10 million through the new SGR Program) will flow through the Population-Based program which is subject to MTC's discretion. The STA Revenue-Based funds, which flows directly to the transit operators, will grow by an estimated \$66 million per year (starting in FY2019) as well.

MTC Resolution No. 3837, Revised established MTC's policy for allocating funds from the Population-Based program. Resolution 3837 was originally adopted in January 2008 and designated four major programs as recipients of the Population-Based funding. Coincidentally, Resolution 3837 called for reevaluating the STA Population-Based distribution in 2017.

**Proposed Framework:** The proposed framework detailed in Attachment 1 would replace MTC Resolution 3837 with a new transit-focused, OBAG-style STA County Block Grant for STA Population-Based funds. This item is being presented as an informational item this month; staff intends to seek Committee/ Commission approval in February, to coincide with adoption of the FY2018-19 fund Estimate.

Staff will return to the Commission to re-evaluate the proposed policy should there be a major change in the availability of SB 1 funds in the future.

**Recommendation:** Informational item.

**Attachments:** Attachment 1 - SB 1 and STA Pop.-Based Funds Memo from Executive Director  
Attachment 2 - MTC Resolution 4321 (Draft Resolution for possible consideration in February 2018)  
Presentation Slides





METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Attachment 1  
Agenda Item 5b**

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
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## *Memorandum*

TO: Programming and Allocations Committee

DATE: January 3, 2018

FR: Executive Director

RE: SB 1 and State Transit Assistance (STA) Population-Based Funds

### **State Transit Assistance (STA)**

STA is the state's flexible transit funding program which may be used for capital or operating purposes. STA provides an important source of operations funding for the Bay Area's transit operators and is a key funding source for regional priorities such as Clipper®.

The statewide STA program is split equally between a Revenue-Based program (Public Utilities Code 99314) and a Population-Based program (Public Utilities Code 99313). The Revenue-Based program distributes funds directly to transit operators based on each transit operator's share of statewide qualifying revenues used for transit operations, while the Population-Based program distributes funds to regional transportation planning agencies (such as MTC) based on their share of California's population.

### **SB 1's Impact**

Senate Bill (SB) 1 provided a significant infusion of funding for public transit through several programs. Among these, the State Transit Assistance (STA) program will be boosted by approximately \$250 million per year from the increase in the diesel sales tax rate of 3.5 percent. These funds would augment the existing STA program (around \$294 million statewide, pre-SB 1). MTC estimates the Bay Area would receive approximately \$94 million per year from this augmentation of the STA program.

Another \$105 million per year derived from a new Transportation Improvement Fee (TIF) is used to establish a new State of Good Repair (SGR) Program which will be distributed using the STA Revenue-Based and Population-Based formulas but is targeted at capital improvements focused on modernizing transit vehicles and facilities. The Bay Area will receive approximately \$39 million per year from the SGR Program.

### **STA Population-Based Funds in the Bay Area**

Of the new STA funding expected to flow to the Bay Area as a result of SB 1, approximately \$34 million per year (\$24 million through existing STA program and \$10 million through the new SGR Program program) will flow through the Population-Based program which is subject to MTC's discretion. The STA Revenue-Based funds, which flows directly to the transit operators, will grow by an estimated \$66 million per year (starting in FY2019) as well.

MTC Resolution No. 3837, Revised established MTC's policy for allocating funds from the Population-Based program. Resolution 3837 was originally adopted in January 2008 and designated

four major programs as recipients of the Population-Based funding: a Northern Counties/Small Operators Program (28.3% of funds), a Regional Paratransit Program (15.6% of funds), the Lifeline Transportation Program (29.2% of funds), and the MTC Regional Coordination Program (26.9% of funds). Coincidentally, Resolution 3837 called for reevaluating the STA Population-Based distribution in 2017.

### **Proposed Framework**

The below table illustrates a proposal for a new distribution framework for STA Population-Based funds.

