

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 11, 2018

Agenda Item 2c

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-32.

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 2017-32 makes revisions to 46 projects with a net funding increase of approximately \$952 million. Among other changes, this revision:

- Amends 11 new exempt projects into the TIP and updates the funding plan of one project to reflect programming decisions in the One Bay Area Grant Program 2 (OBAG2) County, Priority Conservation Area and Community-Based Transportation Plans programs;
- Amends four new exempt projects into the TIP and updates nine existing projects to reflect the recent adoption of the 2018 State Transportation Improvement Program;
- Updates the funding plans of three projects to reflect changes in MTC's Regional Exchange program;
- Combines three existing managed lane projects on the I-680 corridor in Contra Costa County into the I-680 North Bound Express Lane Conversion/High Occupancy Vehicle Extension and Operational Improvements project and splits out the Freeway Performance Initiative Program for the I-680 Corridor project into its component pieces to facilitate the delivery of the projects and phases of the Contra Costa Transportation Authority's Innovate 680 Program; and
- Updates the funding plans and back-up listings of six State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the recent adoption of the 2018 SHOPP, including the addition of approximately \$724 million in SHOPP funds.

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

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

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the TIP, MTC is required to show (1) that the TIP “makes progress towards achieving [the region’s] performance targets” and (2) that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets.” These requirements will apply to any TIP amendment approved after May 27, 2018. Because federal approval of this amendment (2017-32) may occur after that date, MTC’s efforts to meet these requirements are described in Attachment 2.

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: Elements of this revision are contingent upon Commission approval of programming changes included in Agenda Item 2f MTC Resolution No. 4202, Revised, OBAG2 Revisions and updates on OBAG1 and OBAG2 PCA Program of Projects.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-32
Attachment 2, Performance Measure Implementation and Evaluation
MTC Resolution No. 4275, Revised

**TIP Revision Summary
2017-32**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA170012	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward-Commuter Parking Access Imps.	Update the funding plan to remove \$2.8M in MTC Regional Exchange funds as these funds are being transferred to REG170004	-\$2,800,000	-77.3%
ALA170061	Newark	Thornton Avenue Pavement Rehabilitation	Update the project description to revise the project limits and update the funding plan to remove \$626K in Local funds	-\$626,000	-41.7%
CC-070075	Contra Costa County	Kirker Pass Road NB Truck Climbing Lanes	Update the funding plan to add \$136K in Salestax funds to PE FY15, add \$135K in Local funds to ROW FY16, add \$1.1M in Local funds to CON FY19; remove \$285K in Local funds from PE FY16, remove \$136K in Salestax funds from ROW FY18	\$917,000	5.3%
MRN170027	Marin County	Hicks Valley/MarshallPetaluma/Wilson Hill Rd Rehab	Amend a new exempt project into the TIP with \$1.2M in OBAG2-PCA-STP funds and \$2.7M in Other Local funds	\$3,845,000	~%
NAP130006	American Canyon	Devlin Road and Vine Trail Extension	Update the funding plan to reprogram CON to FY21 and add \$4.15M in CON STIP and \$535K in CON Local funds	\$4,686,000	162.6%
NAP170008	Napa County	Silverado Trail Phase L Rehab	Amend a new project into the TIP with \$196K in RTIP, \$689K in OBAG2-PCA-STP and \$1.8M in Other Local funds	\$2,699,000	~%
REG130005	Metropolitan Transportation Commission (MTC)	Bay Area Housing Initiatives	Update the project description to reflect that funds were reinvested and to add the Bay Area Preservation Pilot; Update the funding plan to add \$10M in MTC Regional Exchange Funds	\$10,000,000	50.0%
SCL170035	Campbell	Campbell - Winchester Blvd Overlay	Update the funding plan to add \$3M in Local funds and \$1.6M in Sales Tax	\$4,554,000	264.0%
SCL170060	San Jose	DTSJ Mobility Streetscape and Public Life Plan	Amend a new exempt project into the TIP with \$813K in OBAG2-STP and \$144K in Other Local funds	\$957,000	~%
SCL170061	San Jose	W San Carlos Urban Village Streets Improvements	Amend a new exempt project into the TIP with \$3.6M in OBAG2-CMAQ, \$4.4M in STIP, and \$2.2M in Other Local	\$10,100,000	~%
SCL170062	San Jose	East Side Alum Rock (East of 680) Urban Village	Amend a new exempt project into the TIP with \$400K in OBAG2-STP and \$46K in Other Local funds	\$446,000	~%
SM-170046	San Mateo CCAG	ITS Improvements in San Mateo County Northern Citi	Amend a new exempt project into the TIP with \$8.5M in STIP funds and \$2.5M in VRF funds	\$10,957,000	~%
SOL110006	Solano Transportation Authority (STA)	Jepson: Leisure Town Road (Commerce to New Ulatis)	Update the project description to include bike/ped path and update the funding plan to add \$1.4M in CMAQ and \$6.4M in Other Local and remove \$64K in RIP and reprogram funds between years and phases	\$7,747,408	62.9%
SOL170016	Solano County	Solano County Farm to Market Phase 3	Amend a new exempt project into the TIP with \$2.1M in OBAG2-PCA-STP funds, \$1M in OBAG2-FAS-STP, and \$397K in Other Local funds	\$3,447,000	~%
System: Public Lands/Trails					
MRN170026	Novato	Hill Recreation Area Improvements	Amend a new exempt project to the TIP with \$794K in Other Local funds	\$794,000	~%
MRN170028	National Park Service	Fort Baker's Vista Point Trail	Amend a new exempt project to the TIP with \$500K in OBAG2-PCA-STP and \$1.1M in Local funds	\$1,600,000	~%
MRN170029	Novato	Carmel Open Space Acquisition	Amend a new, exempt project into the TIP with \$312K in Other Local funds	\$312,000	~%



