



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Jake Mackenzie, Chair Scott Haggerty, Vice Chair

Wednesday, July 25, 2018

10:10 AM

Board Room - 1st Floor

*****PLEASE NOTE MEETING START TIME*****

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

1. Roll Call / Confirm Quorum

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

2. Chair's Report – Mackenzie

- 2a. [18-0588](#) Approval of the Executive Director's Employment Agreement/approval of salary increase.

Action: Commission Approval

- 2b. [18-0534](#) Approval of General Counsel's Employment Agreement/approval of salary increase.

Action: Commission Approval

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

4a. Senate Bill 1 / Proposition 6 - Position Overview

5. Commissioner Comments

6. Consent Calendar:

- 6a. [18-0570](#) Minutes of the June 27, 2018 meeting

Action: Commission Approval

Attachments: [6a Commission Meeting Minutes 06-27-2018 v2.pdf](#)

Administration Committee

- 6b. [18-0495](#) MTC Resolution No. 4343 - MTC Agency FY 2018-19 Pay Schedules
- Action:** Commission Approval
- Attachments:** [6b Admin 2f ResoNo-4343 MTC Agency FY2018-19 Pay Schedules .pdf](#)

Planning Committee - Spring

- 6c. [18-0513](#) MTC Resolution No. 2611, Revised: MTC/ Sacramento Area Council of Governments (SACOG) Memorandum of Understanding (MOU) for Air Quality Planning in Eastern Solano County
- Revision to the MTC / SACOG MOU addressing project-level conformity requirements and defining travel model data exchange responsibilities in eastern Solano County.
- Action:** Commission Approval
- Attachments:** [6c PLNG 4c MTC-SACOG MOU.pdf](#)

Programming and Allocations Committee

- 6d. [18-0498](#) Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the Department of Transportation Appropriations Act, 2018.
- Action:** Commission Approval
- Attachments:** [6d PAC 3b Federal Earmark Repurposing.pdf](#)
- 6e. [18-0499](#) Proposed Agreement with Calaveras Council of Governments for Exchange of Federal Apportionments. A request to authorize an agreement with the Calaveras Council of Governments (Calaveras COG) to exchange \$1.2 million in Surface Transportation Block Grant Program (STP) funds with an equal amount of Congestion Mitigation Air Quality Improvement Program (CMAQ) funds.
- Action:** Commission Approval
- Attachments:** [6e PAC 2c Calaveras COG CMAQ Exchange.pdf](#)
- 6f. [18-0502](#) MTC Resolution No. 3819, Revised. Allocation of \$1.5 million in Regional Measure 2 funds to the City of Vallejo for the Vallejo Station project, including rescission and re-allocation of approximately \$650,000 in savings from a previous allocation.
- Action:** Commission Approval
- Attachments:** [6f PAC 2d Reso-3819 Vallejo Station RM2.pdf](#)

- 6g.** [18-0515](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and 2) Regional Priority Development Area (PDA) Planning Program.
- Action:** Commission Approval
- Attachments:** [6g_PAC_2e_Resos-4035-4202_OBAG-PDA_Revisions.pdf](#)
- 6h.** [18-0503](#) MTC Resolution No. 4250, Revised. Allocation of \$2.3 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward suite of projects.
- Action:** Commission Approval
- Attachments:** [6h_PAC_2f_Reso-4250_Bay_Bridge_Forward_Allocation.pdf](#)
- 6i.** [18-0500](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-37.
- Action:** Commission Approval
- Attachments:** [6i_PAC_2g_Reso-4275_TIP_Amendment_2017-37.pdf](#)
- 6j.** [18-0504](#) MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335, Revised, 4336, Revised, and 4337, Revised.
- Revises the FY 2018-19 Fund Estimate and allocates \$172 million in FY 2018-19 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to five transit operators to support transit operations and capital projects in the region. (Committee/Commission Approval)
- Action:** Commission Approval
- Attachments:** [6j_PAC_3a_Reso-4322-4334-4335-4336-4337_FundEstimate and TransitOpAll](#)
- 6k.** [18-0505](#) MTC Resolution No. 4347. Cycle 5 Lifeline Transportation Program.
- Action:** Commission Approval
- Attachments:** [6k_PAC_2h_Reso-4347_Cycle5_Lifeline.pdf](#)
- 6l.** [18-0501](#) MTC Resolution No. 4353. Approval of the FY2018-19 and FY2019-20 FTA Section 5311 Rural Transit Program of Projects.
- Action:** Commission Approval
- Attachments:** [6l_PAC_2i_Reso-4353_Rural_Transit_Program of Projects.pdf](#)

- 6m. [18-0595](#) MTC Resolutions Nos. 4202, Revised, and 4356.

Agreement for the exchange of \$1.2 million in Santa Clara Valley Transportation Authority Measure funds with an equal amount of Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for the State Route 85 Transit Guideway Study.

Action: Commission Approval

Attachments: [6m_HANDOUT_Combined_Correspondence_SR85TransitGuidewayStudy.pdf](#)
[6m_PAC_3c_Reso-4202-4356_VTA_SR85_Transit_Guideway_Study.pdf](#)

Committee Reports

7. Legislation Committee - Aguirre

- 7a. [18-0477](#) Senate Bill 1 Repeal Initiative: Proposition 6

November 2018 statewide ballot measure, which would repeal the transportation funding increase authorized by SB 1 (Beall, 2017) as well as provide that any tax on motor vehicle fuel or vehicles themselves must be subject to a vote of the people.

Action: Oppose / Commission Approval

Attachments: [7a_LEGIS_3a_SB_1_Repeal_Initiative_-_Prop_6.pdf](#)

- 7b. [18-0478](#) Propositions 1 and 2: Affordable Housing and Homelessness Bonds - Support

November 2018 statewide ballot measures to approve \$6 billion in housing and homelessness bonds.

Action: Support / Commission Approval

Attachments: [7b_LEGIS_3b_Housing_and_Homelessness_Bonds.pdf](#)

- 7c. [18-0532](#) SB 1376 (Hill): Transportation Network Companies: Accessibility - Support

SB 1376 would require the California Public Utilities Commission (CPUC) to adopt regulations requiring that transportation network company (TNC) services be fully accessible to persons with disabilities, including wheelchair users. The bill would also require that TNCs unable to meet this standard pay a fee that would fund alternative on-demand accessible services.

Action: Support / Commission Approval

Attachments: [7c_LEGIS_3c_SB_1376_TNC_Accessibility.pdf](#)

8. Planning Committee - Spering

8a. [18-0509](#) Diesel Free by '33 Statement of Purpose

Approval of Diesel Free by 2033 Memorandum of Understanding (MOU).
The purpose of this MOU is to reduce diesel emissions in communities
from stationary and mobile sources to zero by December 31, 2033.

Action: Commission Approval

Attachments: [8a PLNG 5a Diesel Free Pledge.pdf](#)

9. Public Comment / Other Business

10. Adjournment / Next Meetings:

The next meeting of the Commission will be held on September 26 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0588 **Version:** 1 **Name:**

Type: Action Item **Status:** Commission Approval

File created: 6/29/2018 **In control:** Metropolitan Transportation Commission

On agenda: 7/25/2018 **Final action:**

Title: Approval of the Executive Director’s Employment Agreement/approval of salary increase.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Approval of the Executive Director’s Employment Agreement/approval of salary increase.

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0534 **Version:** 1 **Name:**
Type: Action Item **Status:** Commission Approval
File created: 6/18/2018 **In control:** Executive Committee
On agenda: 7/25/2018 **Final action:**
Title: Approval of General Counsel's Employment Agreement/approval of salary increase.
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
6/27/2018	1	Metropolitan Transportation Commission		

Subject:
Approval of General Counsel's Employment Agreement/approval of salary increase.
Chair Mackenzie
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0570 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Consent
File created: 6/21/2018 **In control:** Metropolitan Transportation Commission
On agenda: 7/25/2018 **Final action:**
Title: Minutes of the June 27, 2018 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [6a Commission Meeting Minutes 06-27-2018 v2.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Minutes of the June 27, 2018 meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Jake Mackenzie, Chair Scott Haggerty, Vice Chair

Wednesday, June 27, 2018

9:50 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Kim, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Sperring, and Commissioner Worth

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

Non-Voting Commissioners Present: Commissioner Davis and Commissioner Giacopini

Non-Voting Commissioners Absent: Commissioner Azumbrado

2. Chair's Report – Mackenzie

2a. [18-0534](#) Approval of General Counsel's Employment Agreement/approval of salary increase.

Action: Commission Approval

Approval of General Counsel's Employment Agreement and salary increase was continued into the month of July and no action was taken by the Commission.

3. Policy Advisory Council Report – Randi Kinman

No report was provided.

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

Approval of the Consent Calendar

Upon the motion by Commissioner Spering and the second by Commissioner Worth, the Consent Calendar was unanimously approved by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Kim, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Spering and Commissioner Worth

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

6a. [18-0455](#) Minutes of the May 23, 2018 meeting

Action: Commission Approval

Administration Committee

6b. [18-0436](#) MTC Resolution No. 1058, Revised - Update Appendix A, MTC's Conflict of Interest Code, to the Commission Procedures Manual

Action: Commission Approval

Planning Committee - Spering

6c. [18-0367](#) MTC Resolution No. 4174, Revised: Revised Draft 2018 MTC Public Participation Plan

Action: Commission Approval

Programming and Allocations Committee

6d. [18-0430](#) MTC Resolution No. 3649, Revised. Allocation of \$3 million in RM2 funds to the Transportation Authority of Marin for the San Rafael Multi-Use Pathway segment of the North-South Greenway project.

Action: Commission Approval

6e. [18-0222](#) MTC Resolutions Nos. 3880, Revised, 3881, Revised, and 4053, Revised. Revisions to the Lifeline Transportation Cycles 2 and 3 Program of Projects and the Proposition 1B-Regional Transit Program.

Action: Commission Approval

6f. [18-0407](#) MTC Resolution Nos. 4202, Revised, and 4035, Revised. Revisions to the One Bay Area Grant (OBAG 1 and 2) County and Regional Programs.

Action: Commission Approval

- 6g.** [18-0404](#) MTC Resolution Nos. 4169, Revised, 4262, Revised, 4263, Revised, and 4272, Revised. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities Program and AB 664 bridge toll program and allocations for FY2017-18 to reflect final FY2017-18 FTA apportionments and transfers of funding between projects.
Action: Commission Approval
- 6h.** [18-0437](#) MTC Resolution No. 4284, Revised. Allocation of \$3.8 million in Transportation Development Act (TDA) funds to Fairfield to purchase nine buses in support of Solano Express service.
Action: Commission Approval
- 6i.** [18-0409](#) MTC Resolution No. 4338. Allocation of FY2018-19 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.
Action: Commission Approval
- 6j.** [18-0410](#) MTC Resolution No. 4339. Allocation of \$5 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operations and maintenance of the Temporary and Permanent Transbay Terminal facilities for FY2018-19.
Action: Commission Approval
- 6k.** [18-0406](#) MTC Resolution No. 4344. Programming for FY2018-19 and allocation of approximately \$1.9 million in Five Percent Unrestricted State Fund Revenues and \$3.0 million in Two Percent Bridge Toll Revenues for WETA ferry operations and the San Francisco Bay Trail project.
Action: Commission Approval
- 6l.** [18-0411](#) MTC Resolution No. 4345. Allocation of \$38 million in FY2017-18 State Transit Assistance-State of Good Repair (STA-SGR) funds to projects programmed and approved by the State Department of Transportation (Caltrans).
Action: Commission Approval

Committee Reports

7. Administration Committee – Glover

7a. [18-0414](#) MTC Resolution No. 4330 - MTC FY 2018-19 Agency Budget

Referral of MTC FY 2018-19 Agency Budget, MTC Resolution No. 4330 to the Commission for approval.

Action: Commission Approval

Upon the motion by Commissioner Glover and the second by Commission Vice Chair Haggerty, the Commission unanimously adopted MTC Resolution No. 4330 - MTC FY 2018-19 Agency Budget. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Kim, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Spering and Commissioner Worth

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

7b. [18-0449](#) MTC Resolution Nos. 4341 and 4342 - Memorandum of Understanding for MTC Employee Salaries and Benefits effective July 1, 2018 through and including June 30, 2022.

Action: Commission Approval

Upon the motion by Commissioner Glover and the second by Commissioner Pierce, the Commission unanimously adopted MTC Resolution Nos. 4341 and 4342 - Memorandum of Understanding for MTC Employee Salaries and Benefits. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Kim, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Spering and Commissioner Worth

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

8. Legislation Committee - Aguirre

8a. [18-0424](#) SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support

Senate Bill 828 would update the state’s methodology for assessing California’s future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

Action: Support / Commission Approval

Upon the motion by Commissioner Aguirre and the second by Commissioner Pedroza, the Commission adopted a Support position on Senate Bill 828. The motion carried by the following vote:

Aye: 12 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Kim, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Nay: 2 - Commissioner Bruins and Commissioner Connolly

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

8b. [18-0518](#) AB 2267 (Wood): California Environmental Quality Act- Support

Would allow a five-year exemption from California Environmental Quality Act (CEQA) for amendments to specific plans and residential development projects consistent with those amended plans near transit priority areas or in locally nominated priority development areas in the City of Santa Rosa and Sonoma County. The bill would also allow expedited judicial review for projects located within a half-mile of a SonomaMarin Area Rail Transit (SMART) station, within a transit priority area, or within the Sonoma County Airport Employment Investment Area, which encompasses a planned SMART station.

Action: Support / Commission Approval

Upon the motion by Commissioner Aguirre and the second by Commission Vice Chair Haggerty, the Commission unanimously adopted a Support position on Assembly Bill 2267. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Kim, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Spering and Commissioner Worth

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

9. Programming and Allocations Committee – Josefowitz

9a. [18-0412](#) MTC Resolution Nos. 4334, 4335, 4336, and 4337.

Allocation of \$339 million in FY2018-19 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Regional Measure 2 (RM2) funds, and AB1107 funds to AC Transit, County Connection (CCCTA), MTC, Transbay Joint Powers Authority (TJPA), Santa Clara Valley Transportation Authority (VTA), and WETA to support transit operations and capital projects in the region.

Action: Commission Approval

Upon the motion by Commission Chair Mackenzie and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution Nos. 4334, 4335, 4336, and 4337. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Kim, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Spering and Commissioner Worth

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

9b. [18-0272](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the OBAG 1 and 2 Climate Initiative Programs.

Revisions to the One Bay Area Grant (OBAG 1 and 2) programs to allocate approximately \$1.5 million in Climate Initiatives Program funds to two strategies identified in Plan Bay Area 2040: Carsharing and Targeted Transportation Alternatives.

Action: Commission Approval

Upon the motion by Commission Chair Mackenzie and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution Nos. 4035, Revised and 4202, Revised. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Glover, Commissioner Kim, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Spering and Commissioner Worth

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

10. Public Comment / Other Business

Aleta Dupree was called to speak.

Rich Hedges was called to speak.

Pat Eklund was called to speak.

11. Adjournment / Next Meetings:

The next meeting of the Commission will be held on July 25, 2018 at 10:15 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

Jake Mackenzie, Chair



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0495 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/8/2018 **In control:** Administration Committee

On agenda: 7/11/2018 **Final action:** 7/11/2018

Title: MTC Resolution No. 4343 - MTC Agency FY 2018-19 Pay Schedules

Sponsors:

Indexes:

Code sections:

Attachments: [6b Admin 2f ResoNo-4343 MTC Agency FY2018-19 Pay Schedules .pdf](#)
[2f ResoNo-4343 MTC Agency FY2018-19 Pay Schedules .pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
MTC Resolution No. 4343 - MTC Agency FY 2018-19 Pay Schedules

Presenter:
Robin James

Recommended Action:
Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: July 3, 2018

FR: Executive Director

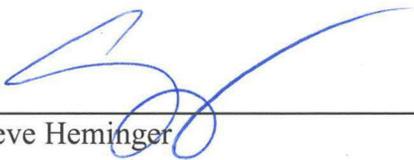
W. I. 1153

RE: MTC Resolution No. 4343 – MTC Agency FY 2018-19 Pay Schedules

This memorandum requests referral of MTC Resolution No. 4343, approving MTC's agency pay schedules for Committee for Staff Representation (CSR) represented employees, confidential employees, and for specific executive employees for FY 2018-19 to the Commission for approval, consistent with the requirements of California Code of Regulations Title 2, Section 570.5. The pay schedules for the Executive Director and General Counsel will be presented for approval in September.

As background, on June 27, 2018, the Commission approved employment benefits and salaries for a four-year period from July 1, 2018 through June 30, 2022 through MTC Resolution Nos. 4341 and 4342. The proposed pay schedules are consistent with those set forth in MTC Resolution Nos. 4341 and 4342.

Staff recommends that this Committee refer MTC Resolution No. 4343 to the Commission for approval.