**Table 1. STA Population-Based Distributed Through a County Block Grant Program**

				Est. FY 2018-19 STA Population Based	Est. FY 2017-18 STA Population Based (pre-SB 1)	Increase	Percent Increase
<b>Local Program</b>	70%	<i>Alameda</i>	18%	\$6,546,447	\$3,651,329	\$2,895,118	79%
		<i>Contra Costa</i>	22%	\$8,262,187	\$4,608,294	\$3,653,892	
		<i>Napa</i>	4%	\$1,300,377	\$725,295	\$575,082	
		<i>Marin</i>	6%	\$2,129,276	\$1,187,619	\$941,657	
		<i>San Francisco</i>	8%	\$3,109,937	\$1,734,590	\$1,375,347	
		<i>San Mateo</i>	5%	\$1,866,459	\$1,041,031	\$825,428	
		<i>Santa Clara</i>	14%	\$5,193,795	\$2,896,877	\$2,296,918	
		<i>Solano</i>	11%	\$3,913,788	\$2,182,944	\$1,730,844	
		<i>Sonoma</i>	13%	\$4,777,734	\$2,664,816	\$2,112,918	
		Subtotal		<b>\$37,100,000</b>	<b>\$20,692,795</b>	<b>\$16,407,205</b>	
<b>Regional Program</b>	30%	Subtotal		<b>\$15,900,000</b>	<b>\$7,598,638</b>	<b>\$8,301,362</b>	109%
<b>FY 2018-19 TOTAL</b>				<b>\$53,000,000</b>	<b>\$28,291,433</b>	<b>\$24,708,567</b>	87%

Staff proposes a new framework which would replace MTC Resolution 3837 with a new transit-focused, OBAG-style STA County Block Grant for STA Population-Based funds. Funds would be distributed into a Local Program (70%) and a Regional Program (30%). Within the Local Program, each county CMA would receive a specified share (see Table 1) of STA Population-Based funds each year which could be prioritized by the CMA for use by transit operators within their county or in coordination with other counties/the region. This would allow each county to determine how best to invest in paratransit, transit operating, and lifeline needs and it is MTC's expectation that the funds will continue to support similar needs overall as are funded in the current policy. Each county's share in Table 1 was calculated based on the county's share of STA funds from the current Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

The Regional Program would continue to support existing regional programs like Clipper ® 2.0 and could provide seed funding for a regional means-based fare program (see agenda item 5a on today's agenda). The local and regional shares allow significant funding increases for local programs while providing roughly \$8 million annually for the regional contribution to the Means-Based program. Similar to OBAG, the additional funding and flexibility would be accompanied by policy conditions:

**County Block Grant Program Conditions:**

1. Each CMA must submit to MTC by May 1<sup>st</sup> of each year a report including the following: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the anticipated amount of STA population-Based funding that will be spent within or benefitting Communities of Concern.

With this information from the CMAs MTC staff will prepare an annual STA Population-Based "Snapshot" report to ensure transparency for the new SB 1 funds.

2. To respond to comments and concerns raised and ensure that small bus operators in Alameda and Contra Costa counties continue to receive adequate funding from a County Block Grant Program, this proposal would include a minimum amount of funding to be allocated on an annual basis amongst eligible small operators in each county. Based on the share of small operator funding out of the total STA Population-Based funds allocated to Alameda and Contra Costa counties under the current framework, Table 2 below contains the percentage shares which would be required to flow to each county's eligible small operators.

**Table 2: Alameda and Contra Costa County Small Operator Minimum**

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

3. CMAs in all counties would be required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The swaps will be limited to transit-eligible activities unless there is concurrence from the transit operators. In addition, the CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
4. Direct CMAs and transit operators to coordinate STA Population-Based fund distribution in their county.
  - The CMAs would be expected to play a role in coordinating STA Population-Based claims from operators. CMAs, in cooperation with transit operators, could also consider whether to extend their coordination role in the claims process beyond STA Population-Based funds to include TDA Local Transportation Fund and STA Revenue-Based funds but this would not be required. MTC would still determine the amounts available for TDA and STA Revenue-Based funds through the annual Fund Estimate process.
  - A fully coordinated claim, already in use in Sonoma and Solano Counties, allows for all transit operators in a county to jointly plan their annual operations budgets and coordinate investments of TDA Local Transportation Fund ¼ cent sales tax revenues and STA Revenue and Population-Based funds.