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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SON170025	Sonoma County Regional Parks	Joe Rodota Trail Bridge Replacement	Amend a new exempt project into the TIP with \$770K in OBAG2-PCA-STP and \$100K in Local funds	\$870,300	~%
System: Regional					
NAP170007	Napa (City)	Vine Trail Gap Closure - Soscol Avenue Corridor	Amend a new exempt project into the TIP with \$650K in OBAG2-PCA-STP funds and \$100K in Other Local funds	\$750,000	~%
REG170004	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Commuter Parking Initiative	Update the funding plan to add \$2.8M in MTC exchange funds as they are being transferred from ALA170012	\$2,800,000	30.4%
REG170025	Metropolitan Transportation Commission (MTC)	Community-Based Transportation Planning	Amend a new exempt project into the TIP with \$1.5M in OBAG2-STP funds	\$1,500,000	~%
System: State Highway					
CC-070022	Contra Costa Transportation Authority (CCTA)	I-680 NB HOV Lane Extension between N.Main & SR242	Convert \$5.3M in funding from Sales Tax to RTP-LRP, combine this project with CC-170017 and delete this listing	-\$54,000,000	-100.0%
CC-170017	Contra Costa Transportation Authority (CCTA)	I-680 NB Exp Lane Conversion/HOV Ext & Op Imp	Combine this project with CC-070022 and CC-170003 and update the funding plan to add \$8M in STP that is being transferred from CC-170023 and \$32.1M in RTP-LRP	\$126,000,000	127.3%
CC-170018	Contra Costa Transportation Authority (CCTA)	SR-4 Operational Improvements - Initial Phases	Update the funding plan to remove \$2.2M in Sales Tax and \$70M in RTP-LRP, add \$7.5M RIP and reprogram funds between years and phases	-\$64,750,000	-45.0%
CC-170023	Metropolitan Transportation Commission (MTC)	Freeway Performance Program: I-680 Corridor	Split this project out to CC-170017, CC-170061 and CC-170062 and delete this project listing	-\$10,000,000	-100.0%
CC-170062	Contra Costa Transportation Authority (CCTA)	I-680 Advanced Technologies	Split this project out of CC-170023 and add \$15.2M in Sales Tax and \$37.5M in RTP-LRP	\$52,700,000	~%
NAP090003	Napa Valley Transportation Authority	SR 12/29/221 Soscol Junction Interchange Study	Update the funding plan to add \$1.3M in FY08 STIP, reprogram PSE from FY10 to FY20 and add \$1.5M in FY20 PSE STIP funds	\$2,800,000	44.4%
NAP170009	Napa (City)	Silverado Trail Five-Way Intersection Improvements	Amend a new exempt project into the TIP with \$3.9M in SHOPP, \$2M in CMAQ, \$1.2M in RIP and \$3.55M in local funds	\$10,603,000	~%
SCL090030	Santa Clara Valley Transportation Authority (VTA)	SR 85 Express Lanes	Update the funding plan to add \$8.6M in PSE STIP, \$600K in ROW STIP, and \$2.3M in CON STIP funds	\$11,500,000	6.5%
SCL110002	Santa Clara Valley Transportation Authority (VTA)	Santa Clara County - US 101 Express Lanes	Update the funding plan to add \$20.8M in PSE STIP, \$368K in ROW STIP, and \$13.9M in CON STIP funds	\$35,045,000	8.1%