Steve Heminger

SH:rj
Attachments

Date: July 25, 2018
W.I.: 1153
Referred by: Administration

ABSTRACT

Resolution No. 4343

This resolution sets forth the MTC agency pay schedules for MTC employees from July 1, 2018 through and including June 30, 2019.

Further discussion of this resolution is contained in the Executive Director's July 3, 2018 memorandum to the Administration Committee.

Date: July 25, 2018
W.I.: 1153
Referred by: Administration Committee

Re: MTC Agency Pay Schedules for FY2018-19, from July 1, 2018 through June 30, 2019

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4343

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

WHEREAS, MTC Resolution No. 4341, sets forth the employment benefits and salary schedule for CSR represented employees and confidential employees from July 1, 2018 through and including June 30, 2022; and

WHEREAS, MTC Resolution No. 4342 sets forth the employment benefits and salary schedule for specific executive employees from July 1, 2018 through and including June 30, 2022; and

WHEREAS, the MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees; and

WHEREAS, CalPERS uses the MTC's pay schedules to calculate retirement benefits earned by the MTC's employees; and

WHEREAS, the MTC as a contracting public employer is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS member agencies to have a duly approved and adopted publicly available pay schedule; now therefore be it

RESOLVED, that this resolution sets forth the MTC pay schedules contemplated in MTC Resolution Nos. 4341 and 4342 for the period from July 1, 2018 through June 30, 2019; and be it further

RESOLVED, that the MTC agency pay schedule for CSR represented regular staff employees and Confidential employees effective July 1, 2018 through June 30, 2019 shall be as set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the MTC agency pay schedule for specific executive employees effective July 1, 2018 through June 30, 2019 shall be as set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the attached pay schedules will be posted at MTC's offices or immediately accessible for public review during normal business hours or posted on MTC's internet site.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on June 27, 2018.

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2018 - 2019, Effective July 1, 2018 to August 31, 2018

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE
ADMINISTRATOR I	I	\$21.1649	\$21.6941	\$22.2364	\$22.7924	\$23.3621	\$23.9462	\$24.5449	\$25.1586	\$25.7875	\$26.4321	\$27.0930
<i>Intern</i>												
ADMINISTRATOR II	II	\$24.0406	\$24.6415	\$25.2576	\$25.8891	\$26.5363	\$27.1997	\$27.8798	\$28.5768	\$29.2913	\$30.0237	\$30.7741
<i>Administrative Assistant I GSU Assistant I Accounting Assistant I</i>												
ADMINISTRATOR III	III	\$26.4910	\$27.1532	\$27.8322	\$28.5279	\$29.2412	\$29.9722	\$30.7214	\$31.4894	\$32.2767	\$33.0835	\$33.9106
<i>Administrative Assistant II GSU Assistant II Accounting Assistant II</i>												
ADMINISTRATOR/TECHNICIAN	IV	\$29.1317	\$29.8600	\$30.6066	\$31.3717	\$32.1561	\$32.9599	\$33.7840	\$34.6286	\$35.4943	\$36.3817	\$37.2913
<i>Administrative Assistant III Purchasing Technician GSU Assistant III Building Services Assistant I Information Systems Technician I Accounting Assistant III Library Technician I Public Info & Outreach Technician I</i>												
TECHNICIAN	V	\$32.0533	\$32.8547	\$33.6760	\$34.5179	\$35.3809	\$36.2653	\$37.1720	\$38.1012	\$39.0538	\$40.0302	\$41.0309
<i>Executive Assistant I Legal Assistant I Purchasing/Procurement Specialist Building Services Assistant II Human Resources Technician Information Systems Technician II Finance Technician I GIS Planner/Analyst I Graphic Artist I Library Technician II Public Info & Outreach Technician II Planning Technician Program Technician</i>												

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2018 - 2019, Effective July 1, 2018 to August 31, 2018

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE
JUNIOR	VI	\$35.3570	\$36.2409	\$37.1470	\$38.0757	\$39.0277	\$40.0032	\$41.0034	\$42.0284	\$43.0790	\$44.1560	\$45.2599
<i>Executive Assistant II</i> <i>Legal Assistant II</i> <i>Contract Assistant</i> <i>Assistant Building Engineer</i> <i>Human Resources Analyst I</i> <i>Information Systems Specialist I</i> <i>Systems Analyst I</i> <i>Junior Financial Analyst</i> <i>Accountant/Auditor I</i> <i>Finance Technician II</i> <i>GIS Planner/Analyst II</i> <i>Graphic Artist II</i> <i>Librarian I</i> <i>Junior Public Info/Outreach Analyst</i> <i>Junior Planner/Analyst</i> <i>Junior Program Coordinator</i>												
ASSISTANT	VII	\$40.7670	\$41.7861	\$42.8308	\$43.9016	\$44.9991	\$46.1241	\$47.2771	\$48.4592	\$49.6706	\$50.9122	\$52.1851
<i>Contract Specialist</i> <i>Building Engineer</i> <i>Human Resources Analyst II</i> <i>Information Systems Specialist II</i> <i>Systems Analyst II</i> <i>Assistant Financial Analyst</i> <i>Accountant/Auditor II</i> <i>GIS Planner/Analyst III</i> <i>Graphic Artist III</i> <i>Librarian II</i> <i>Assistant Public Info/Outreach Analyst</i> <i>Assistant Legislative Analyst</i> <i>Assistant Planner/Analyst</i> <i>Assistant Program Coordinator</i>												

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2018 - 2019, Effective July 1, 2018 to August 31, 2018

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE
ASSOCIATE	VIII(a)	\$47.0010	\$48.1760	\$49.3804	\$50.6148	\$51.8803	\$53.1774	\$54.5068	\$55.8694	\$57.2662	\$58.6978	\$60.1653
<i>Contract Administrator Building Administrator Human Resources Analyst III Information Systems Specialist III Systems Analyst III Associate Financial Analyst Accountant/Auditor III GIS Coordinator Graphic Artist Coordinator Head Librarian Associate Public Info/Outreach Analyst Associate Legislative Analyst Associate Planner/Analyst Associate Program Coordinator</i>												
SENIOR	VIII(b)	\$49.3804	\$50.6148	\$51.8803	\$53.1774	\$54.5068	\$55.8694	\$57.2662	\$58.6978	\$60.1653	\$61.6694	\$63.2111
<i>Senior Contract Administrator Human Resources Analyst IIIb Information Systems Specialist IIIb Systems Analyst IIIb Senior Financial Analyst Accountant/Auditor IIIb GIS Senior Coordinator Graphic Artist Senior Coordinator Senior Public Info/Outreach Analyst Senior Legislative Analyst Senior Planner/Analyst Senior Program Coordinator</i>												

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2018 - 2019, Effective July 1, 2018 to August 31, 2018

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE
PRINCIPAL	IX	\$57.5470	\$58.9858	\$60.4603	\$61.9717	\$63.5211	\$65.1091	\$66.7368	\$68.4051	\$70.1153	\$71.8681	\$73.6648
<i>Contract Manager</i> <i>Building Manager</i> <i>Assistant Human Resources Manager</i> <i>Principal Information Systems Manager</i> <i>Principal Systems Manager</i> <i>Revenue & Budget Manager</i> <i>Principal Financial Analyst</i> <i>Accounting Manager</i> <i>GIS Principal</i> <i>Principal Public Info/Outreach Analyst</i> <i>Principal Legislative Analyst</i> <i>Principal Planner/Analyst</i> <i>Principal Program Coordinator</i>												

Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.

Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1,248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.

Metropolitan Transportation Commission Pay Schedule for CSR Represented Employees and Confidential Employees Fiscal Year 2018 - 2019, Effective September 1, 2018 to June 30, 2019														
<i>The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level</i>														
CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ADMINISTRATOR I	I	\$21.3627	\$21.7899	\$22.2257	\$22.6702	\$23.1237	\$23.5861	\$24.0578	\$24.5390	\$25.0298	\$25.5304	\$26.0410	\$26.5618	\$27.0930
<i>Intern</i>														
ADMINISTRATOR II	II	\$24.2652	\$24.7505	\$25.2455	\$25.7504	\$26.2654	\$26.7907	\$27.3265	\$27.8731	\$28.4305	\$28.9991	\$29.5791	\$30.1707	\$30.7741
<i>Administrative Assistant I GSU Assistant I Accounting Assistant I</i>														
ADMINISTRATOR III	III	\$26.7382	\$27.2730	\$27.8185	\$28.3748	\$28.9423	\$29.5212	\$30.1116	\$30.7138	\$31.3281	\$31.9547	\$32.5938	\$33.2456	\$33.9106
<i>Administrative Assistant II GSU Assistant II Accounting Assistant II</i>														
ADMINISTRATOR/TECHNICIAN	IV	\$29.4039	\$29.9920	\$30.5918	\$31.2037	\$31.8277	\$32.4643	\$33.1136	\$33.7759	\$34.4514	\$35.1404	\$35.8432	\$36.5601	\$37.2913
<i>Administrative Assistant III Purchasing Technician GSU Assistant III Building Services Assistant I Information Systems Technician I Accounting Assistant III Library Technician I Public Info & Outreach Technician I</i>														
TECHNICIAN	V	\$32.3526	\$32.9997	\$33.6596	\$34.3328	\$35.0195	\$35.7199	\$36.4343	\$37.1630	\$37.9062	\$38.6644	\$39.4376	\$40.2264	\$41.0309
<i>Executive Assistant I Legal Assistant I Purchasing/Procurement Specialist Building Services Assistant II Human Resources Technician Information Systems Technician II Finance Technician I GIS Planner/Analyst I Graphic Artist I Library Technician II Public Info & Outreach Technician II Planning Technician Program Technician</i>														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2018 - 2019, Effective September 1, 2018 to June 30, 2019

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
JUNIOR	VI	\$35.6871	\$36.4008	\$37.1288	\$37.8714	\$38.6289	\$39.4014	\$40.1895	\$40.9932	\$41.8131	\$42.6494	\$43.5024	\$44.3724	\$45.2599
<i>Executive Assistant II Legal Assistant II Contract Assistant Assistant Building Engineer Human Resources Analyst I Information Systems Specialist I Systems Analyst I Junior Financial Analyst Accountant/Auditor I Finance Technician II GIS Planner/Analyst II Graphic Artist II Librarian I Junior Public Info/Outreach Analyst Junior Planner/Analyst Junior Program Coordinator</i>														
ASSISTANT	VII	\$41.1476	\$41.9705	\$42.8100	\$43.6662	\$44.5395	\$45.4303	\$46.3389	\$47.2656	\$48.2110	\$49.1752	\$50.1587	\$51.1619	\$52.1851
<i>Contract Specialist Building Engineer Human Resources Analyst II Information Systems Specialist II Systems Analyst II Assistant Financial Analyst Accountant/Auditor II GIS Planner/Analyst III Graphic Artist III Librarian II Assistant Public Info/Outreach Analyst Assistant Legislative Analyst Assistant Planner/Analyst Assistant Program Coordinator</i>														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2018 - 2019, Effective September 1, 2018 to June 30, 2019

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ASSOCIATE	VIII(a)	\$47.4399	\$48.3887	\$49.3565	\$50.3436	\$51.3505	\$52.3775	\$53.4250	\$54.4935	\$55.5834	\$56.6951	\$57.8290	\$58.9856	\$60.1653
<i>Contract Administrator Building Administrator Human Resources Analyst III Information Systems Specialist III Systems Analyst III Associate Financial Analyst Accountant/Auditor III GIS Coordinator Graphic Artist Coordinator Head Librarian Associate Public Info/Outreach Analyst Associate Legislative Analyst Associate Planner/Analyst Associate Program Coordinator</i>														
SENIOR	VIII(b)	\$49.8416	\$50.8384	\$51.8551	\$52.8923	\$53.9501	\$55.0291	\$56.1297	\$57.2523	\$58.3973	\$59.5653	\$60.7566	\$61.9717	\$63.2111
<i>Senior Contract Administrator Human Resources Analyst IIIb Information Systems Specialist IIIb Systems Analyst IIIb Senior Financial Analyst Accountant/Auditor IIIb GIS Senior Coordinator Graphic Artist Senior Coordinator Senior Public Info/Outreach Analyst Senior Legislative Analyst Senior Planner/Analyst Senior Program Coordinator</i>														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2018 - 2019, Effective September 1, 2018 to June 30, 2019

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
PRINCIPAL	IX	\$58.0842	\$59.2459	\$60.4308	\$61.6394	\$62.8722	\$64.1297	\$65.4123	\$66.7205	\$68.0549	\$69.4160	\$70.8043	\$72.2204	\$73.6648

- Contract Manager*
- Building Manager*
- Assistant Human Resources Manager*
- Principal Information Systems Manager*
- Principal Systems Manager*
- Revenue & Budget Manager*
- Principal Financial Analyst*
- Accounting Manager*
- GIS Principal*
- Principal Public Info/Outreach Analyst*
- Principal Legislative Analyst*
- Principal Planner/Analyst*
- Principal Program Coordinator*

Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.

Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1,248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.

**Pay Schedule for MTC Specific Executive Employees
Fiscal Year 2018-19, Effective July 1, 2018 through June 30, 2019**

CLASS/POSITION	GRADE	MIN	MAX	Hourly Base Rate
ASSOCIATE COUNSEL I/II	L/2	\$67.0349	\$89.3149	HOURLY BASE RATE
Associate Counsel I Associate Counsel II				
EXECUTIVE ADMINISTRATIVE	X/B & F/2	\$67.0349	\$89.3149	HOURLY BASE RATE
Assistant Director BARC Director				
DEPUTY GENERAL COUNSEL	L/3	\$87.9553	\$109.3615	HOURLY BASE RATE
Deputy General Counsel Senior Attorney				
EXECUTIVE MANAGEMENT	X/A & F/3	\$87.9553	\$109.3615	HOURLY BASE RATE
Section Director Deputy Treasurer				
SENIOR DEPUTY GENERAL COUNSEL	L/4	\$97.5623	\$114.0932	HOURLY BASE RATE
Senior Deputy General Counsel				
DEPUTY EXECUTIVE DIRECTOR	X/3	\$109.5298	\$130.9028	HOURLY BASE RATE
Deputy Executive Director				
Chief Financial Officer	X/3	\$109.5298	\$130.9028	HOURLY BASE RATE
Chief Financial Officer				
<i>Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.</i>				
<i>Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1,248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.</i>				

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 18-0513 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 6/11/2018 **In control:** Joint MTC Planning Committee with the ABAG Administrative Committee
On agenda: 7/13/2018 **Final action:**
Title: MTC Resolution No. 2611, Revised: MTC/ Sacramento Area Council of Governments (SACOG) Memorandum of Understanding (MOU) for Air Quality Planning in Eastern Solano County

Revision to the MTC / SACOG MOU addressing project-level conformity requirements and defining travel model data exchange responsibilities in eastern Solano County.

Sponsors:

Indexes:

Code sections:

Attachments: [6c_PLNG_4c_MTC-SACOG MOU.pdf](#)
[4c_MTC-SACOG MOU.pdf](#)

Date	Ver.	Action By	Action	Result
7/13/2018	1	Planning Committee		

Subject:
MTC Resolution No. 2611, Revised: MTC/ Sacramento Area Council of Governments (SACOG) Memorandum of Understanding (MOU) for Air Quality Planning in Eastern Solano County

Revision to the MTC / SACOG MOU addressing project-level conformity requirements and defining travel model data exchange responsibilities in eastern Solano County.

Presenter:
Harold Brazil

Recommended Action:
Commission Approval

Attachments:



COMMISSION AGENDA ITEM 6c

METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4c

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Planning Committee

DATE: July 6, 2018

FR: Executive Director

W. I. 1412

RE: MTC Resolution No. 2611, Revised: MTC/ Sacramento Area Council of Governments (SACOG) Memorandum of Understanding (MOU) for Air Quality Planning in Eastern Solano County

For federal transportation planning and fund programming purposes, the San Francisco Bay Area is defined as the entire nine California counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. All but the eastern half of Solano County and the northern half of Sonoma County lie within the San Francisco Bay Area federal 8-hour ozone and PM_{2.5} nonattainment areas. The eastern half of Solano County is also designated nonattainment for the ozone national ambient air quality standards but is included in the Sacramento Metropolitan air quality planning area. The northern half of Sonoma County is designated unclassifiable/attainment for 8-hour ozone and PM_{2.5}. As a result, transportation-air quality conformity procedures in the eastern half of Solano County are the responsibility of the SACOG, while MTC has the transportation planning and fund programming responsibilities for both the eastern and western portions of Solano County.

Background

In May 1994, MTC and SACOG entered into a MOU in response to federal planning and consultation requirements for states and MPOs to coordinate plans and programs. Specifically, the original MTC/SACOG MOU (1994) satisfied requirements regarding the programming of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in the eastern Solano County air quality/transportation planning overlap area. The original MTC/SACOG MOU was revised in July 2004 to clarify MTC and SACOG's roles and responsibilities to program CMAQ funds in the event of a non-conforming Regional Transportation Plan or Transportation Improvement Program or a conformity lapse in the respective regions.