5. All small and medium sized operators to meet Transit Sustainability Project (TSP) performance requirements similar to the large operators (cost efficiency/effectiveness)
  - The TSP was intended to identify strategies to enable transit operators to remain financially viable so that they can continue to provide service to the public. The performance measures requiring a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile currently only apply to the region's larger transit operators.
  - This proposal would extend the requirement to small and medium-sized operators to further incentivize financial sustainability. For operators already meeting a TSP performance measure as shown in Table 3, the requirement would be to keep future operating cost increases at a level not higher than inflation; no further reduction in costs would be required for these operators. For operators that have not already achieved a TSP performance measure they, would have until FY 2022-2023 to do so. Operators would be able to decide which base year to use in calculating their TSP performance measures, similar to the discretion given to large operators.
  - Similar to the TSP requirement for large operators (MTC Resolution No. 4060), starting in FY2023-24, "MTC will link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target."
  - If a CMA already has locally voter or board approved transit operator financial performance requirements in place, these measures may be substituted for TSP performance requirements, subject to concurrence from MTC.
  - Given that most small operators have a lower cost per hour and different cost pressures than the large operators, staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. It is worth mentioning, however, that the majority of small operators have already met one of the TSP metrics (as discussed further below). Staff will return within one year to report on whether to retain the current framework or adjust the performance requirements.

Table 3 below provides preliminary information on which small and medium sized operators are already achieving at least one of the TSP performance measures as of FY 2016. If this policy is adopted, MTC would work with operators to confirm the data, select baseline years, and establish a process for monitoring into the future.

**Table 3: Small Operator TSP Performance Measures Comparison, Data for Fixed-Route Service Only. (In Constant FY 2012 \$)**

Operator	Achieved Cost Reduction of ≥ 5% from FY 2012 to FY 2016	Operator	Achieved Cost Reduction of ≥ 5% from FY 2012 to FY 2016
County Connection	Yes   -11% Cost per Passenger	SolTrans	Yes   -11% Cost per Passenger
FAST	Yes   -15% Cost per Passenger	Sonoma County Transit	No   -3% Cost per Service Hour
LAVTA	No   -4% Cost per Service Hour	Tri Delta Transit	Yes   -18% Cost per Passenger
Marin Transit	Yes   -6% Cost per Service Hour	Union City Transit	No   +20% Cost per Service Hour
Napa Vine	Yes   -49% Cost per Passenger	Vacaville City Coach	Yes   -8% Cost per Passenger
Petaluma Transit	Yes   -12% Cost per Service Hour	WETA	Yes   -31% Cost per Passenger
Rio Vista	No   +13% Cost per Service Hour	WestCAT	No   +1% Cost per Service Hour
Santa Rosa CityBus	No   +13% Cost per Service Hour		

Source: FY 2011-12 Through 2015-16 Transit Statistical Summary (Note: data is preliminary)

6. In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements shown above, develop a plan to consolidate into a single county operator (e.g. Napa).
  - Sonoma and Solano Counties have already expressed interest in pursuing consolidation and this initiative would support those efforts and encourage other counties to investigate consolidation.
7. In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) in addition to meeting the TSP performance requirements shown on page 3, establish or enhance mobility management programs.
  - Each CMA/county, working with the transit operators, should establish or enhance mobility management programs within their county to help provide equitable and effective access to transportation.

### **SGR Program**

As noted on page 1 of this memo, the Bay Area can expect to receive approximately \$39 million per year from a new SGR Program, \$10.2 million of which will be Population-Based funds. The following priorities are proposed to inform how to invest these SGR Program Population-Based funds.

#### **State of Good Repair Program Priority 1: Clipper® 2.0**

State of Good Repair priority 1 would allow MTC to invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0. Clipper® is funded jointly by MTC and transit operators, however there are significant unfunded anticipated capital and operating costs associated with Clipper® 2.0 which will need to be funded to ensure a successful deployment. If Regional Measure 3 is approved by the voters, all these funds may not be needed to support the development and deployment of Clipper® 2.0.

#### **State of Good Repair Program Priority 2: Green Transit Capital Priorities**

If not needed for Clipper® 2.0, the Population-Based funds from the new STA State of Good Repair program could fund the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators.

The STA State of Good Repair funds would be used to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. Staff is working with the Air District in an effort to leverage this investment with their funding to be able to accelerate the conversion of the transit fleet toward zero emission. With a 1:1 leverage, the region could replace roughly 65 buses with ZEBs annually based on current ZEB costs.

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC

ABSTRACT

Resolution No. 4321

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheet dated February 14, 2018.