**TIP Revision Summary
2017-32**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL150001	Santa Clara Valley Transportation Authority (VTA)	I-680 Soundwalls - Capitol Expwy to Mueller Ave	Update the funding plan to remove \$95K in FY16 ENV STIP and \$731K in FY18 PSE STIP, add \$727K in FY16 PE VRF and \$275K in FY19 ROW VRF, and reprogram \$3.3M in CON STIP funds from FY20 to FY21	\$176,000	3.9%
SCL170064	Santa Clara Valley Transportation Authority (VTA)	I-280 Soundwalls - Bird Avenue to Los Gatos Creek	Amend a new exempt project into the TIP with \$7M in STIP funds	\$7,000,000	~%
SM-050027	Redwood City	US 101 / Woodside Interchange Improvement	Update the funding plan to add \$23.7M in Sales Tax, \$10M in Local, and \$8M in STIP funds and reprogram funds between years and phases	\$41,640,000	84.8%
SON150009	Sonoma County Transportation Authority (SCTA)	Highway 116/121 Intersection Improvement Project	Update the funding plan to reprogram \$4.3M in RTP-LRP from CON to ROW, change the source for \$2M in PSE from Other Local to Sales Tax, remove \$4.52M in RTP-LRP and add \$897K in FY18 ROW Sales Tax	-\$4,520,000	-17.3%
VAR170005	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$38.6M in SHOPP funds	\$38,579,000	40.0%
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 \$81M in SHOPP funds	\$81,082,000	11.2%
VAR170007	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$48M in SHOPP funds	\$48,323,000	9.5%
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 \$30.5M in SHOPP funds	\$30,501,000	6.8%
VAR170009	Caltrans	GL: Safety Improvements - SHOPP Mandates	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$18.7M in SHOPP funds	\$18,656,000	30.1%
VAR170010	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$503M in SHOPP funds	\$503,421,000	132.8%
System: Tollway					
CC-170003	Bay Area Infrastructure Financing Authority(BAIFA)	CC-680 Northern Segment Express Lane - Northbound	Convert \$2M in funding from Other Local to RTP-LRP, combine this project with CC-170017 and delete this listing	-\$31,900,000	-100.0%
System: Transit					
ALA150004	Alameda Contra Costa Transit District (AC Transit)	AC Transit: East Bay Bus Rapid Transit	Update the project description and funding plan to add \$2.7M in Prop 1B funds, \$11.3M in Other State, and \$10.3M in Other Local, between mutiple years and phases	\$24,317,871	13.4%
CC-130048	Bay Area Rapid Transit District (BART)	BART Station Modernization Program	Update the funding plan to remove \$16.7M in STIP funds from CON FY22	-\$16,726,000	-9.1%
CC-170060	Bay Area Rapid Transit District (BART)	Concord BART Station Modernization	Amend a new exempt project into the TIP with \$13M in STIP funds	\$13,000,000	~%
CC-170061	Contra Costa Transportation Authority (CCTA)	I-680 Bus On Shoulder	Split this project out of SCL170023 and add \$9.1M in Sales Tax funds	\$9,100,000	~%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-050024	San Francisco Municipal Transport Agency (SFMTA)	SFMTA:Train Control & Trolley Signal Rehab/Replace	Update the funding plan to add \$13.8M in STIP funds to CON FY21	\$13,752,000	15.3%
Total Funding Change:				\$951,855,579	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$197,098,933	\$2,406,518,497	\$73,076,833	\$1,098,081,818	\$3,774,776,081	\$2,342,338,409
Proposed:	\$313,171,933	\$3,144,816,527	\$73,076,833	\$1,195,566,367	\$4,726,631,660	\$3,204,408,390
Delta:	\$116,073,000	\$738,298,030	\$0	\$97,484,549	\$951,855,579	\$862,069,981

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Performance Measure Implementation and Evaluation
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Background

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the Transportation Improvement Program (TIP), which will apply to amendments made after May 27, 2018, MTC is required to show (1) that the TIP “makes progress towards achieving [the region’s] performance targets” and (2) that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets.”

Implementation Status of Federal Performance Rules

- **Performance Measure 1 (PM1) Target-Setting (Safety)** – MTC completed its first round of road safety target-setting in January, 2018, choosing to support the State’s Towards Zero Deaths 2018 safety targets through ongoing planning and programming. This milestone was reached following a series of meetings with Caltrans officials and representatives of other Metropolitan Planning Organizations (MPOs) during 2017, as well as a public comment period and stakeholder consultation through the Bay Area Partnership. Staff has begun collaboration with Caltrans and other MPOs on 2019 statewide safety targets (which will be completed by August, 2018) and will develop a proposal for 2019 target-setting this fall in time to meet the February, 2019 deadline.
- **PM2 Target-Setting (Pavement and Bridge Asset Management)** – MTC continues to follow the State’s Asset Management Plan development process and expects to receive the State’s proposal for 2020 and 2022 targets this spring. MTC will develop a recommendation for the first round of pavement and bridge asset management regional target-setting by the fall, with target-setting completed by the November, 2019 deadline.
- **PM3 Target-Setting (System Performance and the Congestion Mitigation and Air Quality Improvement Program [CMAQ])** – MTC is meeting regularly with the State to develop consistent performance targets for the San Francisco-Oakland Urbanized Area (UA) and the San Jose UA under the CMAQ performance requirements. These targets are expected to be finalized by May, 2018. MTC’s approach for target-setting for the first round of non-CMAQ performance targets under PM3 will be finalized by November, 2018.
- **Transit Asset Management (TAM) Target-Setting** – MTC set its first round of regional TAM targets, in coordination with transit operators, in June, 2017. Stakeholder input was provided through the TAM Steering Committee, made up of asset management staff from the region’s transit operators. MTC is already working with operators on the second round of this annual target-setting process for calendar year 2018, with an expected completion date later in spring, 2018.
- **TIP and Regional Transportation Plan (RTP) Integration** – Federal requirements related to performance-based planning and programming have been integrated in a range of documents, including the Overall Work Program (OWP), Quarterly Progress Reports (QPRs), and MTC’s agency work plan and budgets. With regards to the TIP, staff is developing a new analysis for the 2019 TIP that will provide a much more granular look at how the package of investments listed in the TIP support the advancement of specific federal performance targets (see discussion below). With regards to the RTP, the next RTP (*Plan Bay Area 2050*) will incorporate an evaluation of the proposed Plan against the federal measures and targets. However, as the most recent RTP, *Plan Bay Area 2040*, was just adopted in July, 2017, the next Plan is not expected to be adopted until summer, 2021.