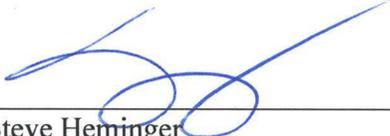
MTC staff has consulted with the Bay Area's interagency Air Quality Conformity Task Force¹ and SACOG staff to prepare revisions to the MTC/SACOG MOU (2004). The proposed revisions account for additional federal transportation-air quality requirements and provide clarity on MTC and SACOG's roles and responsibilities on these new requirements. The proposed MTC/SACOG MOU revisions have been reviewed and approved by the Air Quality Conformity Task Force and SACOG staff. The key revisions are summarized below:

¹ The Bay Area's Air Quality Conformity Task Force consists of members of the U.S. Environmental Protection Agency (EPA), California Air Resources Board (CARB), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, California Air Resources Board (CARB), Bay Area Air Quality Management District (BAAQMD), and MTC/ABAG.

- Coordination between MTC and SACOG when exchanging travel data for emission inventories in eastern Solano County; and,
- Coordination between MTC and SACOG when conducting project-level conformity in eastern Solano County.

Recommendation

MTC staff requests the Planning Committee refer MTC Resolution No. 2611, Revised, to the Commission for approval and authorize MTC's Executive Director or his designee to execute the MTC/SACOG MOU.



Steve Heminger

Attachment:

- Attachment A: MTC Resolution No. 2611, Revised

SH:hb

J:\COMMITTEE\Planning Committee\2018\07_PLNG_Jul 2018\4ci_MTC-SACOG MOU Update Memo-2.docx

Date: September 23, 1993
W.I.: 902.90.01
Referred by: WPC
Revised: 07/28/04-C
07/25/18-C

ABSTRACT

MTC Resolution No. 2611, Revised

This resolution approves and adopts a Memorandum of Understanding (MOU) between MTC and the Sacramento Area Council of Government (SACOG) related to the programming of federal Congestion Mitigation and Air Quality funds and federal air quality conformity procedures in a portion of Solano County.

This resolution was previously revised on July 28, 2004, to clarify the responsibilities of MTC and SACOG for the overlapped area during a conformity lapse.

This resolution was revised again on July 25, 2018, to update and clarify the responsibilities of MTC and SACOG for the overlapped area for conducting the project-level conformity process and coordinating the exchange of travel data.

Further discussion of this action is contained in the Executive Director's memos dated July 2, 2004 and July 13, 2018.

Date: September 23, 1993
W.I.: 902.90.01
Referred by: WPC

Re: Approval of Memorandum of Understanding with Sacramento Area Council of Governments coordinating Planning and Programming in a portion of Solano County.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 2611

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

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) (Public Law 102-240, 105 Stat.1914, December 19, 1991) created the Congestion Mitigation and Air Quality Program (23 U.S.C. Section 149) to fund programs and projects which contribute to the attainment of national air quality standards in nonattainment areas; and

WHEREAS, the federal Clean Air Act Amendments of 1990 (42 U.S.C. Section 7401 et seq.) require an air quality conformity analysis to be conducted on the region's Transportation Improvement Program (TIP); and

WHEREAS, ISTEA prescribes a specified formula for the distribution of CMAQ funds and state law requires funds to be distributed by this same formula to MPOs; and

WHEREAS, MTC is responsible for conforming the region's TIP to federal air quality requirements and with the programming and allocation of CMAQ funds; and

WHEREAS, a portion of Solano County which is in MTC's metropolitan planning area is in the Sacramento air basin, for which the MPO is Sacramento Area Council of Governments (SACOG); and

WHEREAS, ISTEPA requires that if more than one MPO has authority in an area which is designated as nonattainment, the MPOs must consult with each other and the state in the coordination of plans and programs; and

WHEREAS, MTC and SACOG have developed, in consultation with the State Department of Transportation (Caltrans), the State Air Resources Board, and the Governor's Office, a process set forth in Attachment A to this Resolution for determining conformity with the federal Clean Air Act of projects in the TIP located in the part of Solano County located in the Sacramento air basin and for distributing CMAQ funds in this overlapping area within Solano County; now, therefore, be it

RESOLVED, that the Memorandum of Understanding (MOU) between MTC and SACOG attached hereto as Attachment A to this Resolution and incorporated herein as though set forth in full is hereby approved; and, be it further

RESOLVED, that the Executive Director or his designee has the authority to negotiate minor revisions to the MOU; and, be it further

RESOLVED, that MTC's responsibilities in allocating federal CMAQ funds and determining air quality conformity in the overlapping area of Solano County shall be carried out pursuant to the procedures in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION



Jane Baker, Chairwoman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on September 22, 1993

Date: September 23, 1993
W.I.: 902.90.01
Referred by: WPC
Revised: 07/28/04-C
07/25/18-C

Attachment A
Resolution No. 2611, Revised
Page 1 of 5

Amended and Restated
Memorandum of Understanding
Between
The Metropolitan Transportation Commission
And
The Sacramento Area Council of Governments

THIS AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING (the “Agreement”), is made effective as of the _____ day of _____, 2018, by and between the Metropolitan Transportation Commission (“MTC”) and the Sacramento Area Council of Governments (“SACOG”).

Purpose

The purpose of this Memorandum of Understanding (MOU) is to establish agreement among the undersigned parties regarding the programming of federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in Solano County and on federal conformity procedures consistent with federal regulations.

Background

The CMAQ Program was established by the Intermodal Surface Transportation Efficiency Act (ISTEA) (Public Law # 102-240), and continued by the Fixing America’s Surface Transportation Act (FAST Act) (Public Law #114-94), to fund programs and projects that contribute to the attainment of national air quality standards in nonattainment areas. Pursuant to the FAST Act, CMAQ funds are distributed to the state by a formula based on relative nonattainment area population and a pollution severity factor. State law (Streets and Highway Code Section 182) requires CMAQ funds to be apportioned by the State Department of Transportation to metropolitan planning organizations (MPOs) and transportation planning agencies in accordance with this same formula.

Metropolitan boundaries define the area in which a metropolitan planning process must be carried out. The boundaries are determined by agreement between the MPO and the Governor and must encompass the current urbanized areas and the area expected to be urbanized during a 20-year forecast period. In nonattainment areas for ozone and/or carbon monoxide, the boundaries must encompass the entire nonattainment area, unless the MPO and the Governor decide to exclude a portion of the nonattainment area (23 USC 13 (c)).

Date: September 23, 1993
W.I.: 902.90.01
Referred by: WPC
Revised: 07/28/04-C
07/25/18-C

Attachment A
Resolution No. 2611, Revised
Page 2 of 5

As result of these boundary requirements, a portion of Solano County is in the Sacramento air basin, which is governed by the Sacramento Area Council of Governments (SACOG). The entirety of Solano County, however, remains part of the MTC region and MTC has responsibility for the planning and programming process in the County. Due to this overlapping boundary situation, MTC and SACOG wish to establish a cooperative procedure for developing a programming and conformity process for this area.

The U.S. Environmental Protection Agency's (EPA's) "Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas" states that there must be a regional emissions analysis for the entire nonattainment area, whether the nonattainment area includes one MPO or more than one MPO, a donut area, portions of more than one state, or any combination of these jurisdictions. In addition, the federal transportation conformity rules maintain that MPO(s) must complete their transportation plan/TIP conformity determinations for the entire nonattainment area and coordinate their conformity determinations, pursuant to 40 CFR 93.124(d). Specifically, 40 CFR 93.124(d) states:

"If a nonattainment area includes more than one MPO, the implementation plan may establish motor vehicle emissions budgets for each MPO, or else the MPOs must collectively make a conformity determination for the entire nonattainment area."

Fine particle pollution, or PM_{2.5}, describes particulate matter that is 2.5 micrometers in diameter and smaller. On December 14, 2009, the Environmental Protection Agency (EPA) designated the nine-county San Francisco Bay Area as nonattainment for the national 24-hour PM_{2.5} standards established in 2006. This does not include the eastern portion of Solano County (i.e., the Overlap Area, as defined in Section 2, below), nor the northern portion of Sonoma County, which is designated as an unclassifiable/attainment area. On June 28, 2013, EPA took final action to determine that the Sacramento nonattainment area, including the Overlap Area, had attained and continued to attain the national 24-hour PM_{2.5} standards established in 2006.

Effective May 12, 1994, the parties hereto entered into a Memorandum of Understanding (as amended on December 30, 2004, the "Original MOU") in order to satisfy all requirements with regard to the programming of CMAQ funds in the Overlap Area (defined in Section 2, below). The parties now desire to amend and restate the Original MOU to incorporate updated air quality standards and planning responsibilities. The parties intend that this Agreement shall supersede and replace the Original MOU in its entirety.

Date: September 23, 1993
W.I.: 902.90.01
Referred by: WPC
Revised: 07/28/04-C
07/25/18-C

Attachment A
Resolution No. 2611, Revised
Page 3 of 5

TERMS AND CONDITIONS

1. CONSULTATION

MTC and SACOG will establish a consultation process to guide discussion on issues in the CMAQ programming process in an effort to provide effective coordination of decisions by both MPOs.

2. RESPONSIBILITIES:

In the overlapping boundary area (in non-shaded portion of eastern Solano County) shown on the map attached hereto as Attachment A (the "Overlap Area"), responsibilities are as follows:

a. State Implementation Plan (SIP):

SACOG will include the Overlap Area in its SIP for the Sacramento air basin and will develop transportation control measures (TCMs) for its SIP in consultation with MTC.

Within 90 days after a request by SACOG, MTC will provide SACOG with vehicle emission estimates (or base travel figures), inclusive of draft vehicle emissions estimates, for the Overlap Area in the development of the SIP for the Sacramento air basin purposes.

b. Regional Transportation Plan (RTP):

MTC will include the Overlap Area when it develops its RTP and will consult with SACOG regarding projects in the Overlap Area. Projects in the Overlap Area included in MTC's RTP will be subject to the TCMs resulting from "2a" above.

c. Transportation Improvement Program (TIP):

MTC will program federal and state projects in the Overlap Area in MTC's TIP with the exception of CMAQ projects, which will be programmed as described in "2d" below.

d. Congestion Mitigation and Air Quality Improvement Program (CMAQ):

CMAQ funds available for projects in the Overlap Area will be prioritized to TCMs resulting from "2a" above. Caltrans estimates and distributes the CMAQ funds for the Overlap Area to MTC. MTC will work with the Solano Transportation Authority to select CMAQ projects consistent with SACOG's SIP objectives and include CMAQ funded projects in MTC's TIP.

Date: September 23, 1993
W.I.: 902.90.01
Referred by: WPC
Revised: 07/28/04-C
07/25/18-C

Attachment A
Resolution No. 2611, Revised
Page 4 of 5

e. Conformity

For Regional Transportation Conformity

SACOG will include the Overlap Area when it conducts its regional transportation conformity analysis and makes its conformity determination of the Sacramento air basin consistent with the requirements of the United States Environmental Protection Agency and Department of Transportation regulations.

Should the TIP or Plan for Sacramento be found nonconforming and a regional transportation conformity lapse occur in the SACOG region, MTC will approve funding only for TCMs in an approved SIP and exempt projects in the Overlap Area, provided the metropolitan transportation planning requirements have been met. Projects in the portion of the Solano County in the San Francisco Bay Area air basin would not be impacted.

Should the TIP or Plan for the San Francisco Bay Area be found nonconforming and a regional transportation conformity lapse occur in the MTC region, MTC will approve funding only for TCMs in approved SIPs and exempt projects in the portion of Solano County in the San Francisco Bay Area air basin. Projects in the Overlap Area would not be affected.

In no event will either of the parties to this MOU approve funding for any phase of a non-exempt project in the Overlap Area unless regional transportation conformity requirements for SACOG's planning process have been met. This regional transportation conformity finding would include the projects from MTC's TIP or Plan that lie in the Overlap Area.

Within 90 days after a request by SACOG, MTC will provide SACOG with vehicle emission estimates (or base travel figures) and corresponding individual project listings for the Overlap Area for SACOG's RTP and TIP regional transportation conformity purposes.

For Project-Level Conformity Determinations

Beginning December 14, 2010, sponsors of certain projects that involve significant levels of diesel vehicle traffic are required to complete a PM_{2.5} hot-spot analysis for project-level conformity determinations made by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA).

The PM_{2.5} project-level conformity process is conducted while a NEPA environmental document is being prepared. A project-level conformity determination must be completed before the NEPA document is approved. A full-scale project-level conformity analysis is normally required only for projects that (i) are not exempt from conformity (40 CFR 93.126, 128, and in ozone-only areas 127), (ii) are considered to be a "project of air quality concern (POAQC)" by the Air

Date: September 23, 1993
W.I.: 902.90.01
Referred by: WPC
Revised: 07/28/04-C
07/25/18-C

Attachment A
Resolution No. 2611, Revised
Page 5 of 5

Quality Conformity Task Force, and (iii) are regionally significant (see definition at 40 CFR 93.101). The project-level conformity determinations are made by the FHWA or FTA with input from EPA and Caltrans.

Solano County projects in the Overlap Area appear only in MTC's TIP and Plan; however, they are accounted for in SACOG's regional conformity determinations. Project-level conformity determinations in the Overlap Area will be made by MTC's interagency consultation body, the Air Quality Conformity Task Force, and MTC will inform the SACOG interagency consultation body, the Regional Planning Partnership (RPP) of any such determinations. SACOG and MTC will use a mutually agreed upon process to outline how the RPP will be informed of determinations made for projects in the Overlap Area.

3. AMENDMENTS/TERMINATION:

This Agreement may, consistent with federal regulations governing metropolitan planning, be amended only by a written instrument signed by both SACOG and MTC. This Agreement may be terminated by either SACOG or MTC, upon sixty days written notice to the other party.

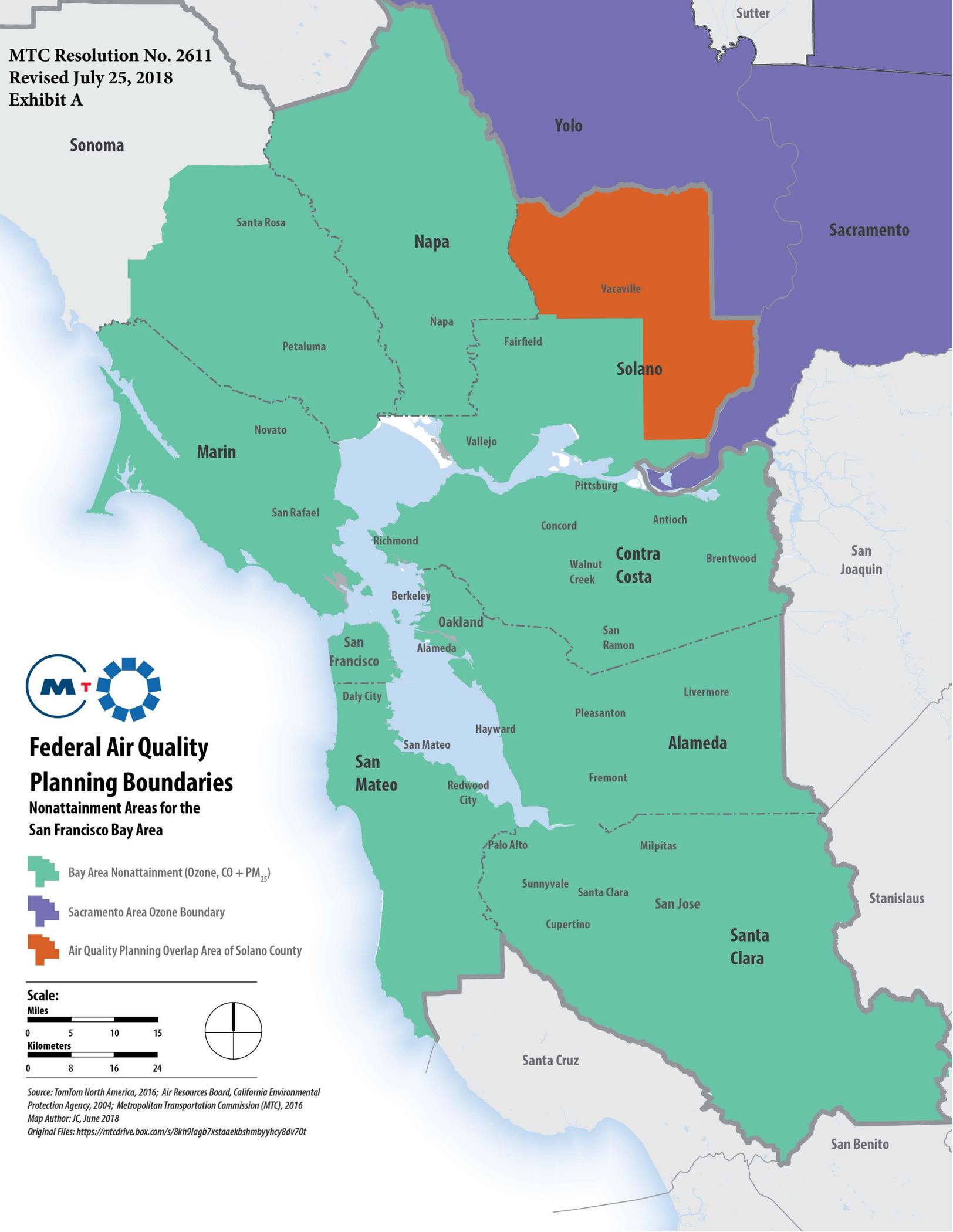
IN WITNESS WHEREOF the parties hereto have executed the foregoing Agreement effective as of the date first above written.