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs and to ensure transit service is accessible to transit dependent passengers and communities of concern; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their applications for STA and SGR Program funds and to staff for reviewing such applications; and be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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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 February 28, 2018.



**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM  
PROGRAMMING AND ALLOCATION POLICY  
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

**I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings**

***1. STA Population-Based County Block Grant***

70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, with a focus on providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

**Table 1. Distribution of STA Population-Based County Block Grant, by County**

Alameda	18%
Contra Costa	22%
Napa	4%
Marin	6%
San Francisco	8%
San Mateo	5%
Santa Clara	14%
Solano	11%
Sonoma	13%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

**Table 2. Alameda and Contra Costa County Small Operator Minimum**

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- **Reporting:** Each CMA must submit to MTC by May 1st of each year a report including the following: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the anticipated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- **Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
- **Coordinated Claim:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Operators can continue to submit their own claims, if desired.
- **Performance Measures:** All small and medium sized operators will strive to meet Transit Sustainability Project (TSP) performance requirements similar to the large operators and achieve a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile by Fiscal Year 2022-23. Operators may substitute TSP performance measures for a similar local voter approved or CMA adopted performance measure, subject to MTC concurrence. Once the 5% reduction is achieved transit operators are expected to keep future cost increases to no higher than the San Francisco Area Consumer Price Index as defined by the U.S. Bureau of Labor Statistics. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target. Staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. Staff will return within one year to report on whether to retain the current framework or adjust the performance requirements.
- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.

- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

## **2. *MTC Regional Coordination Program***

30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

## **3. *Transit Emergency Service Contingency Fund***

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds and interest. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Beginning in Fiscal Year (FY) 2015-16 \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund.

Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should the balance of the fund fall below \$1 million funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

## **II. *STA Revenue-Based Funds (PUC Code 99314)***

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers, joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

**III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)**

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

**1. *Priority 1: Clipper® 2.0***

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

**2. *Priority 2: Green Transit Capital Priorities***

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

**IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)**

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by Caltrans as eligible for SGR Program expenditure.

**State Transit Assistance (STA)  
Rules and Regulations  
for the MTC Region  
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

**Eligibility Requirements**

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

***SB 602 Requirements/California Government Code Section 66516***

Fare coordination revenue-sharing agreements, as specified in the annual Regional Coordination Program, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

***PIP Projects***

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.



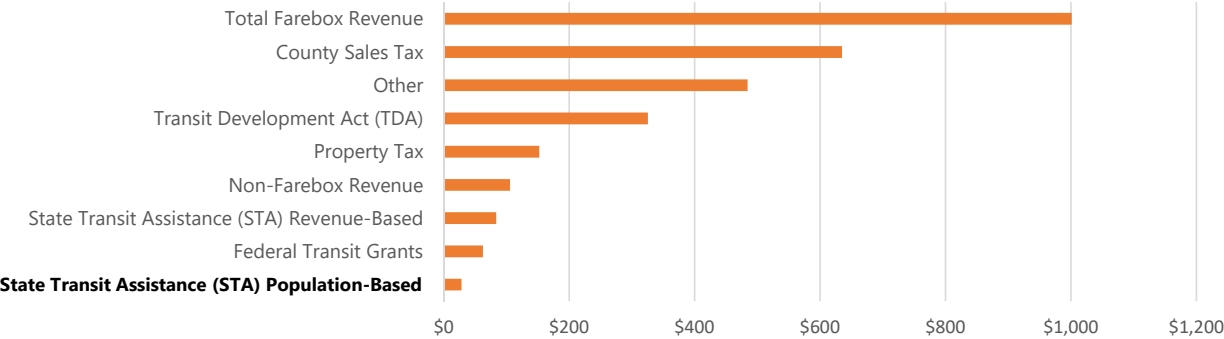
# State Transit Assistance Population-Based Program