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Adopted Targets

Target-setting summaries taken to the Joint MTC Planning Committee with the ABAG Administrative Committee in June, 2017, for transit asset management, and the MTC Planning Committee in December, 2017, for road safety, are included in Appendices 2-A and 2-B, respectively. The appendices include tables that summarize the numeric targets for each measure, as appropriate, as well as more information about the methodologies and specific targets set. MTC is also in the process of setting CMAQ performance targets and a similar report is expected for those in June, 2018.

Evaluating the TIP as Amended

Staff has reviewed the TIP as Amended through TIP Revision 2017-32 and believes the projects included in this document will yield positive benefits, both in terms of improving roadway safety and improving the condition of transit assets across the region. To demonstrate this, staff have completed three analyses as discussed below.

Roadway Safety Projects

Staff have reviewed the TIP as Amended through TIP Revision 2017-32 to identify projects that make progress towards achieving the region's roadway safety goals. These projects are funded through a number of programs, including those with a primary focus on improving safety such as the Highway Safety Improvement Program, the state's Active Transportation Program and the regional Safe Routes to School programs. In total, approximately 80 projects aim to direct about \$189 million in funding over the four years of the 2017 TIP to improving safety. Some of the largest projects in the active years of the TIP are:

- City of Alameda's Central Avenue Safety Improvements project;
- MTC's Innovative Deployments to Enhanced Arterials – Category 1 program;
- Alameda County's Safe Routes to School program;
- City of East Palo Alto's US-101 Pedestrian/Bicycle Overcrossing; and
- City and County of San Francisco's Lombard Street Vision Zero Project

Transit Asset Management Projects

Over the four years of the 2017 TIP, more than \$7.4 billion will be invested in various transit assets. The largest of these projects include Caltrain Modernization, BART Railcar Replacement and Expansion, BART Warm Springs to Berryessa Extension, and BART Transbay Core Capacity Improvements. Of the planned investments of the TIP period, \$2.6 billion is directed to new or expanded transit services, which are expected to improve the region's share of transit assets in good condition by adding new infrastructure, facilities, and vehicle fleets. These new services include: Central Subway, SMART Larkspur Extension, and several Bus Rapid Transit (BRT) projects - Van Ness and Geary in San Francisco, and AC Transit's East Bay BRT. The remaining \$4.8 billion in transit asset investments will be used for the replacement and rehabilitation of existing transit assets, including vehicles, passenger and maintenance facilities, and equipment.

All Major Investments

Staff has also explored the cross-cutting performance implications of major projects through the *Plan Bay Area 2040* Project Performance Assessment Process. This analysis includes not only a benefit-cost analysis that incorporates time, cost, safety, health, air quality, greenhouse gas emissions, noise, and other factors, but also a qualitative targets assessment for the agency's 13 regional performance targets. Many of the largest projects in the TIP are reflected in this analysis, including:

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- Route 84 Widening from Pigeon Pass to I-680
- BART Extension from Berryessa to Santa Clara
- Geary BRT
- Jepson Parkway

Notably, the analysis also covers state of good repair investments, including several analyses for rail and bus operators related to their package of overall maintenance investments over the next two decades. More information on the results and methodology used for this work can be found in the Plan Bay Area 2040: Final Performance Assessment Report (<http://2040.planbayarea.org/reports>) and the Plan Bay Area 2040: Project Performance Assessment Final Results (<http://bayareametro.github.io/performance/dashboard/>).

Future Efforts

As noted above, staff is working on a comprehensive performance analysis approach for all projects in the TIP, starting with the 2019 TIP cycle. This approach will reflect all of the federally-required performance targets and seeks to quantify impacts to the greatest extent practicable, while at the same time focusing on consistency and accuracy across projects. Details on the performance assessment methodology and results will be available as part of the draft 2019 TIP document that is expected to be released for public review this summer.