James Corless, Chief Executive Officer
Sacramento Area Council of Governments

Date

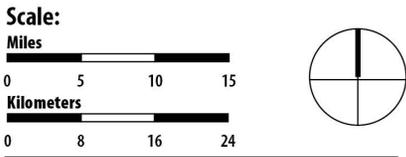
Steve Heminger, Executive Director
Metropolitan Transportation Commission

Date



**Federal Air Quality
 Planning Boundaries
 Nonattainment Areas for the
 San Francisco Bay Area**

-  Bay Area Nonattainment (Ozone, CO + PM_{2.5})
-  Sacramento Area Ozone Boundary
-  Air Quality Planning Overlap Area of Solano County



Source: TomTom North America, 2016; Air Resources Board, California Environmental Protection Agency, 2004; Metropolitan Transportation Commission (MTC), 2016
 Map Author: JC, June 2018
 Original Files: <https://mtcdrive.box.com/s/8kh9lagb7xstaekbshmbyyhcy8dv70t>



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0498 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 6/8/2018 **In control:** Programming and Allocations Committee

On agenda: 7/11/2018 **Final action:**

Title: Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the Department of Transportation Appropriations Act, 2018.

Sponsors:

Indexes:

Code sections:

Attachments: [6d PAC 3b Federal Earmark Repurposing.pdf](#)
[3b Federal Earmark Repurposing.pdf](#)

Date	Ver.	Action By	Action	Result
7/11/2018	1	Programming and Allocations Committee		

Subject: Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the Department of Transportation Appropriations Act, 2018.

Presenter:
Mallory Atkinson

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 11, 2018

Agenda Item 3b

Federal Earmark Repurposing

Subject: Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Department of Transportation Appropriations Act, 2018.

Background: The Department of Transportation Appropriations Act, 2018 (P.L. No. 115-31) allows States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2007 and are completed and closed, or that otherwise have not substantially progressed (less than 10% of the earmark funds have been obligated).

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. Repurposed earmarks must be directed to a project or projects located within 50 miles of the original earmark designation in the State. The distance requirement had been relaxed for the 2017 repurposing effort to 100 miles from the location of the original earmark, but is now back to 50 miles.

Earmarks Available for Repurposing

On June 15, 2018, Caltrans released the list of earmarks that are eligible for repurposing, totaling nearly \$20 million statewide. Within the Bay Area, \$5.7 million in unspent earmark balances are readily available for repurposing, as noted below:

Table 1. Earmarks Available for Repurposing

Sponsor	Earmark Description	Balance Available
San Francisco City/County	San Francisco 19 th Avenue Improvements	\$163,513
San Jose	Almaden Express Pedestrian Overcrossing	\$352,000
San Jose	Coyote Creek Trail Project – Story Road to Montague Expressway	\$1,799,800
San Jose	Construct Guadalupe River Trail from I-880 to Highway 237 in Santa Clara County	\$2,926,275
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	\$424,212
Total Available for Repurposing:		\$5,665,800

Recommendation for Projects to Receive Repurposed Funds

Caltrans has requested regions to submit a recommended list of projects, if any, to receive repurposed funds (the projects to which the earmark funds will be directed) by August 17, 2018. Staff worked with project sponsors and Congestion Management Agencies (CMA’s) to verify the status of projects associated with the abovementioned earmarks.

In response to the requests from CMAs, staff recommends the Commission forward the following earmark balances to Caltrans for repurposing to new projects as identified below (Table 2). Projects in Table 3 are not to be repurposed; funds are to

remain committed to the respective projects with the expectations that they can be delivered in the near-term future.

Table 2. MTC Earmark Repurposing Recommendation

Sponsor	Earmark Description	Balance Available	MTC Recommendation
San Jose	Almaden Express Pedestrian Overcrossing, San Jose, California	\$352,000	Repurpose to new project: VTA, US 101 Express Lanes Phase 5 Total: \$3,278,275
San Jose	Construct Guadalupe River Trail from I-880 to Highway 237 in Santa Clara County	\$2,926,275	
San Francisco City/County	San Francisco 19th Avenue Improvements, CA	\$163,513	Repurpose to new project: SFDPW, Great Highway Restoration & Reconfiguration Total: \$163,513
Repurposing Recommendation Total:		\$3,441,788	

Table 3. Remaining Bay Area Earmark Balances - Do Not Repurpose (shown for informational purposes only)

Sponsor	Earmark Description	Balance Available	MTC Recommendation
San Jose	Coyote Creek Trail Project-- Story Road to Montague Expressway	\$1,799,800	Do not repurpose; next phase of project proceeding to construction
Solano County	Construct I-80 HOV lanes and interchange in Vallejo	\$424,212	Do not repurpose; funds programmed to Redwood-Fairgrounds Dr. Interchange Imps.

After approval, staff will forward the repurposing recommendation to Caltrans to be included in the State's submission to FHWA. The final statewide list of projects is due from Caltrans to FHWA Headquarters by September 12, 2018.

Issues:

(1) Regional Role: Although staff will work closely with Caltrans throughout the process, federal law gives the repurposing authority solely to the States.

(2) Implementation Issues: Project sponsors must submit required forms to Caltrans in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2021. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

Recommendation: Refer for approval to the Commission the recommended list of projects to receive repurposed earmark funds (Table 2) and direct staff to submit the recommendation to Caltrans.

Attachments: None



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0499 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/8/2018 **In control:** Programming and Allocations Committee

On agenda: 7/11/2018 **Final action:**

Title: Proposed Agreement with Calaveras Council of Governments for Exchange of Federal Apportionments. A request to authorize an agreement with the Calaveras Council of Governments (Calaveras COG) to exchange \$1.2 million in Surface Transportation Block Grant Program (STP) funds with an equal amount of Congestion Mitigation Air Quality Improvement Program (CMAQ) funds.

Sponsors:

Indexes:

Code sections:

Attachments: [6e PAC 2c Calaveras COG CMAQ Exchange.pdf](#)
[2c Calaveras COG CMAQ Exchange.pdf](#)

Date	Ver.	Action By	Action	Result
7/11/2018	1	Programming and Allocations Committee		

Subject:

Proposed Agreement with Calaveras Council of Governments for Exchange of Federal Apportionments. A request to authorize an agreement with the Calaveras Council of Governments (Calaveras COG) to exchange \$1.2 million in Surface Transportation Block Grant Program (STP) funds with an equal amount of Congestion Mitigation Air Quality Improvement Program (CMAQ) funds.

Presenter:

Kenny Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 11, 2018

Agenda Item 2c

**Proposed Agreement with Calaveras Council of Governments
for Exchange of Federal Apportionments**

Subject: Authorize the Executive Director to sign a letter of understanding and enter into an agreement with the Calaveras Council of Governments (Calaveras COG) to exchange \$1.2 million in Surface Transportation Block Grant Program (STP) funds with an equal amount of Congestion Mitigation Air Quality Improvement Program (CMAQ) funds.

Background: In May, MTC staff received a request from the Calaveras COG to exchange roughly \$1.2 million in MTC's apportionment of STP funds with an equal amount of Calaveras COG's apportionment of CMAQ funds.

Assembly Bill 1012 (Chapter 783 of the Statutes of 1999) amended Sections 182.6 and 182.7 of the State Streets and Highways Code to include provisions for the timely use of regional apportionments of STP and CMAQ funds. This "use it or lose it" legislation includes the requirement that regional agencies must obligate their STP/CMAQ apportionments within three years of federal eligibility. Apportionment balances remaining after the third year are subject to reprogramming by the California Transportation Commission in the fourth year.

As of the latest apportionment status report released by Caltrans Local Assistance, Calaveras COG has a balance of \$80,453 in third year unobligated CMAQ apportionment that is subject to reprogramming by the CTC on November 1, 2018.

In order to avoid losing this apportionment balance to its region, Calaveras COG has requested to exchange \$1.2 million in its CMAQ apportionment with \$1.2 million in MTC's apportionment of STP. This is \$1,077,547 more than the \$80,453 subject to AB 1012 reprogramming to ensure Calaveras COG does not find itself in this situation again within the next few years.

This exchange would benefit Calaveras COG by avoiding the AB 1012 reprogramming of its CMAQ balance for the next few years, while having a negligible impact on MTC since MTC has numerous projects that are both CMAQ and STP eligible.

It is often difficult for smaller regions to fully utilize their federal funds and deliver projects through the federal-aid process. This exchange allows Calaveras COG to pool multiple years of federal funding and consolidate into a single federal STP project. MTC entered into a similar agreement with Tehama County in 2016.

Caltrans staff has confirmed this exchange is allowed per Caltrans' Apportionment/Obligation Authority Management Policy, and has provided the form of letter for such exchanges.

The effective date of the transfer of CMAQ apportionment from Calaveras COG to MTC is October 1, 2018. The effective date of the transfer of STP apportionment from MTC to Calaveras COG is October 1, 2019.

Issues:

Provision to Eliminate Risk

The CMAQ funds are subject to reprogramming by CTC on November 1, 2018, unless MTC and Calaveras COG execute a transfer agreement by that date. If the agreement is not executed in time, the exchange will not take place and MTC will retain its full STP apportionment balance.

Recommendation:

Refer to the Commission approval of authorization for the Executive Director or designee to sign a Letter of Understanding with the Calaveras Council of Governments to exchange \$1.2 million of STP funds for an equal amount of CMAQ funds.

Attachment:

Draft Letter of Understanding with Calaveras COG for Executive Director's signature.



CALAVERAS COUNCIL of GOVERNMENTS



METROPOLITAN
TRANSPORTATION
COMMISSION

July 25, 2018

Mr. Rihui Zhang, Chief
Division of Local Assistance
Caltrans
P.O. Box 942873
Sacramento, CA 94273-0001

RE: Letter of Understanding between the Calaveras Council of Governments and the Metropolitan Transportation Commission for federal apportionment exchange

Dear Mr. Zhang,

This letter constitutes our understanding of an exchange of Congestion Mitigation and Air Quality Improvement (CMAQ) apportionment for Surface Transportation Block Grant Program (STP) apportionment between the Calaveras Council of Governments (Calaveras COG) and the Metropolitan Transportation Commission (MTC).

Calaveras COG currently has a balance of CMAQ apportionment subject to reprogramming on November 1, 2018 under the Assembly Bill 1012 Timely Use of Funds provisions. To avoid the loss of this apportionment balance, Calaveras COG would like to exchange its CMAQ funds balance, as of October 1, 2018, for an equal amount of STP funds from MTC, to be transferred on October 1, 2019.

This letter is to formalize the exchange of up to \$1,158,000 in FFY 2018-19 and prior year CMAQ apportionment from Calaveras COG effective October 1, 2018, with an equivalent amount of any area, FFY 2019-20 STP apportionment from MTC effective October 1, 2019.

This exchange is contingent upon execution of this Letter of Understanding prior to November 1, 2018. Should the Letter of Understanding not be executed prior to November 1, 2018, or any other AB 1012 deadlines are not met that would result in the loss of apportionment, MTC shall retain its full STP apportionment balance and the Letter of Understanding is null and void.

This Letter of Understanding sets forth MTC's and Calaveras COG's intent for the use of the identified CMAQ and STP apportionment, and requests Caltrans adjust each region's apportionment balance as appropriate. This exchange would benefit Calaveras COG by preventing the region's loss of federal fund apportionments, while providing MTC with additional capacity to deliver CMAQ projects. We are relying on our understanding that this exchange is allowed per Caltrans' Obligation Authority Management Policy.

Mr. Ray Zhang

July 25, 2018

Page 2

This Letter of Understanding will be in effect for a one-time exchange of funds through October 1, 2019.

We appreciate this opportunity to exchange federal fund apportionment and support our transportation partners. If you have questions, please contact Amber Collins, Calaveras COG Executive Director at (209) 754-2094 or Ross McKeown, MTC's Assistant Director of Programming, at (415) 778-5242.

Sincerely,

Sincerely,

Amber Collins
Calaveras COG
Executive Director

Steve Heminger
MTC
Executive Director



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0502 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/8/2018 **In control:** Programming and Allocations Committee

On agenda: 7/11/2018 **Final action:**

Title: MTC Resolution No. 3819, Revised. Allocation of \$1.5 million in Regional Measure 2 funds to the City of Vallejo for the Vallejo Station project, including rescission and re-allocation of approximately \$650,000 in savings from a previous allocation.

Sponsors:

Indexes:

Code sections:

Attachments: [6f PAC 2d Reso-3819 Vallejo Station RM2.pdf](#)
[2d Reso-3819 Vallejo Station RM2.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution No. 3819, Revised. Allocation of \$1.5 million in Regional Measure 2 funds to the City of Vallejo for the Vallejo Station project, including rescission and re-allocation of approximately \$650,000 in savings from a previous allocation.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 11, 2018

Agenda Item 2d

MTC Resolution No. 3819, Revised

Subject: Allocation of \$1.5 million in Regional Measure 2 funds to the City of Vallejo for the Vallejo Station project, including rescission and re-allocation of approximately \$650,000 in savings from a previous allocation.

Background: The Vallejo Station project is a multimodal transportation facility providing ferry and bus connections, a 1,200 space parking garage, pedestrian connections to Downtown Vallejo and the waterfront, and opportunity for private residential and commercial development. The project has been split into two phases, with Phase A including construction of the Bus Transit Center, a smaller parking structure, the Paseo pathway to the transit center, and interim additional parking, for a total budget of \$56.6 million. The Phase A parking structure is completed and in use. Phase B, which is budgeted at \$27 million and is currently unfunded, will include an expansion of the parking structure and streetscape improvements. With the construction of interim parking, Phase A will deliver 1,050 on-site parking stalls for ferry patrons.

Phase A's interim parking requires the demolition of the recently decommissioned United States Post Office on the site. A replacement post office carrier annex and retail facility in a different Vallejo location opened in 2016, with funding provided through a December 2014 RM2 allocation. The City of Vallejo has returned approximately \$650,000 in savings from this allocation.

The City of Vallejo requests an allocation of \$1.5 million in RM2 funds, including the savings from the previous allocation and previously un-allocated RM2 project funds, to demolish the old post office and convert the site into an interim surface parking lot. The Commission previously allocated \$50,000 for design of the lot. The surface parking lot would provide approximately 300 parking spaces for ferry and transit patrons, and remain in use until the City is able to move forward with Phase B at an unspecified time in the future.

Issues: This allocation is conditioned upon the City of Vallejo's approval of the IPR and RM2 Resolution of Support, which is expected to be on the city council agenda this month. The City is currently revalidating the project's environmental document. Since certifying CEQA compliance is part of the Resolution of Support, this allocation would not go into effect if the City is unable to approve the Resolution of Support because of CEQA (or other) complications.

Recommendation: Refer MTC Resolution No. 3819, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 3819, Revised

Date: June 27, 2007
W.I.: 1255
Referred by: PAC
Revised: 09/24/08-C 05/27/09-C
11/18/09-C 07/28/10-C
10/27/10-C 05/25/11-DA
06/22/11-C 06/27/12-DA
10/23/13-DA 02/26/14-DA
12/17/14-C 07/25/18-C

ABSTRACT

MTC Resolution No. 3819, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Vallejo Station Intermodal Facility project sponsored and implemented by the City of Vallejo Transportation Program.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of City of Vallejo's Initial Project Report (IPR) for this project
- Attachment D - RM2 Complementary Funding Plan for RM2 Allocated Funds

This resolution was revised on September 24, 2008 to allocate \$ 3.6 million towards ROW/Acquisition & Relocation costs for the Post Office and My Café restaurant parcels in the vicinity of the Vallejo Station Intermodal Facility.

This resolution was revised on May 27, 2009 to allocate \$4.4 million towards the construction of the Vallejo Transit Center and associated construction management services.

This resolution was revised on November 18, 2009 to allocate approximately \$15.7 million towards the construction of Phase A of the Vallejo Station Parking Structure and associated construction, project, and financial management services.

This resolution was revised on July 28, 2010, to add a condition on to a prior allocation of \$3.6 million for ROW/Acquisition & Relocation costs approved on September 24, 2008.

This resolution was revised on October 27, 2010, to rescind approximately \$11.5 million from previous right-of-way and construction allocations owing to: 1) a revised appraisal of property and use of an alternate funding source on the prior ROW allocation; 2) bid savings and use of an alternate funding source on the prior construction allocations.