Programming and  
Allocations Committee  
January 10, 2018  
Item 5b

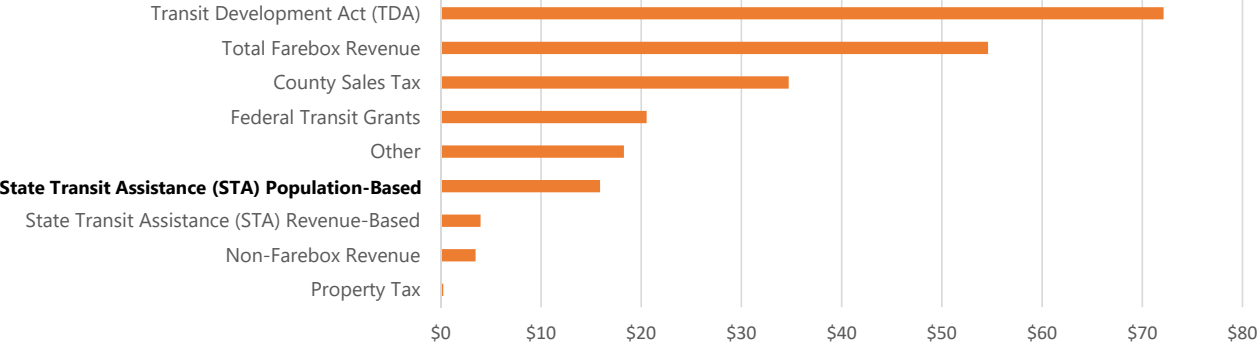


# Transit Operating Revenue by Source

All Operators



Small/Medium Operators



FY 2015-16 data, in Millions of \$





# State Transit Assistance (STA)



Funded by the sales tax on diesel fuel  
SB 1 doubles sales tax rate



Eligible for use by only transit operators, CTSAs, and MTC



\$162 million to the Bay Area in FY 2017-18;  
\$200 million by FY 2018-19



\$147 million in Revenue-Based funding  
directly to transit operators by FY 2018-19



\$53 million in Population-Based funding  
programmed by MTC by FY 2018-19



# State of Good Repair Program



New program established by SB 1, uses STA formulas, funded by annual Transportation Improvement Fee (registration fee)



Eligible for use only by transit operators, CTSAs, and MTC. Unlike regular STA, this program is restricted to state of good repair projects and requires pre-approval by Caltrans