June 2017 Target-Setting Summary: Transit Asset Management Targets

Overview

The transit asset management (TAM) final rule published by FTA in July 2016 established a National TAM System in accordance with MAP-21. The rule contained new requirements for public transit providers, and designated recipients such as MTC. The major requirements of the rule include:

- 1) **State of Good Repair (SGR) Performance Targets** – Targets must be set for each applicable asset including Rolling Stock, Equipment, Infrastructure, and Facilities. The final rule establishes SGR standards and SGR performance measures as shown below:

Asset Category	Performance Measure
Rolling Stock: All revenue vehicles	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures and parking facilities	Percentage of facilities within an asset class, rated below condition 3 (fair) on the TERM scale
Infrastructure: Only rail fixed guideway, tracks, signals and systems	Percentage of guideway directional route-miles with performance restrictions
Equipment: Only non-revenue (service) vehicles	Percentage of non-revenue vehicles that have either met or exceeded their ULB

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes, with targets required for each asset class. For the 2017 target-setting effort, targets for rolling stock were set by asset class (trains, buses, trolleys, etc.) but a single target was set for all the facilities combined, as MTC does not have all the information required to classify facilities components into the classes defined by FTA.

Note that over time some targets improve relative to existing performance measures if there is funding available to replace or repair assets that are in poor condition. On the other hand, if there is no funding available to replace or repair assets, targets can worsen due to these assets aging another year and exceeding their useful lives.

- 2) **Development of TAM Plans** – Tier I operators (rail operators and any operators with 101 or more vehicles) must do their own TAM plan consisting of nine required elements. Tier II operators (operators with 100 vehicles or less) may do their own plan or participate in a group plan. There are only four required elements to the TAM plan for Tier II operators.



- 3) **Reporting** – Operators must report annually to FTA on SGR targets, asset conditions, and progress made towards meeting set targets.

The TAM Rule required transit providers to set SGR performance targets by January 1, 2017. The Planning Rule requires that each MPO establish targets no later than 180 days after the date on which the transit providers establish their performance targets. Therefore, staff has developed proposed targets to meet the year 2017 target-setting deadline of July 1st for transit asset management.

Target-Setting Approach and Rationale

To set the initial targets, MTC staff assessed the current condition of operators' assets using data from the Regional Transit Capital Inventory (RTCI). The RTCI is a comprehensive regional database of the transit assets that are owned by transit agencies across the region. MTC developed the RTCI in order to collect consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator.

To set the target for each asset category, MTC staff provided each operator with existing performance measures (by asset class) for their asset inventory included in the RTCI and requested that each operator conduct an analysis of expected funding from all sources for the coming fiscal year that will be used to repair or replace transit assets. Operators used this assessment to predict which vehicle assets would be replaced or repaired, and presented MTC with a target percentage of assets expected not to be in a state of good repair by the end of the fiscal year.

Staff worked with the operators to keep the targets realistic and base them on reasonable financial projections. For revenue vehicles, facilities, and non-revenue vehicles, MTC staff consolidated the targets for all operators to identify a regional target for each asset class. For infrastructure (i.e., rail guideway), MTC staff selected a slightly more ambitious target than the consolidated target of regional operators, which forecast a slight decline in conditions in 2017. By setting a target of preserving current conditions, this target may be more difficult to achieve given available funding.

Summary of Proposed Targets

As presented in detail in **Attachment D**, staff recommends setting the following targets for transit asset management for year 2017. As shown below, the regional targets seek to reduce the share of revenue vehicles, facilities, and non-revenue vehicles considered not to be in a state of good repair, while keeping the infrastructure target similar to the current performance measure.

Percent of Assets Not in a State of Good Repair

Asset Category	Current Performance	2017 Target
Revenue Vehicles	31%	28%
Facilities	32%	25%
Infrastructure	2.4%	2.4%
Non-Revenue Vehicles	55%	48%

Targets to be Set in the Next Six Months

Staff will continue working on 2018 **road safety** targets in coordination with Caltrans and other stakeholders. These targets must be adopted by MTC by February 27, 2018.

Proposed 2017 Targets for Transit Asset Management

General Information

Goal	Infrastructure Condition
Performance Measure(s)	<ul style="list-style-type: none">• Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class• Percentage of facilities within a condition rating below fair by asset class• Percentage of guideway directional route-miles with performance restrictions• Percentage of non-revenue vehicles that have met or exceeded their ULB
Target(s) for Year	2017
Target(s) Deadline for MTC Approval	July 1, 2017

Current Conditions and Proposed Targets

Measure	Subcategory	Current (<u>2016</u>)	Target (<u>2017</u>)	Total #	Measure ID
Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	Articulated bus	24%	13%	400	US-19a
	Automated guideway vehicle	0%	0%	12	US-19b
	Bus	22%	18%	2,120	US-19c
	Bus rapid transit	0%	0%	29	US-19d
	Cable car	0%	0%	42	US-19e
	Commuter rail – locomotive	57%	58%	35	US-19f
	Commuter rail – passenger coach	40%	42%	129	US-19g
	Commuter rail – self-propelled passenger car	42%	44%	50	US-19h
	Ferryboat	28%	29%	18	US-19i
	Heavy rail	88%	85%	669	US-19j
	Light rail	0%	0%	250	US-19k
	Over-the-road bus	3%	12%	176	US-19l
	Trolley bus	0%	0%	333	US-19m
	Van	39%	37%	622	US-19n
	Vintage trolley	46%	25%	43	US-19o
Percentage of facilities with a condition rating below fair	n/a*	32%	25%	N/A	US-20
Percentage of guideway directional route-miles with performance restrictions	n/a	2.4%	2.4%	N/A	US-21
Percentage of non-revenue vehicles that have met or exceeded their ULB	n/a	55%	48%	1,941	US-22

* = For the 2017 target-setting effort, a single target was set for all facilities combined. This is due to the fact that MTC does not currently have sufficient information from operators required to classify facilities and components of facilities into the specific classes defined by FTA.