This resolution was revised on May 25, 2011 through Delegated Authority action to allocate \$460,000 for design activities on Phase A of the Vallejo Station Parking Structure, including the development of a parking management plan, geotechnical studies, and design services during construction.

This resolution was revised on June 22, 2011 by Commission action to allocate \$2 million for construction activities in Phase A of the Vallejo Station Parking Structure, including the removal of hazardous materials and addition of drainage.

This resolution was revised on June 27, 2012 by Delegated Authority action to allocate \$600,000 towards the procurement and installation of a fully functional parking control system for the Vallejo Station Parking Structure and adjacent surface parking lots.

This resolution was revised on October 23, 2013 by Delegated Authority action to allocate \$160,000 to produce a 10% design of a new carrier annex for the United States Postal Service, to be used as a basis for a right-of-way related escrow agreement.

This resolution was revised on February 26, 2014 by Delegated Authority action to rescind the previous allocation of \$160,000 for 10% design of a new Postal Service carrier annex, and to allocate \$560,000 for right-of-way phase work, including the funding of an Option to Purchase for a post office replacement site and related costs.

This resolution was revised on December 17, 2014 by Commission action to allocate \$6.3 million for right-of-way acquisition and final design for the Vallejo Station project.

This resolution was revised on July 25, 2018 by Commission action to rescind \$651,350 in project savings from a previous right-of-way allocation, and to allocate \$1,523,100 for construction on the Vallejo Station project.

Additional discussion of this allocation is contained in the Executive Director's memoranda to the MTC Programming and Allocations Committee memorandum dated June 13, 2007 and PAC Summary Page dated September 10, 2008, May 13, 2009, November 4, 2009, July 14, 2010, October 13, 2010, June 8, 2011, December 10, 2014, and July 11, 2018.

Date: June 27, 2007
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Vallejo Station Intermodal Facility Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3819

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the City of Vallejo has submitted a request for the allocation of RM 2 funds for the Vallejo Station Intermodal Facility project; and

WHEREAS, Vallejo Station Intermodal Facility project number 5 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

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

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

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

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

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

RESOLVED, that MTC approves MTC staff's review of City of Vallejo's Initial Project Report (IPR) for this project as set forth in Attachment C; and be it further

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION


Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on June 27, 2007.

**REGIONAL MEASURE 2 PROGRAM
Allocation of Funds**

Project Title: Vallejo Station Intermodal Facility
Sponsor: City of Vallejo
Project Number: 5.1

Allocation No. 5.1-1 - Vallejo Station Intermodal Facility					
Activities to be funded with Allocation #1:					
1. Final Design for Parcel L3 (1,200 space parking garage)					
2. Existing bus stop improvements (Mare Island Way)					
3. Existing Parking lot improvements (Kiss and Ride)					
4. York Street Paseo Streetscape improvements					
5. Other design specifications related to staging public-private elements and support of the overall project.					
6. Project Management Services					
7. ROW Appraisal and negotiations					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
08381901	27-Jun-07	\$ 2,350,268	PSE	FY 2007-08	\$ 2,350,268
08381902	27-Jun-07	\$ 433,632	ROW	FY 2007-08	\$ 2,783,900

Allocation No. 5.1-2 - Vallejo Station Intermodal Facility					
Activities to be funded with Allocation #2:					
Property Acquisition, Relocation, Furniture, Fixtures & Equipment Costs & Incentives for the My Café & Post Office Parcels.					
Note: \$160,000 allocated 10/23/13 for 10% Design of Post Office Carrier Annex (rescinded Feb 2014)					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
09381903	24-Sep-08	\$ 3,567,000	ROW	FY 2008-09	\$ 6,350,900
09381903	27-Oct-10	\$ (2,708,487)	ROW	FY 2010-11	\$ 3,642,413
09381903	23-Oct-13	\$ 160,000	ROW	FY 2013-14	\$ 3,802,413
09381903	26-Feb-14	\$ (160,000)	ROW	FY 2013-14	\$ 3,642,413

Allocation No. 5.1-3 - Vallejo Station Intermodal Facility					
Activities to be funded with Allocation #3:					
1. Vallejo Transit Center construction including the following:					
• 12 bus bays					
• Pedestrian walkways					
• Public parking					
• Bus shelter shade structures with a center rotunda					
• 4,440 SF two-story transportation office building					
• Permit fees					
• Demolition of My Café building					
2. Construction management services to be provided by City staff, CM services consultants and special inspection consultants.					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
09381904	27-May-09	\$ 4,394,131	CON	FY 2008-09	\$ 8,036,544
09381904	27-Oct-10	\$ (746,386)	CON	FY 2010-11	\$ 7,290,158

Allocation No. 5.1-4 - Vallejo Station Intermodal Facility

Activities to be funded with Allocation #4:

1. Direct Construction
 The Vallejo Station Parking Structure Phase A Construction includes:
 - 700 Stall Ferry Patron's Parking Garage
 - Landscaped Pedestrian Paseo linking the Vallejo Transit Center and Ferry Terminal
 - Roadway Improvements on Mare Island Way and Santa Clara Street
 - Parking Garage Intersection and Entrance
 - Permit and Utility Fees
 - Interim Surface Parking on Parcels L1 and L2
2. Construction management services to be provided by City staff and Special Inspection Consultants.
3. Project and Financial Management Services to be provided by consultant staff.

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
10381905	18-Nov-09	\$ 15,700,306	CON	FY 2009-10	\$ 22,990,464
10381905	27-Oct-10	\$ (8,091,110)	CON	FY 2010-11	\$ 14,899,354

Allocation No. 5.1-5 - Vallejo Station Intermodal Facility

Activities to be funded with Allocation #5:

1. Development of Parking Management Plan (PMP) includes, but is not limited to, the following:
 - Study area: Document existing downtown conditions and determine relationship between parking supply and utilization
 - Develop a list of parking guiding principles.
 - Recommend a parking pricing strategy.
 - Recommend cost effective methodology and technology for a Parking Access Revenue Collection System (compatible with Clipper).
 - Recommend an enforcement strategy and mitigate impacts of parking program on surrounding properties.
 - Recommend options for directing ferry riders to open parking spaces.
 - Develop Parking Access and Revenue Collection System Plan (PARC).
2. Design services during construction.
3. Geotechnical and Environmental Services includes:
 - Obtain, analyze and classify soil samples
 - Provide a volume estimate of the classified materials
 - Present a written report to the City with an estimate of the cost to remove the existing soil.

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
11381906	25-May-11	\$ 460,000	PSE	FY 2010-11	\$ 15,359,354

Allocation No. 5.1-6 - Vallejo Station Intermodal Facility

Activities to be funded with Allocation #6:

- Excavation and removal of contaminated Class 1 and 2 materials from the site.
- Addition of under slab drainage to the parking structure.

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
11381907	22-Jun-11	\$ 2,000,000	CON	FY 2011-12	\$ 17,359,354

Allocation No. 5.1-7 - Vallejo Station Intermodal Facility					
Activities to be funded with Allocation #7:					
Procurement and installation of a fully functional parking control system which will consist of pay stations, parking counting and license plate recognition enforcement system for the Vallejo Station Parking Structure and adjacent surface parking lots.					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
12381908	27-Jun-12	\$ 600,000	CON	FY 2012-13	\$ 17,959,354

Allocation No. 5.1-8 - Vallejo Station Intermodal Facility					
Activities to be funded with Allocation #8:					
Option to Purchase for the replacement site for the United States Post Office, and related project costs, including:					
<ul style="list-style-type: none"> • Due diligence items related to the acquisition of property (e.g., appraisal, environmental reports, site survey, title report) • Preparation of 30% plans for replacement site and facility (via advance to USPS) • Project administration • Project management • Legal assistance costs 					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
14381909	26-Feb-14	\$ 560,000	ROW	FY 2013-14	\$ 18,519,354

Allocation No. 5.1-9 - Vallejo Station Intermodal Facility					
Activities to be funded with Allocation #9:					
Right of Way: Acquisition of property for the Postal Service's new carrier annex and retail operations; design, site development, and construction of the carrier annex; and architectural services, and renovation of a new retail facility.					
Design: Final design of interim surface parking lot					
<i>7/25/18: Rescission of \$651,350.18 in savings from ROW allocation</i>					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15381910	17-Dec-14	\$ 6,258,000	ROW	FY 2014-15	\$ 24,777,354
15381910	25-Jul-18	\$ (651,350)	ROW	FY 2018-19	\$ 24,126,004
15381911	17-Dec-14	\$ 50,000	PSE	FY 2014-15	\$ 24,176,004

Allocation No. 5.1-10 - Vallejo Station Intermodal Facility					
Activities to be funded with Allocation #10:					
Demolition of former United States Postal Service building on project site, construction of interim surface parking lot, and related costs.					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
19381912	25-Jul-18	\$ 1,523,100	CON	FY 2018-19	\$ 25,699,104

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Vallejo Station Intermodal Facility
Sponsor: City of Vallejo
Implementing Agency: City of Vallejo
Project Number: 5.1

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

1. The City of Vallejo's approval of the IPR and RM2 Resolution of Support
2. The City of Vallejo may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.

On July 28, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 2:

3. Any reimbursement of funds for the Post Office parcels, including but not limited to the property acquisition, relocation, incentives, furniture, fixtures & equipment costs related to the Post Office, are conditioned on the execution of a funding agreement between MTC and the City of Vallejo.

On May 25, 2011, the Commission approved the following condition pertaining specifically to Allocation No. 5:

4. Allocation and reimbursement of RM2 funds for the above project are conditioned upon the City of Vallejo's approval of the IPR and RM2 Resolution of Support.

On June 22, 2011, the Commission approved the following condition pertaining specifically to Allocation No. 6:

5. Allocation and reimbursement of RM2 funds for the above project are conditioned upon the City of Vallejo's approval of the IPR and RM2 Resolution of Support.

On December 17, 2014, the Commission approved the following condition pertaining specifically to Allocation No. 9:

6. Any reimbursement of funds for the Post Office parcels, including but not limited to the property acquisition, relocation, incentives, furniture, fixtures & equipment costs related to the Post Office, are conditioned on the execution of a funding agreement between MTC and the City of Vallejo.

On July 25, 2018, the Commission approved the following condition pertaining specifically to Allocation No. 10:

5. Allocation and reimbursement of RM2 funds for the above project are conditioned upon the City of Vallejo's approval of the IPR and RM2 Resolution of Support.

RM2 Project Number: 5.1 Vallejo Station Intermodal Facility

Lead Sponsor City of Vallejo Transportation Program	Other Sponsors(s)	Implementing Agency (if applicable)
Legislated Project Description Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal.		
RM2 Funding (in \$1,000) \$26,000	Total Estimated Project Cost (in \$1,000) \$83,801	
Project Purpose and Description The Vallejo Station Project is a multimodal transportation facility within the City's Waterfront Plan associated with privately funded transit-oriented residential and commercial improvements nearby. The Vallejo Station Project will improve pedestrian, automobile, and public transportation access to the Vallejo Ferry Terminal, Vallejo Bus Transit Center, and Vallejo downtown areas. The focus of the project is to provide pedestrian access between the Ferry Terminal, the proposed Vallejo Station Ferry Parking Garage (1,200 spaces), the proposed local Bus Transfer Center, the regional bus turnouts on Mare Island Way, and the downtown area. The Vallejo Station Project also includes public open spaces and pedestrian walkway enhancements. Overall, the Vallejo Station Project will provide Multimodal bus and ferry connections, with a pedestrian connection to Downtown and the Waterfront to the north and south.		
Funding Description Committed Funds: Phase A is fully funded by RM2 funds, federal earmarks, local redevelopment funds, local funds, STIP, federal transit, CMAQ funds and ARRA funds. Uncommitted Funds: The project needs an additional \$27 million to construct Phase B of the Ferry Parking Garage. Operating Capacity: Upon project completion, the City of Vallejo will be responsible for operating and maintaining all components of the Vallejo Station Intermodal Facility.		

Phase		Cost (\$1,000)			Cost (\$1,000)		
		Start (A)	End (A)	(A)	Start (B)	End (B)	(B)
1	Environmental	1/2004	4/2007	\$1,277	1/2004	4/2007	
2	Designs, Plans, Specs, & Estimates	6/2007	10/2009	\$6,243	6/2007	N/A	
3	Right-of-Way Acquisition	2/2007	11/2014	\$8,155	N/A	N/A	
4	Construction	10/2009	2/2019	\$40,906	N/A	N/A	\$27,220
		Phase A Total:		\$56,581	Phase B Total:		\$27,220
				Full Project Total: \$83,801			

Total Project Funding Plan: Committed and Uncommitted Sources
(Amounts Escalated in Thousands)

Project Title		Vallejo Station Intermodal Facility											Project No.	
Lead Sponsor		City of Vallejo Transportation Program											5.1	
Fund Source	Phase	Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2018-19	Future	Total
Committed														
FTA - X685	ENV/PA&ED	182												182
VALLEJO - City of Vallejo Funds	ENV/PA&ED	1095												1,095
RM2 - RM2 Funds	PS&E		2,350				460				50			2,860
STIP2576 - STIP 025-076 PSE	PS&E	1,275												1,275
TEA21F02 - FTA Ferryboat FY02	PS&E	2,000												2,000
TLC C - TLC (CMAQ) Y414	PS&E		108											108
RM2 - RM2 Funds	ROW			434	859					560	5,607			7,460
VALLEJO - City of Vallejo Funds	ROW	695												695
FTA115 - FTA Section 115 Const	CON		1,250											1,250
FTA5309A - FTA 5309 Con	CON		1,214											1,214
FTA5309B - FTA 5309 Con	CON		841											841
TEA21F03 - FTA Ferryboat FY03	CON	993												993
RM2 - RM2 Funds	CON				3,648	7,609	2,000		600			1,523	300	15,680
TLC C - TLC (CMAQ) X018	CON		1,716											1,716
STIP2006 - STIP 2006 Const	CON					13,128								13,128
Prop 1B Security	CON						135							135
ARRA Funding	CON					2,449								2,449
VALLEJO - City of Vallejo Funds	CON	3,500												3,500
Sub Total:		9,740	7,479	434	4,507	23,186	2,595	0	600	560	5,657	1,523	300	56,581
Uncommitted														
Sub Total:							0	0	0	0	0			0
Funding Source TBD														
TBD FUND - Unidentified Funding Source	CON												27,220	27,220
Sub Total:							0	0	0				27,220	27,220
Total Project Committed and Uncommitted														
		Prior	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2018-19	Future	Total
Total:		9,740	7,479	434	4,507	23,186	2,595	0	600	560	5,657	1,523	27,520	83,801

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project: Vallejo Station Intermodal Facility
Sponsor: City of Vallejo
RM2 Project Number: 5.1

Cash Flow for Phase A only

	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FUTURE	TOTAL
RM2 Funds Total	18,520	5,607	-	-	-	1,573	-	300	26,000
Environmental (ENV)	1,277	0	0	0	0	0	0	0	1,277
FTA	182								182
City of Vallejo	1,095								1,095
Final Design (PS&E)	6,193	0	0	0	0	50	0	0	6,243
RM2	2,810					50			2,860
STIP2576 - STIP 025-076 PSE	1,275								1,275
TEA21F02 - FTA Ferryboat FY02	2,000								2,000
TLC C - TLC (CMAQ)	108								108
ROW	2,548	5,607	0	0	0	0	0	0	8,155
RM2	1,853	5,607							7,460
City of Vallejo	695								695
CON	38,583	0	0	0	0	2,023	0	300	40,906
RM2	13,857					1,523		300	15,680
FTA115 - FTA Section 115 Const	1,250								1,250
FTA5309A - FTA 5309 Con	1,214								1,214
FTA5309B - FTA 5309 Con	841								841
TEA21F03 - FTA Ferryboat FY03	993								993
TLC C - TLC (CMAC) X018	1,716								1,716
STIP 2006	13,128								13,128
ARRA	2,449								2,449
Prop 1B Security	135								135
VALLEJO - City of Vallejo Funds	3,000					500			3,500
PROJECT TOTAL	48,601	5,607	0	0	0	2,073	0	300	56,581



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0515 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/12/2018 **In control:** Programming and Allocations Committee

On agenda: 7/11/2018 **Final action:**

Title: MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and 2) Regional Priority Development Area (PDA) Planning Program.

Sponsors:

Indexes:

Code sections:

Attachments: [6g PAC 2e Resos-4035-4202 OBAG-PDA Revisions.pdf](#)
[2e Resos-4035-4202 OBAG-PDA Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
7/11/2018	1	Programming and Allocations Committee		

Subject:
MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and 2) Regional Priority Development Area (PDA) Planning Program.

Presenter:
Mallory Atkinson

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 11, 2018

Agenda Item 2e

MTC Resolution Nos. 4035, Revised and 4202, Revised

Subject: Revisions to the One Bay Area Grant (OBAG 1 and 2) Regional Priority Development Area (PDA) Planning Program.