\$39 million to the Bay Area in FY 2017-18 and onwards



\$29 million in Revenue-Based funding directly to transit operators

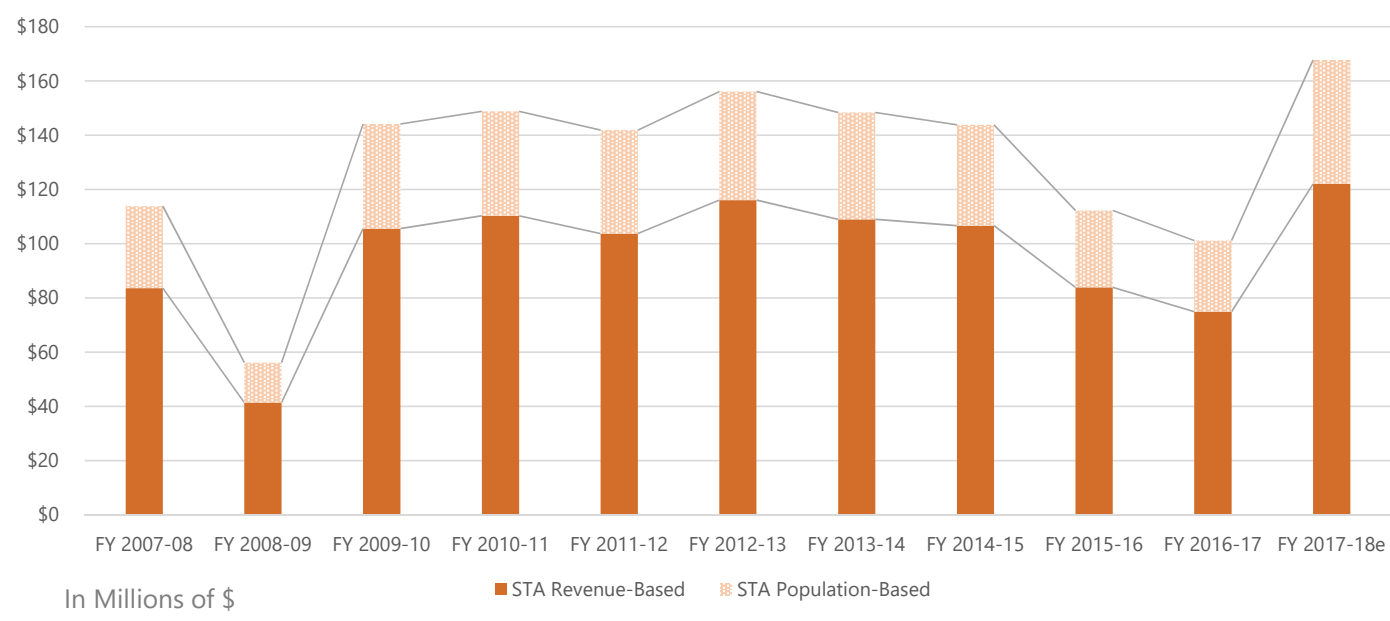


\$10 million in Population-Based funding programmed by MTC





# STA Revenue: A Variable Funding Source



**STA Revenue has varied from a high of \$156 million to a low of \$56 million over the last decade.**



# STA Population-Based Policy in Bay Area

**2007:** Commission adopts Resolution 3837, establishes current STA Population-Based Policy, calls for review in 10 years.

- Northern Counties/Small Operators Program (28%)
- Lifeline Transportation Program (29%)
- Regional Paratransit Program (16%)
- Regional Coordination Program (e.g. Clipper and 511) (29%)

**FY 2006-07 Bay Area receives \$220 million in STA funding**

**2008-2016:** Bay Area STA funding fluctuates between \$101 million to \$156 million depending on the price of diesel fuel.

**2017:** Legislature approves SB 1, doubles diesel sales tax.  
10 year review of Resolution 3837 initiated by MTC staff.

New State of Good Repair Program program established

**Fall 2017:** Outreach to stakeholders on proposed update to the STA Population-Based framework



# Proposed STA Framework

**Replace Resolution 3837 with a transit-focused, OBAG-style STA County Block Grant receiving 70% of Population-Based funds**

Funds can only go to eligible transit operators.

County shares based on the total amount received by a county across all three current program categories.

		County Share	Est. FY 2018-19 STA Population Based Millions \$
County/Local Program 70%	Alameda	18%	\$6.5
	Contra Costa	22%	\$8.2
	Napa	4%	\$1.3
	Marin	6%	\$2.1
	San Francisco	8%	\$3.1
	San Mateo	5%	\$1.8
	Santa Clara	14%	\$5.2
	Solano	11%	\$3.9
	Sonoma	13%	\$4.8
	County/Local Program Subtotal		\$37.1
Regional Program Subtotal			\$15.9

**30% of Population-Based funds to a Regional Program to support Clipper, 511, and a potential Means-Based transit fare**





# Proposed STA Framework, cont.

## Existing Framework

<b>Northern Counties/Small Operators</b>	<b>28%</b>
Marin	11%
Napa	6%
Solano	17%
Sonoma	20%
CCCTA	20%
ECCTA	12%
LAVTA	8%
Union City	3%
WCCTA	3%

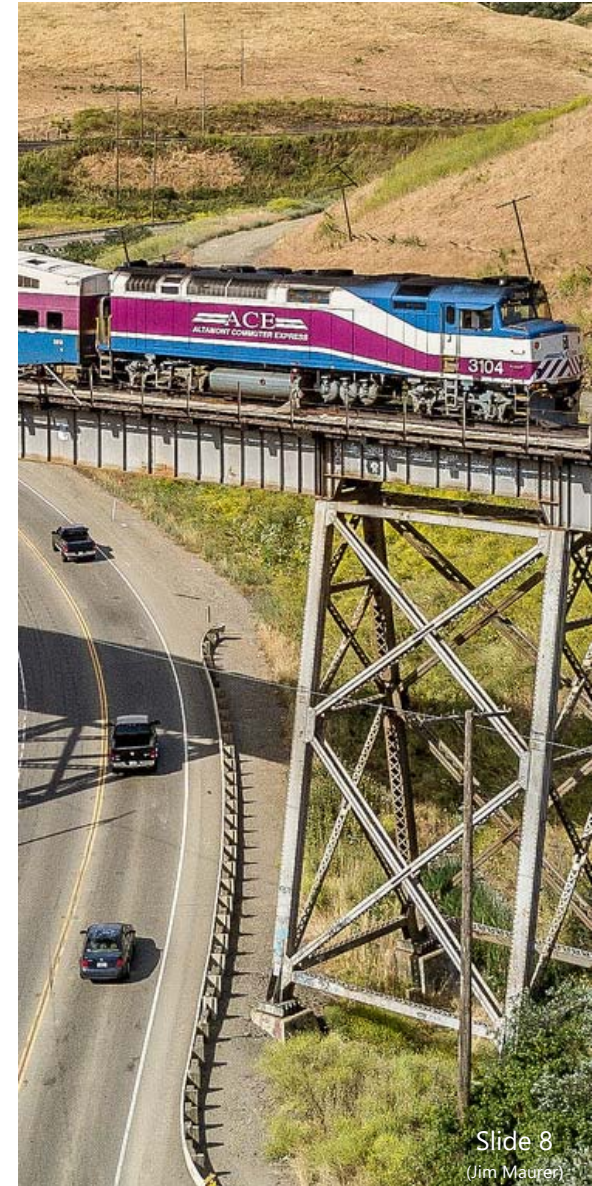
<b>Regional Paratransit</b>	<b>16%</b>
Alameda	20%
Contra Costa	14%
Marin	3%
Napa	2%
San Francisco	16%
San Mateo	8%
Santa Clara	22%
Solano	6%
Sonoma	9%