December 2017 Target-Setting Summary: Road Safety Targets

Overview

The safety performance management final rule published by FHWA in March 2016 established national road safety performance management in accordance with MAP-21. The rule contained new requirements for State DOTs and MPOs. The major requirements of the rule are:

- 1) **Road Safety Performance Targets** – The final rule established five performance measures to assess safety on all public roads and targets must be established for each measure. The final rule establishes the following road safety performance measures:

Measure	Definition
Number of fatalities	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
Rate of fatalities	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
Number of serious injuries	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year
Rate of serious injuries	The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
Number of non-motorized fatalities and non-motorized serious injuries (bicyclists and pedestrians)	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

The measures are reported using 5-year rolling averages to capture long-term performance trends. The first performance period, calendar year 2018, represents the annual average for 2014 to 2018. State DOTs must set annual numerical targets each year for each safety measure to comply with the regulation. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis. This decision may be revisited annually.

- 2) **Reporting** – MTC must report annually to Caltrans on its proposed safety targets. If MTC chooses to set region-specific numerical targets, MTC must also report progress made towards meeting set targets. The measures and targets should inform agency planning and funding decisions to carry out the Highway Safety Improvement Program (HSIP). MPOs will report progress on these measures in future Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs).
- 3) **Evaluation** – State DOTs and MPOs meet or make “significant progress” towards their safety goal if they achieve the target or improve performance in at least four out of five of the safety measures. If a State DOT does not meet or make “significant progress” then it will lose flexibility in spending HSIP funds. FHWA *will not* evaluate MPOs on their progress towards targets. However, FHWA will review MPO performance as part of the triennial review process.

MPOs are required to establish their 2018 safety targets no later than February 28, 2018, six months after the state DOT requirement. The process will be repeated on an annual basis going forward.

Target-Setting Approach and Rationale

In compliance with new federal performance management rules, state and regional safety performance targets must be coordinated with Caltrans. In August 2017, Caltrans set the 2018 statewide safety performance targets. Caltrans used a vision-based target-setting approach to establish ambitious targets that aligned with the State's Towards Zero Deaths goal for zero traffic fatalities in 2030 and the State Highway Safety Plan. The State's most aggressive safety target is for non-motorized fatalities and serious injuries.

This fall, staff sought input from stakeholders on target-setting options for MTC's MPO safety performance targets. Staff sought feedback at meetings with CMA Planning Directors, Partnership Board, and Partnership working groups and through outreach to safety advocates. Stakeholders provided input on their preferred target setting approach and discussed strategies the region could take to improve safety performance. Most stakeholders backed the option to support the State's targets (known as Option 1). There was also support for setting more ambitious region-specific numeric targets (known as Option 3). Stakeholders also noted that this was an unfunded mandate and suggested areas that MTC's programming and policies could be enhanced to improve regional safety and the ability for the region to achieving federal safety targets. A summary of input from stakeholders and comment letters received can be found in **Attachments C and D**, respectively.

Based on target-setting coordination with Caltrans and feedback from Bay Area stakeholders, staff has identified supporting Caltrans 2018 statewide targets as the preferred targets option for MTC. Caltrans' statewide targets are ambitious and align with a Vision Zero approach adopted by several Bay Area jurisdictions. Supporting these aggressive targets reflects the importance of roadway safety to MTC and its stakeholders while providing strong alignment with the state. MTC will monitoring regional progress toward statewide target and report region-specific data for the safety performance measures through Vital Signs.

Summary of Proposed Targets

Measure	2018 Target
Number of fatalities	Support State Target
Rate of fatalities	Support State Target
Number of serious injuries	Support State Target
Rate of serious injuries	Support State Target
Number of non-motorized fatalities and non-motorized serious injuries (bicyclists and pedestrians)	Support State Target

Targets to be Set in the Next Six Months

Over the next six months, staff will work to set 2020 targets related to CMAQ (including traffic congestion and mobile emissions) as well as 2018 transit asset management targets. Future work in 2018 will focus on other asset management categories (pavement and bridges) as well as system performance (reliability and goods movement).

Proposed 2018 Targets for Roadway Safety

General Information

Goal	Safety
Performance Measure(s)	<ul style="list-style-type: none"> • Number of fatalities (<i>5-year rolling average; all public roads</i>) • Rate of fatalities per 100 million vehicle miles traveled (<i>5-year rolling average; all public roads</i>) • Number of serious injuries (<i>5-year rolling average; all public roads</i>) • Rate of serious injuries per 100 million vehicle miles traveled (<i>5-year rolling average; all public roads</i>) • Number of non-motorized fatalities and non-motorized serious injuries (<i>5-year rolling average; all public roads</i>)
Target(s) for Year	2018
Target(s) Deadline for MTC Approval	February 28, 2018

The Metropolitan Transportation Commission has elected to support safety targets adopted by Caltrans in August 2017 for use in calendar year 2018. These targets align with a Towards Zero Deaths goal by year 2030.