Background: The OBAG 1 and 2 programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2012-13 through FY2021-22.

The PDA Planning Program supports implementation of Plan Bay Area 2040 by administering PDA planning grants, technical assistance, and other planning-related staffing assistance to support local jurisdictions. Since its inception in 2007, the PDA planning program has invested \$24 million in 60 planning projects that have resulted in zoning for 92,000 new housing units and approximately 130,000 jobs.

This month, staff recommends the following changes to the OBAG 1 and 2 Regional PDA Planning Program:

- Reduce the grant amount for Oakland's OBAG 1 Transportation Impact Review Streamlining staffing assistance grant. In 2014, Oakland received a \$300,000 grant to update its transportation impact review standards to support transit-oriented development. The project has been completed to the city's satisfaction, and a balance of \$150,000 remains.
- Redirect the \$150,000 balance to support two projects selected for OBAG 2 PDA technical and staffing assistance grants in April 2018. Staff recommends programming \$65,000 of the balance to the Rohnert Park Neighborhood Subarea Connector Path technical assistance grant, and the remaining \$85,000 to the Downtown Windsor Parking Management staffing assistance grant. This proposed change does not alter the total amount awarded to either project.
- Revise the OBAG 2 PDA Planning Program to reflect the additional \$150,000 in unprogrammed funds resulting from the changes described above. This balance will be available for future rounds of PDA Planning Grants. As a reminder, all projects that requested funds in the most recent cycle were fully funded.

This change is being recommended in order to advance the projects, as they can proceed with design allowed under OBAG 1 but not OBAG 2 (due to changes in FHWA policy).

Issues: None.

Recommendation: Refer MTC Resolution Nos. 4035, Revised and 4202, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4035, Revised, Attachment B-1
MTC Resolution No. 4202, Revised, Attachment B-1

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C 05/22/13-C
09/25/13-C 11/20/13-C 12/18/13-C
01/22/14-C 02/26/14-C 03/26/14-C
04/23/14-C 05/28/14-C 06/25/14-C
07/23/14-C 09/24/14-C 12/17/14-C
03/25/15-C 05/27/15-C 06/24/15-C
07/22/15-C 09/23/15-C 10/28/15-C
11/18/15-C 12/16/15-C 01/27/16-C
02/24/16-C 03/23/16-C 05/25/16-C
07/27/16-C 12/21/16-C 01/25/17-C
04/26/17-C 05/24/17-C 06/28/17-C
07/26/17-C 09/27/17-C 10/25/17-C
11/15/17-C 02/28/18-C 03/28/18-C
05/23/18-C 06/27/18-C 07/25/18-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscol Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs

assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment

project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue

Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programming for these projects is derived from \$14,962,000 in unprogrammed balances and \$3,991,000 redirected from Round 2 TPI projects, for a total of \$18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program \$345,000 in Regional Safe Routes to School Program funding and redirect \$150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram \$859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and \$1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect \$3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram \$223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram \$550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and re-name San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect \$265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect \$412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County Program.

On July 26, 2017, Attachment B-1 was revised to program \$2,322,000 in unprogrammed balances within the Transit Performance Initiative (TPI) Capital Investment Program, for four new North Bay projects.

On September 27, 2017, Attachment B-2 was revised to redirect \$94,000 in cost savings from Dixon's West A Street Preservation to Solano County's Redwood-Fairgrounds Drive Interchange Bike/Transit Improvements within the Solano County Program.

On October 25, 2017, Attachment B-1 was revised to redirect \$44,000 from Caltrain's Map-Based Real-Time Train Display to its Control Point Installation project and redirect \$96,000 from Napa Valley Transportation Authority's Comprehensive Operational Analysis to its Imola Avenue and SR 29 Express Bus Improvements project within the Transit Performance Initiative – Incentive Program; and program \$73 in remaining program balances to the NVTa Imola Avenue and SR-29 Express Bus Improvements Project within the Transit Performance Initiative – Investment Program.

On November 15, 2017, Attachment B-1 was revised to program \$105,000 in Regional Safe Routes to School (SRTS) to Napa Valley Transportation Authority for Napa County's SRTS Program, \$225,000 to San Mateo County Office of Education for San Mateo County's SRTS Program, and \$1,000,000 to Los Altos for the Miramonte Ave Bicycle and Pedestrian Access Improvements within Santa Clara County; and to redirect \$783,000 in the Climate Initiatives Program from Walnut Creek's Parking Guidance System Pilot to the N Main St Rehabilitation project as part of a funding exchange arrangement.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$607,000 to Moraga's Moraga Way and Canyon Rd/Camino Pablo Improvements project and \$215,000 to Concord's Willow Pass Repaving and Safe Routes to School (SRTS) project within the Regional SRTS program; program \$364,000 to Santa Rosa's US 101 Bike/Pedestrian Overcrossing project within the Sonoma County Program; and reprogram the SFPark to Cycle 1 and clarify exchange projects within the program.

On March 28, 2018, Attachments B-1 and B-2 were revised to reduce the amount programmed within the Regional Climate Initiatives Program to the Contra Costa Transportation Authority (CCTA) Car Share4All project to \$573,453 to reflect a change in scope; redirect \$630,000 in project savings from the NextGen Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to the AC Transit South Alameda County Corridors Travel Time Improvements project; and to identify Santa Clara Valley Transportation Authority (VTA) as the sponsor of the Montague Expressway Pedestrian Overcrossing at Milpitas BART.

On May 23, 2018, Attachments B-1 and B-2 were revised to redirect \$20,587 from Union City's Single Point Login Terminals on Revenue Vehicles to its South Alameda County Major Corridor Travel Time Improvements project within the Transit Performance Initiative program; and reflect the redirection of \$4,350,000 in Regional Transportation Improvement Program (RTIP) funds from Palo Alto's US 101/Adobe Creek Bicycle and Pedestrian Bridge to San Jose's West San Carlos Urban Village Streetscape Improvements project within Santa Clara County's OBAG 1 County Program.

On June 27, 2018, Attachment B-1 was revised to redirect \$820,000 from MTC's Bay Bridge Forward Commuter Parking Initiatives Related Activities project to CCTA's I-80 Central Ave Interchange Improvements; \$636,763 from ECCTA's Replacement of Eleven 40' Buses project to the Clipper® Next Generation Fare Collection System project within the Transit Capital Rehabilitation Program; and to program \$400,411 in unprogrammed balances within the Climate Initiatives Program to MTC's Carsharing Implementation project.

On July 25, 2018, Attachment B-1 was revised to redirect \$150,000 from Oakland's Transportation Impact Review Streamlining Technical Assistance grant within the Regional PDA Planning Grant program, with \$65,000 directed to Rohnert Park's Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant, and \$85,000 directed to Windsor's PDA Planning and Implementation Staffing Assistance grant.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, February 14, 2018, March 7, 2018, May 9, 2018, June 13, 2018, and July 11, 2018.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

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

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

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

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

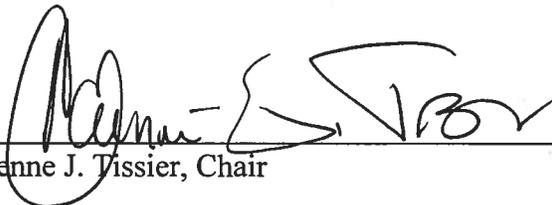
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

July 2018

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
 11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
 05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
 01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
 01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
 02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS				
		\$437,324,000	\$53,080,000	\$491,224,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		TOTAL: \$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO)		TOTAL: \$104,739,000	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Program for Arterial System Synchronization (PASS)	MTC	\$8,370,000	\$0	\$8,370,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$1,130,000	\$0	\$1,130,000
CCTA: I-80 Central Ave Interchange Improvements	CCTA	\$820,000	\$0	\$820,000
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)	MTC	\$0	\$3,900,000	\$3,900,000
CC-I-80 San Pablo Dam Rd I/C (Funding Exchange)	CCTA	\$1,100,000	\$0	\$1,100,000
SUBTOTAL		\$27,150,000	\$3,080,000	\$31,050,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		TOTAL: \$62,508,000	\$37,080,000	\$100,408,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)		TOTAL: \$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
Affordable Housing Jumpstart Program (Funding Exchange)	MTC	\$0	\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 July 2018

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1	
OBAG 1 REGIONAL PROGRAMS					
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000	
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000	
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000	
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000	
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000	
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000	
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000	
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000	
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305	
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000	
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962	
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630	
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103	
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000	
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000	
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000	
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000	
SUBTOTAL		\$20,000,000	\$0	\$20,000,000	
Regional PDA Planning					
<i>Regional PDA Implementation Priorities</i>					
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000	
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000	
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500	
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772	
<i>PDA Planning</i>					
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000	
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000	
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000	
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000	
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500	
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000	
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000	
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000	
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000	
<i>Staff Assistance</i>					
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000	
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000	
Oakland Transportation Impact Review Streamlining	Oakland	\$150,000	\$0	\$150,000	
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000	
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000	
Windsor Parking Management and Pricing	MTC	\$85,000	\$0	\$85,000	
<i>Technical Assistance</i>					
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000	
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000	
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000	
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000	
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000	
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000	
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000	
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000	
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000	
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000	
Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path	MTC	\$65,000	\$0	\$65,000	
SUBTOTAL		\$7,931,772	\$0	\$7,931,772	
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL:	\$30,000,000	\$10,000,000	\$40,000,000

6. CLIMATE INITIATIVES PROGRAM (CIP)

<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$573,453	\$0	\$573,453
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

July 2018

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
 11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
 05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
 01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
 01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
 02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1	
OBAG 1 REGIONAL PROGRAMS					
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130	
<i>Transportation Demand Management</i>					
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000	
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000	
Walnut Creek N Main St Rehab (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000	
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000	
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000	
Public Education Outreach	MTC	\$312,000	\$0	\$312,000	
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000	
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000	
Carsharing Implementation	MTC	\$400,411	\$0	\$400,411	
6. CLIMATE INITIATIVES PROGRAM (CIP)		TOTAL:	\$8,812,000	\$6,000,000	\$14,812,000

* Selected and funded by the BAAQMD. Listed here for informational purposes only

7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)					
<i>Specific projects TBD by CMAs</i>					
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$346,000	\$0	\$346,000	
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000	
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000	
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900	
Concord: Willow Pass Repaving & SRTS	Concord	\$215,000	\$0	\$215,000	
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700	
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800	
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000	
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000	
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000	
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	\$607,000	\$0	\$607,000	
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000	
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000	
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000	
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600	
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000	
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000	
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000	
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000	
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000	
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000	
Los Altos: Miramonte Ave Bicycle & Pedestrian Access Imps	Los Altos	\$1,000,000	\$0	\$1,000,000	
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000	
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000	
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000	
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000	
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000	
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000	
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000	
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000	
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000	
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		TOTAL:	\$24,178,000	\$0	\$24,178,000

8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Clipper Next Generation Fare Collection System	MTC	\$636,763	\$0	\$636,763
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17

July 2018

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
 11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
 05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
 01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
 01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
 02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$160,587	\$0	\$160,587
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,135,162	\$0	\$4,135,162
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	TOTAL:	\$98,000,000	\$0	\$98,000,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,000,000	\$0	\$4,000,000
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
TPI-3 - AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
TPI-3 - BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
TPI-3 - SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$9,609,241	\$0	\$9,609,241
TPI-3 - SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 July 2018

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS				
TPI-3 - VTA Santa Clara Pocket Track Light Rail Interlocking	VTA	\$500,000	\$0	\$500,000
TPI - Novato Downtown SMART Station	Novato	\$500,000	\$0	\$500,000
TPI - NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073
TPI - Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
TPI - Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000
10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$437,324,000	\$53,080,000	\$491,224,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing_OBAG1\[tmp-4035_Attach_B-1_7-11-18.xlsx]Attach B-1 July 2018

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

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within the Regional Active Operational Management program; and remove \$290,556 in un-programmed

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

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

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

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

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

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

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

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

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

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 5

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

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

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

On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program unprogrammed balance.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 6

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C
 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$484,705,000	\$18,200,000
1. REGIONAL PLANNING ACTIVITIES				
Regional Planning	Regionwide	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES			TOTAL:	\$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM			TOTAL:	\$9,250,000
3. PDA PLANNING & IMPLEMENTATION				
PDA Planning and Implementation				
PDA Implementation	Regionwide	MTC	\$2,000,000	
PDA Supportive Studies	Regionwide	MTC	\$500,000	
PDA Planning				
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	Alameda	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	Contra Costa	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	Contra Costa	MTC	\$140,000	
San Rafael: Downtown Precise Plan	Marin	MTC	\$500,000	
San Francisco: HUB Area EIR	San Francisco	MTC	\$500,000	
San Francisco: Transit Corridors Study	San Francisco	MTC	\$500,000	
San Jose: Diridon Integrated Station Area Concept Plan	Santa Clara	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	Santa Clara	MTC	\$500,000	
Vacaville: Downtown Specific Plan	Solano	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	Sonoma	MTC	\$800,000	
Staffing Assistance				
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	Alameda	MTC	\$180,000	
Fremont: SB743 Implementation	Alameda	MTC	\$150,000	
Hayward: SB743 Implementation	Alameda	MTC	\$150,000	
Oakland: ADU Initiative	Alameda	MTC	\$200,000	
Oakland: Innovative Construction Initiative	Alameda	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	Contra Costa	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	Contra Costa	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	Contra Costa	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	Santa Clara	MTC	\$200,000	
Windsor: Parking Management and Pricing	Sonoma	MTC	\$35,000	
Technical Assistance				
Emeryville: Developing the Highest and Best Use of the Public Curb	Alameda	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	Alameda	MTC	\$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	San Francisco	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	San Francisco	MTC	\$65,000	
Belmont: Transportation Demand Management Program	San Mateo	MTC	\$65,000	
Robert Park: Central Robert Park PDA/Creekside Neighb. Subarea Connector Path	Sonoma	MTC	\$65,000	
Unprogrammed balance	Regionwide	MTC	\$8,862,000	
Community-Based Transportation Plan (CBTP) Updates			TOTAL:	\$20,000,000
3. PDA PLANNING & IMPLEMENTATION				
4. CLIMATE INITIATIVES				
Climate Initiatives			\$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
Carsharing Implementation	Regionwide	MTC	\$800,000	
Targeted Transportation Alternatives	Regionwide	MTC	\$325,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES			TOTAL:	\$24,417,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT				

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C
 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$484,705,000	\$18,200,000
Active Operational Management				
AOM Implementation	Regionwide	MTC	\$23,737,000	
Bay Area 511 Traveler Information				
511 Next Gen	Regionwide	MTC	\$16,598,000	
511 Implementation	Regionwide	MTC	\$17,000,000	
Rideshare				
Rideshare Implementation	Regionwide	MTC	\$720,000	
Carpool Program	Regionwide	MTC	\$7,280,000	
Vanpool Program	Regionwide	MTC	\$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	\$674,000	
Commuter Benefits Program	Regionwide	MTC	\$1,111,000	
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
Columbus Day Initiative (CDI)				
Freeway Performance Program	Regionwide	MTC	\$27,000,000	
FPP: I-880 (I-80 to I-280)	Alameda/Santa Clara	MTC	\$3,000,000	
FPP: I-680 (Alameda Co. Line to Solano Co. Line)	Contra Costa	MTC	\$8,000,000	
FPP: SR 84 (US 101 to I-880)	Alameda/San Mateo	MTC	\$5,000,000	
CCTA: I-80 Central Ave Interchange Improvements	Contra Costa	CCTA	\$2,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	Sonoma	SCTA	\$15,400,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)				
IDEA Technical Assistance	Various	MTC	\$1,547,000	
IDEA Category 1				
AC Transit: Dumbarton Express Route (SR84)	Various	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	Alameda	MTC	\$276,000	
Hayward: Various Locations	Alameda	MTC	\$302,000	
Oakland: Bancroft Ave	Alameda	MTC	\$310,000	
Pleasanton: Various Locations	Alameda	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	Alameda	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	Contra Costa	MTC	\$563,000	
San Rafael: Downtown San Rafael	Marin	MTC	\$830,000	
South San Francisco: Various Locations	San Mateo	MTC	\$532,000	
San Jose: Citywide	Santa Clara	MTC	\$1,400,000	
IDEA Category 2				
Dublin: Citywide	Alameda	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	Alameda	MTC	\$785,000	
CCTA: Concord Blvd, Clayton Rd & Willow Pass Rd	Contra Costa	MTC	\$560,000	
Walnut Creek: Various locations	Contra Costa	MTC	\$680,000	
Los Gatos: Los Gatos Blvd	Santa Clara	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	Santa Clara	VTA	\$830,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
Transportation Management System				
TMS Implementation	Regionwide	MTC	\$2,910,000	
Performance-Based ITS Device Maintenance & Rehab.	Regionwide	MTC	\$1,840,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$8,100,000	
Detection Technology Pilot	Regionwide	MTC	\$5,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Central	Alameda	MTC	\$8,840,000	
Unprogrammed Balance	TBD	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			TOTAL: \$192,400,000	
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	\$99,752,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$40,000,000	
Clipper	Regionwide	MTC	\$34,248,000	
Unprogrammed Balance			\$15,283,000	

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C
 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C
 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			\$484,705,000	\$18,200,000
6. TRANSIT PRIORITIES			TOTAL: \$189,283,000	
7. PRIORITY CONSERVATION AREA (PCA)				
7. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$8,200,000	\$8,200,000
8. BAY AREA HOUSING INITIATIVES				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Housing Incentive Pool	TBD	TBD	\$30,000,000	
8. BAY AREA HOUSING INITIATIVES			TOTAL: \$30,000,000	\$10,000,000
9. REGIONAL STRATEGIC INVESTMENTS (RSI)				
State Route 85 Transit Guideway Study	Santa Clara	SCVTA	\$1,600,000	
9. REGIONAL STRATEGIC INVESTMENTS (RSI)			TOTAL: \$1,600,000	
OBAG 2 REGIONAL PROGRAMS			TOTAL: \$484,705,000	\$18,200,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0503 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/8/2018 **In control:** Programming and Allocations Committee

On agenda: 7/11/2018 **Final action:**

Title: MTC Resolution No. 4250, Revised. Allocation of \$2.3 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward suite of projects.