<b>Lifeline Transportation Program</b>	<b>29%</b>
Alameda	23%
Contra Costa	14%
Marin	3%
Napa	2%
San Francisco	13%
San Mateo	8%
Santa Clara	23%
Solano	6%
Sonoma	8%

## Proposed Framework

<b>County Program - Transit Block Grant</b>	<b>70%</b>
Alameda	18%
Contra Costa	22%
Marin	3%
Napa	6%
San Francisco	8%
San Mateo	5%
Santa Clara	14%
Solano	11%
Sonoma	13%

Each county's share in the Proposed Framework is equal to the sum of its shares under the three local/county programs in the Existing Framework (Res. 3837).



# Proposed Policy Conditions



## **TSP Performance Requirements for all Small and Medium Sized Operators or Develop Plan to Consolidate Transit Operators (North Bay Counties only)**

Extend TSP Performance Requirements (cost efficiency and effectiveness) to all small and medium sized operators, or in the North Bay move to consolidate bus operators within the county. Allow one year to refine metrics based on additional data and operator input. In five years, link funding to performance. Many operators meet standards already.



## **Minimum Amounts for East Bay Small Bus Operators**

Based on the share of small operator funding out of the total STA Population-Based funds allocated to Alameda and Contra Costa counties under the current framework



## **Seek MTC Approval and Operator Consensus for Fund Swaps**

CMAs must seek approval from MTC before requesting that an STA-eligible operator perform a fund swap involving STA Population-Based funds



# Proposed Policy Conditions, cont.



## **Coordinated STA Population-Based Claims**

CMAs facilitate coordinated STA Population-Based claims by transit operators within their respective counties



## **Establish/Enhance a Mobility Management Program (Alameda, Contra Costa, SF, San Mateo, Santa Clara)**

CMAs work with operators to establish/enhance a Mobility Management program within their county



## **STA County Block Grant Annual Snapshot**

Require CMAs to annually report to MTC how STA County Block Grant funds are programmed and benefiting transit riders



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Slide 7



# State of Good Repair (SGR) Program Proposed Framework

State of Good Repair Program  
\$10.2 million annually



## SGR Program Priority 1: Clipper ® 2.0

Invest in the development and deployment of the next generation fare payment system, Clipper ® 2.0.

Funds may not be needed should RM 3 pass.



## SGR Program Priority 2: Green Transit Capital Priorities

If not needed for Clipper ® 2.0, fund the acquisition of zero emission buses or infrastructure.

- Partner with Air District for 1:1 leverage and \$20 million total annually
- Could support conversion of 65 buses annually



# Next Steps

**January 2018:** Information Item at Programming and Allocations Committee

Additional stakeholder outreach

**February 2018:** Programming and Allocations Committee and MTC Commission consider STA Population-Based framework and State of Good Repair Program framework for approval

**Spring 2018:** First allocation of State of Good Repair Program funds available for use

**July 2018:** Start of Fiscal Year 2018-19, full SB 1 funding levels expected to be available for STA Population-Based program