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
 02/28/18-C 03/28/18-C 04/25/18-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 sheets dated September 13, 2017, November 8, 2017, January 10, 2018, and February 14, 2018, the Planning Committee summary sheet dated March 9, 2018 and the Programming & Allocations Committee summary sheets dated March 7, 2018 and April 11, 2018. 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
2017-01	Admin. Mod.	61	-\$3,823,767	12/21/2016	12/21/2016
2017-02	Admin. Mod.	6	\$544,852	1/31/2017	1/31/2017
2017-03	Amendment	69	\$819,826,956	12/21/2016	2/8/2017
2017-04	Admin. Mod.	15	-\$111,504	3/6/2017	3/6/2017
2017-05	Admin. Mod.	12	\$22,741,790	4/5/2017	4/5/2017
2017-06	Amendment	11	\$68,189,237	2/22/2017	3/14/2017
2017-07	Admin. Mod.	15	-\$8,341,530	4/28/2017	4/28/2017
2017-08	Amendment	73	\$840,375,166	3/22/2017	4/14/2017
2017-09	Admin. Mod.	24	\$17,810,414	6/9/2017	6/9/2017
2017-10	Amendment	14	\$101,213,635	4/26/2017	6/8/2017
2017-11	Admin. Mod.	4	-\$1,360,312	7/6/2017	7/6/2017

ABSTRACT

MTC Resolution No. 4275, Revised

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Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2017-12	Admin. Mod.	20	-\$6,802,149	8/2/2017	8/2/2017
2017-13	Amendment	48	\$221,344,142	6/28/2017	8/3/2017
2017-14	Amendment	61	\$3,846,016,088	7/26/2017	8/23/2017
2017-15	Admin. Mod.	16	\$12,222,653	9/20/2017	9/20/2017
2017-16	Amendment	13	\$19,557,138	7/26/2017	9/5/2017
2017-17	Admin. Mod.	20	-\$336,931	10/12/2017	10/12/2017
2017-18	Admin. Mod.	5	-\$466,894	11/6/2017	11/6/2017
2017-19	Amendment	31	\$4,412,223,691	9/27/2017	10/25/2017
2017-20	Admin. Mod.	18	\$4,097,482	11/21/2017	11/21/2017
2017-21	Admin. Mod.	14	\$30,249,023	12/21/2017	12/21/2017
2017-22	Amendment	19	\$66,639,566	11/15/2017	2/8/2018
2017-23	Admin. Mod.	45	\$74,465,507	2/14/2018	2/14/2018
2017-24	Admin. Mod.	10	\$12,999,000	3/9/2018	3/9/2018
2017-25	Amendment	134	\$581,480,200	1/24/2018	w
2017-26	Admin. Mod.	Pending	Pending	Pending	Pending
2017-27	Amendment	93	\$3,540,181,459	2/28/2018	Pending
2017-28	Amendment	1	\$362,998,000	3/28/2018	Pending
2017-29	Admin. Mod.	Pending	Pending	Pending	Pending
2017-30	Amendment	51	\$74,051,359	3/28/2018	Pending
2017-31	Admin. Mod.	Pending	Pending	Pending	Pending
2017-32	Amendment	46	\$951,855,579	4/25/2018	Pending
Net Funding Change		949	\$16,059,839,850		
Absolute Funding Change			\$16,102,326,024		

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_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 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



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
02/28/18-C 03/28/18-C 04/25/18-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 14

Revisions to the 2017 TIP

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

Revision 2017-01 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 2017-02 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 2017-03 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 2017-04 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 2017-05 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 2017-06 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 2017-07 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 2017-08 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 2017-09 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 2017-10 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 2017-11 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 2017-12 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 2017-13 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 2017-14 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 2017-15 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 2017-16 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 2017-17 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 2017-18 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 2017-19 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 2017-20 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 2017-21 is an administrative modification that revises 14 projects with a net funding increase of \$30 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on December 21, 2017. Among other changes, this revision:

- 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;
- Updates the funding plan of one federal earmark funded project to reflect the latest programming decisions;
- Updates the funding plans of three Active Transportation Program (ATP) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) - Safety Improvements funded grouped listing to reflect the addition of \$7.5 million in SHOPP funds;
- Updates the funding plan and back-up listing of the SHOPP Bridge Rehabilitation funded grouped listing to reflect the addition of \$9 million in SHOPP funds; and
- Updates funding plan and back-up listing of the Federal Highway Bridge Program (HBP) funded grouped listing to reflect the use of advanced construction for Contra Costa County's Marsh Creek Rd bridge replacement project.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$16.5 million in SHOPP funds to reflect the net change in SHOPP funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-21, 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 2017-22 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 was received on January 9, 2018, and final federal approval was received on February 8, 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 2017-23 is an administrative modification that revises 45 projects with a net funding increase of \$74 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on February 14, 2018. Among other changes, this revision:

- Updates the funding plan of 23 Federal Transit Administration (FTA) formula funded projects to reflect changes to the Transit Capital Priorities Program;
- Updates the funding plans of 19 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 plans of three Active Transportation Program (ATP) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$5.7 million in ATP funds to reflect the net change in ATP funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-23, 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 2017-24 is an administrative modification that revises 10 projects with a net funding increase of \$13 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on March 9, 2018. Among other changes, this revision:

- Updates the funding plans of four Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of two grouped listings to reflect the latest information from Caltrans regarding the State Highway Operations and Protection Program (SHOPP), including the addition of \$11.5 million in SHOPP funds; and
- Updates the funding plans of two Regional Measure 2 (RM2) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$11.5 million in SHOPP funds to reflect the net change in SHOPP funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-24, 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 2017-25 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 was received on February 1, 2018, and final federal approval was received on February 26, 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.

Revision 2017-26 is a pending administrative modification.

Revision 2017-27 is an amendment that revises 93 projects with a net funding increase of approximately \$3.5 billion. The revision was referred by the Programming and Allocations Committee on February 14, 2018, and approved by the MTC Commission on February 28, 2018. Caltrans approval is expected in late March, 2018, and final federal approval is expected in mid-April, 2018. Among other changes, this revision:

- Amends 38 new exempt projects into the TIP and updates 50 existing projects to reflect the programming of funds for FY2017-18, FY2018-19 and FY2019-20 in the Transit Capital Priorities program including the programming of \$473 million in FTA Section 5307, \$612 million in FTA Section 5337 and \$35 million in FTA Section 5339 funds;
- Updates the funding plan of the Napa Valley Transportation Authority's Replacement Rolling Stock project to reflect the award of approximately \$1 million in FTA Low or No Emissions Bus Program discretionary funds; and
- Updates the City of Vallejo's Sonoma Blvd. Improvements project to reflect the latest information from Caltrans regarding the Highway Safety Improvement Program.

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

Revision 2017-28 is an amendment that revises the U.S. Highway 101 Managed Lanes Project in San Mateo County to maintain consistency with the Amended Plan Bay Area 2040, including a net increase in funding of approximately \$363 million. The revision was referred by the Planning Committee on March 9, 2018, and approved by the MTC Commission on March 28, 2018. Caltrans approval is expected in mid-April, 2018, and final federal approval is expected in late April, 2018. Changes made with this revision do not conflict with the financial constraint requirements. The revision of this project to the 2017 TIP requires a new Transportation-Air Quality Conformity Analysis on the Amended Plan Bay Area 2040 and the Amended 2017 TIP.

Revision 2017-29 is a pending administrative modification.

Revision 2017-30 is an amendment that revises 51 projects with a net funding increase of approximately \$74 million. The revision was referred by the Programming and Allocations Committee on March 7, 2018, and approved by the MTC Commission on March 28, 2018.

Caltrans approval is expected in mid-April, 2018, and final federal approval is expected in mid-May, 2018. Among other changes, this revision:

- Amends 34 new projects into the TIP and updates the funding plans of three existing projects to reflect the adoption of the One Bay Area Grant Program 2 (OBAG2) County program;
- Amends two other new projects into the TIP;
- Archives two projects as they have been completed;
- Splits the Port of Oakland's 7th St. Grade Separation and Port Arterial Improvements project into three separate projects; and
- Add \$25.8 million to the cost of the Contra Costa Transportation Authority's I-680/SR-4 Interchange Reconstruction-Phase 3 project to reflect the full project cost.

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

Revision 2017-31 is a pending administrative modification.

Revision 2017-32 is an amendment that revises 46 projects with a net funding increase of approximately \$952 million. The revision was referred by the Programming and Allocations Committee on April 11, 2018, and approved by the MTC Commission on April 25, 2018. Caltrans approval is expected in mid-May, 2018, and final federal approval is expected in mid-June, 2018. Among other changes, this revision:

- Amends 11 new exempt projects into the TIP and updates the funding plan of one project to reflect programming decisions in the One Bay Area Grant Program 2 (OBAG2) County, Priority Conservation Area and Community-Based Transportation Plans programs;
- Amends four new exempt projects into the TIP and updates nine existing projects to reflect the recent adoption of the 2018 State Transportation Improvement Program;
- Updates the funding plans of three projects to reflect changes in MTC's Regional Exchange program;
- Combines three existing managed lane projects on the I-680 corridor in Contra Costa County into the I-680 North Bound Express Lane Conversion/High Occupancy Vehicle Extension and Operational Improvements project and splits out the Freeway Performance Initiative Program for the I-680 Corridor project into its component pieces to facilitate the delivery of the projects and phases of the Contra Costa Transportation Authority's Innovate 680 Program; and
- Updates the funding plans and back-up listings of six State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the recent adoption of the 2018 SHOPP, including the addition of approximately \$724 million in SHOPP funds.

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