Sponsors:

Indexes:

Code sections:

Attachments: [6h PAC 2f Reso-4250 Bay Bridge Forward Allocation.pdf](#)
[2f Reso-4250 Bay Bridge Forward Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Resolution No. 4250, Revised. Allocation of \$2.3 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward suite of projects.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 11, 2018

Agenda Item 2f

MTC Resolution No. 4250, Revised

Subject: Allocation of \$2.3 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward suite of projects.

Background: In July 2016, the Commission approved the One Bay Area Grant (OBAG 2) framework. This framework includes \$40 million for Bay Bridge Forward (BBF), a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the \$40 million, \$21 million comes from RM2 funds. This month, MTC’s BBF team requests allocations to three sub-elements of the BBF program, summarized in the table below.

Table 1: July Allocation Summary

BBF Sub-Element	Previous RM2 Allocations	Current (July) RM2 Request	Total RM2 Allocations
West Grand HOV/ Bus-Only Lane	\$3,180,000	\$ 700,000	\$3,880,000
CHP Enforcement Pilot	\$ 830,000	\$ 310,000	\$1,140,000
BBF Environmental and Study Phases*	\$2,902,000	\$1,250,000	\$4,152,000
Total	\$6,912,000	\$2,260,000	\$9,172,000

* Does not include West Grand HOV/Bus-Only Lane, or CHP Enforcement Pilot, which are both listed individually. See Table 2 for a breakdown of this line item.

West Grand HOV/Bus-Only Lane

One element of the Bay Bridge Forward suite of projects is the West Grand HOV/Bus-Only Lane project in Oakland. The project is intended to increase Transbay person throughput by providing access and operational improvements for transit buses and eligible carpools through the conversion of approximately 1,300 feet of the right shoulder on the West Grand Avenue on-ramp and northbound I-880 connector to a bus lane. The new bus lane will be open to transit vehicles 24 hours per day, seven days per week, and open to all other HOVs during carpool hours only. The project would also enhance traffic operations by restriping a portion of the I-880 approach to the toll plaza, and converting an existing cash lane to a FasTrak-only lane.

MTC allocated \$2.5 million in RM2 funds for construction of the project in December 2017. Due to higher-than-anticipated bids, MTC requests an additional allocation of \$700,000. Further discussion of this increase is included under the “Issues” section below. Construction is expected to begin later this summer.

CHP Enforcement Pilot

MTC has allocated \$830,000 to-date to study the effect of CHP enforcement of occupancy requirements for special Bay Bridge ramps. The BBF team requests an additional \$310,000 in RM2 funds to augment enforcement demonstration (including studying the effect of additional officers and longer enforcement

times, in combination with a pilot of extended HOV hours) and to account for increased CHP billing rates. The study should be concluded in Spring 2019, with the study results available in Summer 2019.

Additional Environmental Requests

MTC has allocated \$2.9 million to-date to prepare environmental and planning studies on the various BBF suite of projects (not including the West Grand or CHP Enforcement Pilot described above). The BBF team requests an additional \$1.3 million for environmental and planning to complete further analysis on various projects, including the West Grand HOV/Bus-Only Lane Extension (Phase 2), Vehicle Occupancy Detection, outreach for HOV Hours Pilot and Casual Carpool serving I-80 in Solano County, and Intelligent Transportation Systems integrating the Bay Bridge metering lights with highways serving the bridge approach (I-80, I-580, and I-880). A summary of the anticipated funding split among the sub-elements is listed in Table 2.

Table 2: Environmental/Planning Allocation Summary

BBF Sub-Element	Previous RM2 Allocations	Current (July) RM2 Request	Total RM2 Allocations
West Grand HOV/Bus-Only Lane	<i>See Table 1</i>		
CHP Enforcement Pilot	<i>See Table 1</i>		
Sterling Street HOV Projects	\$750,000	\$650,000	\$1,400,000
Casual Carpool	\$250,000	\$100,000	\$350,000
Integrated Bridge Corridor (ITS Elements)	\$250,000	\$500,000	\$750,000
Commuter Parking	\$652,000		\$652,000
Flexible On-Demand Transit	\$1,000,000		\$1,000,000
Total	\$2,902,000	\$1,250,000	\$4,152,000

Issues:

West Grand HOV/Bus-Only Lane Cost Increase

MTC advertised the project earlier this spring, and the lowest bid exceeded the engineer’s cost estimate by almost \$600,000. In order to award the contract, staff allocated \$120,000 in additional construction funds under the Executive Director’s delegated authority in June. MTC requests allocation of an additional \$700,000 this month to replenish and increase the project contingency, reflect increased construction management fees, and additional design services during construction.

Recommendation: Refer MTC Resolution No. 4250, Revised, to the Commission for approval.

Attachments: Maps of Bay Bridge Forward Projects and West Grand HOV/Bus-Only Lane MTC Resolution No. 4250, Revised

Bay Bridge Forward Overview Map

Operational Cost (\$M)* \$20

- 1 West Grand HOV/Bus Only Lane
- 2 Sterling St On-Ramp Express Lane
- 3 Casual Carpooling
- 4 Integrated Bridge Corridor

Transit Core \$19

- 5 Higher-Capacity/Increased Express Bus Service
- 6 Pilot Express Bus Routes
- 7 Transit Signal Priority
- 8 Commuter Parking
- 9 Higher Frequency Ferry Service

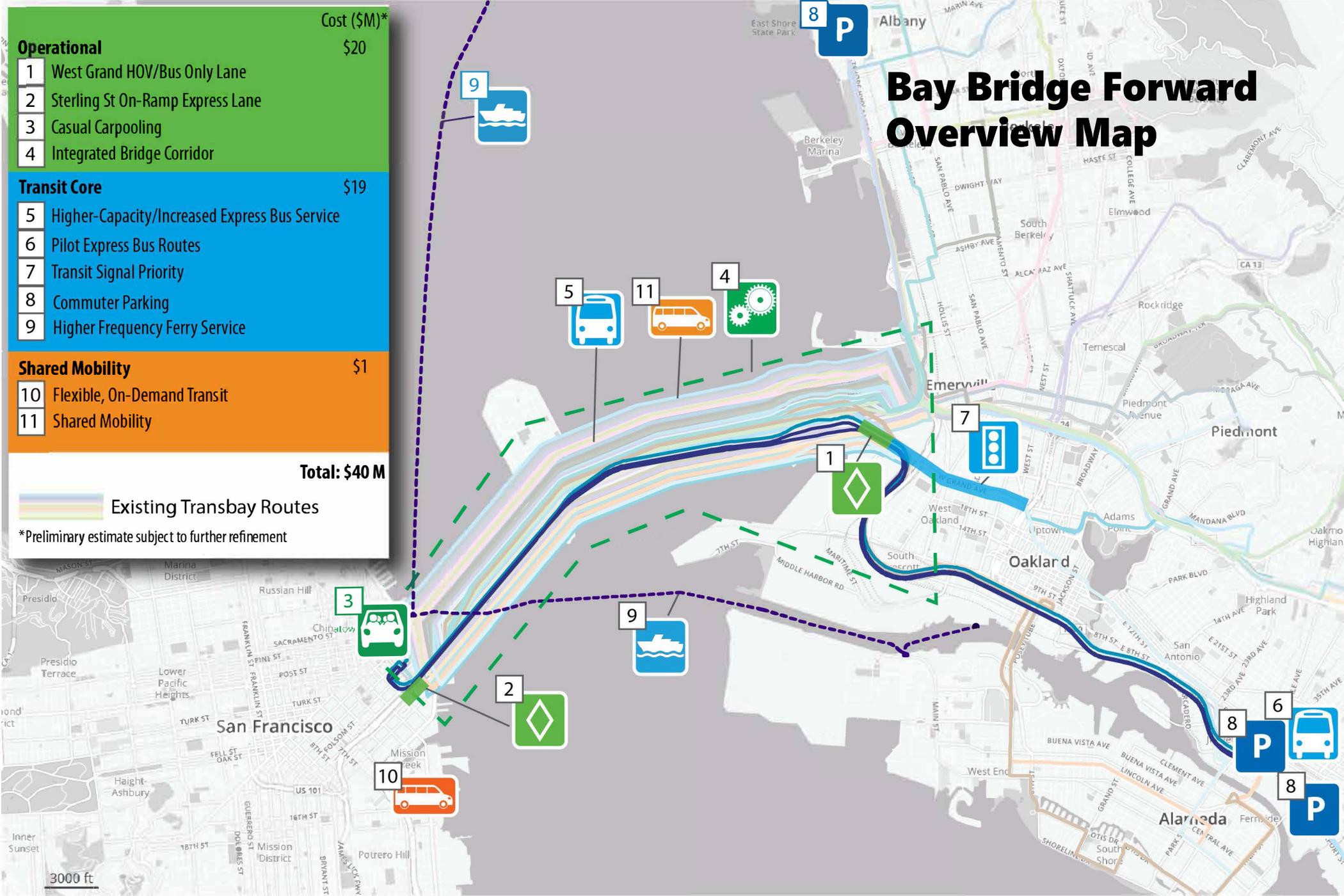
Shared Mobility \$1

- 10 Flexible, On-Demand Transit
- 11 Shared Mobility

Total: \$40 M

Existing Transbay Routes

*Preliminary estimate subject to further refinement



3000 ft

Bay Bridge Forward: West Grand HOV/Bus-Only Lane Scope

WEST GRAND AVENUE ON-RAMP IMPROVEMENT - BUS LANE PROJECT PROJECT LOCATION MAP



Date: December 21, 2016
W.I.: 1255
Referred by: PAC
Revised: 05/24/17-DA 06/28/17-C
12/20/17-C 02/28/18-DA
06/27/18-DA 07/25/18-C

ABSTRACT

MTC Resolution No. 4250, Revised

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

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates \$2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

This resolution was amended via delegated authority on May 24, 2017 to allocate \$730,000 in RM2 funds for the study of High-Occupancy Vehicle Enforcement Pilot, and to allocate \$200,000 in RM2 funds for the final design of the West Grand HOV/Bus Only Lane project. Both are part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on June 28, 2017 to allocate \$750,000 in RM2 funds for the Flexible Transit Pilot, part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on December 20, 2017 to allocate \$2.5 million in RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1), and \$168,000 for the final design phase of the Commuter Parking project, both part of the Bay Bridge Forward program. Allocation for the commuter parking project is conditioned on approval of the environmental document, expected in early December.

ABSTRACT

MTC Resolution 4250, Revised

Page 2

This resolution was amended via delegated authority on February 28, 2018 to allocate \$417,000 in RM2 funds for the final design of the Commuter Parking project, \$200,000 for the study of Vehicle Occupancy Detection pilot, and \$100,000 for the study of High-Occupancy Vehicle Enforcement pilot, all of which are part of the Bay Bridge Forward program.

This resolution was amended via delegated authority on June 27, 2018 to allocate \$880,000 in RM2 funds for the construction of the Commuter Parking project, and \$120,000 in additional RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1) project, both part of the Bay Bridge Forward program.

This resolution was amended via Commission action on July 25, 2018 to allocate \$700,000 in additional RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1) project, \$310,000 for the study phase of the CHP Enforcement Pilot, and \$1,250,000 for the environmental and project study phases of various Bay Bridge Forward projects, all of which are part of the Bay Bridge Forward program.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016, June 14, 2017, December 13, 2017, and July 11, 2018.

Date: December 21, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4250

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

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

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

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

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

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

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

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

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



David Corlese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on December 21, 2016.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
 Sponsor: Metropolitan Transportation Commission
 Project Number: 29.7

Activities to be funded with Allocation #1:						
This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17425001	21-Dec-16	\$ 2,312,000	ENV/PE	FY 2016-17	\$ 2,312,000	

Activities to be funded with Allocation #2:						
Allocation 17425002 will fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol. The study will measure the impacts of increased CHP enforcement at specific HOV on-ramps and produce a study for future use.						
Allocation 17425003 will fund the final design phase of the West Grand HOV/Bus Only Lane (approach to the San Francisco-Oakland Bay Bridge) in Oakland.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17425002	24-May-17	\$ 730,000	ENV/PE	FY 2016-17	\$ 3,042,000	
17425003	24-May-17	\$ 200,000	PS&E	FY 2016-17	\$ 3,242,000	

Activities to be funded with Allocation #3:						
Allocation 17425004 will fund the study of Flexible Transit Pilot among large employers in San Francisco, for underserved routes between San Francisco and the East Bay.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
17425004	28-Jun-17	\$ 750,000	ENV/PE	FY 2016-17	\$ 3,992,000	

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #4:						
Allocation 18425005 will fund the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1), and allocation 18425006 will fund the final design of the BBF Commuter Parking project.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425005	20-Dec-17	\$ 2,500,000	CON	FY 2017-18	\$ 6,492,000	
18425006	20-Dec-17	\$ 168,000	PS&E	FY 2017-18	\$ 6,660,000	

Activities to be funded with Allocation #5:						
Allocation 18425007 will augment allocation 18425006 to fund the final design of the BBF Commuter Parking project; allocation 18425008 will fund the study of Vehicle Occupancy Detection (VOD) pilot; and allocation 18425009 will augment allocation 17425002 to fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425007	28-Feb-18	\$ 417,000	PS&E	FY 2017-18	\$ 7,077,000	
18425008	28-Feb-18	\$ 200,000	ENV/PE	FY 2017-18	\$ 7,277,000	
18425009	28-Feb-18	\$ 100,000	ENV/PE	FY 2017-18	\$ 7,377,000	

Activities to be funded with Allocation #6:						
Allocation 18425010 will fund the construction of the BBF Commuter Parking project; and Allocation 18425011 will augment allocation 18425005 for the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1).						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18425010	27-Jun-18	\$ 880,000	CON	FY 2017-18	\$ 8,257,000	
18425011	27-Jun-18	\$ 120,000	CON	FY 2017-18	\$ 8,377,000	

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #7:						
Allocation 19425012 will augment allocations 18425005 and 18425011 for the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1); Allocation 19425013 will augment allocations 17425002 and 18425009 to fund the study of high-occupancy vehicle enforcement pilot by the CHP; and Allocation 19425014 will augment allocation 17425001 for the planning, environmental, and preliminary engineering phases for the Bay Bridge Forward suite of projects.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
19425012	25-Jul-18	\$ 700,000	CON	FY 2018-19	\$ 9,077,000	
19425013	25-Jul-18	\$ 310,000	ENV/PE	FY 2018-19	\$ 9,387,000	
19425014	25-Jul-18	\$ 1,250,000	ENV/PE	FY 2018-19	\$ 10,637,000	



Regional Measure 2 Regional Traffic Relief Plan

December 21, 2016
 Attachment C
 MTC Resolution No. 4250
 Revised: 06/28/17-C; 12/20/17-C
 02/28/18-DA; 06/27/18-DA; 07/25/18-C

RM2 Project Number: 29.7 Bay Bridge Forward

Lead Sponsor Metropolitan Transportation Commission	Other Sponsors(s) None.	Implementing Agency (if applicable) Metropolitan Transportation Commission
Legislated Project Description Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,933 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$10,042) 29.7 Bay Bridge Forward (\$21,000) 29.X Reserve (\$4,801)		Total Estimated Project Cost (in \$1,000) \$31,120
Project Purpose and Description Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.		
Funding Description Committed Funds: Fully funded by RM2, federal, and other regional funds. Uncommitted Funds: None. Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	11/2016	6/2019	\$5,899
2	Designs, Plans, Specs, & Estimates	3/2017	12/2019	\$2,785
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	6/2017	6/2020	\$22,436

Total: \$31,120

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Bay Bridge Forward	Project No.	29.7
Lead Sponsor	Metropolitan Transportation Commission	Last Updated	7/25/2018

Fund Source	Phase	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Committed										
RM2	Env./ PE		2,000	500	3,130					5,630
Local/Regional	Env./ PE		269							269
RM2	PS&E		200	585	2,000					2,785
RM2	CON			3,500	1,650	7,435				12,585
Federal Funds	CON				500	2,000				2,500
Local/Regional	CON				7,351					7,351
Total:		0	2,469	4,585	14,631	9,435	0	0	0	\$ 31,120
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Future	Total
Total:		0	2,469	4,585	14,631	9,435	0	0	0	\$ 31,120

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
RM2 Project Number: 29.7

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
RM2 Funds Total		3,992,000	4,385,000	2,260,000	-	-	10,637,000
Environmental, PE	0	4,061,000	300,000	1,560,000	0	0	5,921,000
RM2		3,792,000	300,000	1,560,000			5,652,000
Local/Regional Funds		269,000					269,000
Final Design (PS&E)	0	200,000	585,000	0	0	0	785,000
RM2		200,000	585,000				785,000
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	13,351,000	700,000	0	0	14,051,000
RM2			3,500,000	700,000			4,200,000
Federal Funds			2,500,000				2,500,000
Other Local Funds			7,351,000				7,351,000
TOTAL FUNDING							
Environmental	0	4,061,000	300,000	1,560,000	0	0	5,921,000
Final Design (PS&E)	0	200,000	585,000	0	0	0	785,000
Right of Way	0	0	0	0	0	0	0
Construction	0	0	13,351,000	700,000	0	0	14,051,000
PROJECT TOTAL	0	4,261,000	14,236,000	2,260,000	0	0	20,757,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0500 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/8/2018 **In control:** Programming and Allocations Committee

On agenda: 7/11/2018 **Final action:**

Title: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-37.

Sponsors:

Indexes:

Code sections:

Attachments: [6i PAC 2g Reso-4275 TIP Amendment 2017-37.pdf](#)
[2g Reso-4275 TIP Amendment 2017-37.pdf](#)

Date	Ver.	Action By	Action	Result
7/11/2018	1	Programming and Allocations Committee		

Subject:
MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-37.

Presenter:
Adam Crenshaw

Recommended Action:
Commission Approval



COMMISSION AGENDA ITEM 6i

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

TO: Commission

DATE: July 25, 2018

FR: Executive Director

RE: Item 6i: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-37.

At the Programming and Allocation Committee on July 11, 2018, staff proposed a revision to the 2017 TIP, TIP Revision 2017-37, with the request that the Committee forward the revision to the Commission for approval. Subsequent to the Committee meeting, the Transportation Authority of Marin (TAM) contacted staff with a request to update the US 101 HOV Lanes – Marin-Sonoma Narrows (Marin Segment) project to reflect expected project development expenditures for future phases of the project.

In order to accommodate this request, staff proposes to revise the funding plan of this project to show the programming of \$8M in local funding for preliminary engineering (PE) and to reduce future year uncommitted funding by the same amount. A summary of the TIP amendment is attached and is also available in the MTC/ABAG Library in San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Staff recommends that the Commission approve the attached Resolution 4275, Revised, with this revision.

Steve Heminger

Attachments

J:\COMMITTEE\Commission\2018\07 July'2018 Commission\PAC-Reso-4275_TIP Revision Update.docx

**TIP Revision Summary
2017-37**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA170093	Emeryville	Emeryville Quiet Zone Safety Engineering Measures	Amend a new exempt project into the TIP with \$4.2M in SB1 TCEP funds and \$1.8M in General funds in CON FY19	\$6,000,000	~%
ALA170094	Berkeley	Berkeley - Sacramento St Complete Streets Imps	Amend a new exempt project into the TIP with \$1.54M in ATP and \$272K in Sales Tax funds	\$1,814,000	~%
CC-150017	San Pablo	Rumrill Blvd Complete Streets Improvements	Update the funding plan to change the source for \$700K from Private to EPA funds and add \$139K in EPA funds, \$4M in CA Natural Resources Agency funds, \$1M in Sales Tax, \$85K in TDA and \$3.2M in SB1-RRAA LPP funds to various years and phases	\$8,399,000	149.7%
MRN170022	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	Update the project scope to include Bolling Dr and update the funding plan to change the source for \$104K from Local to STP and reprogram CON to FY19	\$50	0.0%
SCL170065	Santa Clara Valley Transportation Authority (VTA)	IDEA Cat 2: VTA Microtransit Feeder Pilot Project	Amend a new exempt project into the TIP with \$830K in STP and \$250K in Local funds	\$1,080,000	~%
SF-130021	Port of San Francisco	Pier 70 19th Street & Illinois Street Sidewalk	Update the scope of the project to reflect that 19th St will now be extended to connect with 20th St via Georgia St and update funding plan to remove \$145K in PE Local and \$690K in CON Local funds	-\$835,000	-25.9%
SF-170023	San Francisco Municipal Transport Agency (SFMTA)	SF Safe Routes to School Non-Infrastrure Project	Amend a new exempt project into the TIP with \$2.8M in CMAQ and \$365K in Sales Tax funds	\$3,178,000	~%
System: Regional					
REG170027	Metropolitan Transportation Commission (MTC)	Targeted Transportation Alternatives	Amend a new exempt project into the TIP with \$325K in CMAQ funds	\$325,000	~%
REG170028	Metropolitan Transportation Commission (MTC)	Regional Car Sharing	Amend a new exempt project into the TIP with \$1.2M in CMAQ funds	\$1,200,411	~%
System: State Highway					
<u>MRN050034</u>	<u>Transportation Authority of Marin (TAM)</u>	<u>US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)</u>	<u>Update the funding plan to change the source, phase, and program year for \$8M from FY21 CON RTP-LRP to FY19 PE Local and reprogram remaining RTP-LRP from FY21 to FY23</u>	<u>\$0</u>	<u>0.0%</u>
SF-070027	San Francisco County Transport Authority (SFCTA)	Yerba Buena Island (YBI) Ramp Improvements	Update the funding plan to reflect the latest information from Caltrans including the addition of \$25M in HBP funds among various years and phases	\$22,302,133	9.3%
SOL070020	Solano Transportation Authority (STA)	I-80/I-680/SR 12 Interchange Project	Update the funding plan to change the source for \$53M from RTP-LRP to SB1-RRAA funds and for \$14M from RTP-LRP to Other Local funds and reprogram between years and phases	\$0	0.0%
System: Transit					
ALA170032	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 31 45ft Over the Road Coaches	Update project scope from purchase of 19 60ft artic buses to purchase of 31 45th Over the Road Coaches and reprogram funds to FY19	\$0	0.0%

TIP Revision Summary 2017-37

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170091	Livermore Amador Valley Transit (LAVTA)	Livermore Transit Center Rehab and Improvement	Amend a new exempt project into the TIP with \$435K in FTA 5339 Discretionary funds, \$156K in Prop-1B funds and \$32K in TDA funds	\$623,000	~%
ALA170092	Union City Transit	Union City Replace Heavy-Duty Transit Vehicles	Amend a new exempt project into the TIP with \$1.25M in 5307 and \$313K in Other Local funds	\$1,564,950	~%
SCL050002	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Replacement Program	Update the funding plan to add \$4M in FY18 5337, \$1M in FY18 Local, \$5.4M in FY19 Local, and \$21.7M in FY21 RTP-LRP funds	\$32,147,418	46.9%
SF-170008	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Replace 35 Paratransit Cutaway Vans	Amend a new exempt project into the TIP with \$1.26M in BATA Project Savings and \$1.25M in AB-664 bridge toll funds	\$2,508,188	~%
SOL170017	Solano Transportation Authority (STA)	SolanoExpress Capitol Improvements	Amend a new exempt project into the TIP with \$6M in SB1-RRAA-TIRCP and \$500K in Other Local funds	\$6,500,000	~%
SON090002	Sonoma Marin Area Rail Transit (SMART)	Sonoma Marin Area Rail Corridor	Update the funding plan to add \$21M in SB1-RRAA-TIRCP funds to FY19	\$21,000,000	3.6%
SON170003	Santa Rosa City Bus	Santa Rosa CityBus-paratransit operations	Update funding plan to add \$246K in both 5307 and local to FY19 CON and \$251K in both 5307 and local to FY20 CON	\$993,980	104.2%
SON170026	Santa Rosa City Bus	Santa Rosa CityBus: Electric Bus Replacement	Amend a new exempt project into the TIP with \$1.2M in FTA 5339 discretionary funds and \$527K in Local funds	\$1,734,000	~%
VAR170025	Metropolitan Transportation Commission (MTC)	GL: Lifeline Transportation Program Cycle 5	Amend a new grouped listing into the TIP with \$5.2M in 5307 and \$11.6M in STA funds, and \$1.5M in local funds	\$18,376,566	~%
VAR170026	Metropolitan Transportation Commission (MTC)	GL: FTA 5311 Rural Area FY19 and FY20	Amend a new grouped listing into the TIP with \$3.3M in 5311 and \$2.2M in Local funds	\$5,529,082	~%
Total Funding Change:				\$134,440,778	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$292,086,127	\$433,520,751	\$94,509,999	\$1,115,168,252	\$1,935,285,129	\$174,702,431
Proposed:	\$339,045,827	\$528,578,313	\$97,018,187	\$1,105,083,580	\$2,069,725,907	\$382,178,538
Delta:	\$46,959,700	\$95,057,562	\$2,508,188	-\$10,084,672	\$134,440,778	\$207,476,107

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
05/23/18-C 07/25/18-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, April 11, 2018, May 9, 2018, and July 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

ABSTRACT

MTC Resolution No. 4275, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2017-11	Admin. Mod.	4	-\$1,360,312	7/6/2017	7/6/2017
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	2/26/2018
2017-26	Admin. Mod.	37	\$22,469,792	3/29/2018	3/29/2018
2017-27	Amendment	93	\$3,540,181,459	2/28/2018	4/30/2018
2017-28	Amendment	1	\$362,998,000	3/28/2018	5/17/2018
2017-29	Admin. Mod.	6	\$7,811,000	4/25/2018	4/25/2018
2017-30	Amendment	51	\$74,051,359	3/28/2018	5/17/2018
2017-31	Admin. Mod.	11	\$18,744,525	6/5/2018	6/5/2018
2017-32	Amendment	46	\$951,855,579	4/25/2018	6/21/2018
2017-33	Admin. Mod	Pending	Pending	Pending	Pending
2017-34	Amendment	9	\$33,415,888	5/23/2018	Pending
2017-35	Admin. Mod	Pending	Pending	Pending	Pending
2017-36	Admin. Mod	Pending	Pending	Pending	Pending
2017-37	Amendment	<u>23</u>	\$134,440,778	7/25/2018	Pending
Net Funding Change		<u>1,035</u>	\$16,280,470,833		
Absolute Funding Change			\$16,322,957,007		

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

Attachment A
Resolution No. 4275
Page 1 of 1

2017 Transportation Improvement Program

The 2017 Transportation Improvement Program for the San Francisco Bay Area, adopted September 28, 2016, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2017 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2017 TIP Investment Analysis: Focus on Low-Income and Minority Communities

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
05/23/18-C 07/25/18-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 17

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 Caltran'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 an administrative modification that revises 37 projects with a net funding increase of \$22.5 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on March 29, 2018. Among other changes, this revision:

- Updates the funding plans of 12 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 plans of 20 State Transportation Improvement Program (STIP) funded projects to reflect the adoption of the 2018 STIP; and
- Updates the funding plans of one State Highway Operations and Protection Program (SHOPP) funded grouped listing, the Section 130 – Railroad/Highway Crossing Projects funded grouped listing, and the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of \$1.9 million in SHOPP, \$2.7 million in Section 130, and \$87,000 in HSIP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2.7 million in Section 130 funds, \$1.9 million in SHOPP funds and \$87,000 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-26, 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 2017-27 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 was received on March 19, 2018, and final federal approval was received on April 30, 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 was received on April 9, 2018, and final federal approval was received on May 17, 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 an administrative modification that revises six projects with a net funding increase of \$7.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 25, 2018. Among other changes, this revision:

- Combines two existing projects on the US 101 corridor in San Mateo County into the US 101 Holly St Interchange Modification and Bike Pedestrian Overcrossing project to expedite project delivery;
- Updates the funding plan of San Francisco's US 101 Doyle Drive Replacement project to reflect the latest programming decisions, including the programming of \$15 million in Surface Transportation Block Grant Program (STP) funds;
- Updates the funding plans of two other STP funded projects to reflect the latest programming decisions; and
- Updates the funding plans of one State Highway Operations and Protection Program (SHOPP) funded project to reflect the latest information from Caltrans, including the addition of \$1.8 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 \$1.8 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-29, 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 2017-30 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 was received on April 10, 2018, and final federal approval was received on May 17, 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 an administrative modification that revises 11 projects with a net funding increase of \$18.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on June 5, 2018. Among other changes, this revision:

- Updates the funding plan of Golden Gate Bridge, Highway and Transit District's Golden Gate Bridge Seismic Retrofit project to reflect the latest earmark programming decisions;
- Updates the funding plan of two Transit Capital Priorities (TCP) projects to reflect the programming of funds for FY2018-19 and FY2019-20, including the programming of \$3 million in FTA Section 5307 funds;
- Updates the funding plan of Contra Costa Transportation Authority's I-680 / SR 4 Interchange Reconstruction project to reflect the latest programming decisions, including the programming of \$38.4 million in Senate Bill 1 Local Partnership Program (SB1) funds, and \$21.6 million in State Highway Operations and Protection Program (SHOPP) funds;
- Updates the funding plan of Alameda County Transportation Commission's Freight Intelligent Transportation System project to reflect the latest programming decisions, including the programming of \$12.5 million in Senate Bill 1 Local Partnership Program (SB1) funds; and
- Updates the funding plans of one State Highway Maintenance Program funded grouped listing to reflect the latest information from Caltrans, including the addition of \$6 million in Highway Maintenance funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$51 million in SB1 funds, \$21.6 million in SHOPP funds, \$6 million in FTA Passenger Ferry Grant Program funds, \$1 million in FHWA Ferry Boat Program funds, \$6 million in Highway Maintenance funds and \$1.3 million in Proposition 1B funds to reflect the net change in funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-31, 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 2017-32 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 was received on May 24, 2018, and final federal approval was received on June 21, 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.

Revision 2017-33 is a pending administrative modification.

Revision 2017-34 is an amendment that revises 9 projects with a net funding increase of approximately \$33.4 million. The revision was referred by the Programming and Allocations Committee on May 9, 2018, and approved by the MTC Commission on May 23, 2018. Caltrans approval was received on June 20, 2018, and final federal approval is expected in mid-July, 2018. Among other changes, this revision:

- Adds one new exempt project, deletes one project, and updates the funding plan of one project to reflect changes in the One Bay Area Grant Programs 1 and 2 Regional and County Programs;
- Updates two projects to reflect the adoption of the 2018 State Transportation Improvement Program; and
- Updates the funding plans and back-up listings of three grouped listings to reflect the latest information from Caltrans.

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

Revision 2017-35 is a pending administrative modification.

Revision 2017-36 is a pending administrative modification.

Revision 2017-37 is an amendment that revises 23 projects with a net funding increase of approximately \$134 million. The revision was referred by the Programming and Allocations Committee on July 11, 2018, and approved by the MTC Commission on July 25, 2018. Caltrans approval is expected in late August, 2018, and final federal approval is expected in mid-September, 2018. Among other changes, this revision:

- **Updates the funding plan of the Transportation Authority of Marin's US 101 HOV Lanes – Marin-Sonoma Narrows (Marin Segment) project to reflect expected project development expenditures;**
- Amends two new exempt projects into the TIP to reflect the award of \$1.6 million in Federal Transit Administration (FTA) Section 5339 Discretionary funds;
- Amends two new grouped listings into the TIP to reflect the programming of FTA Section 5311 funds and Cycle 5 of the Lifeline Transportation Program;
- Amends one new exempt Active Transportation Program funded project into the TIP;
- Amends two new exempt projects into the TIP and updates the funding plans of three existing projects to reflect the award of \$87.6 million in Road Repair and Accountability Act (SB1) funds through the Trade Corridor Enhancement Program (TCEP), the Transit and Intercity Rail Capital Program (TIRCP), and the State-Local Partnership Program (LPP);
- Amends four new exempt projects into the TIP and updates the funding plan of one additional project to reflect the programming decisions in the One Bay Area Grant Program 2 (OBAG2); and
- Amends two new exempt projects into the TIP, updates the scope of one project, and updates the funding plans of two other projects to reflect changes in the Transit Capital Priorities Program.

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

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 11, 2018

Agenda Item 2g

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-37.

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 2017-37 makes revisions to 22 projects with a net funding increase of approximately \$134 million. Among other changes, this revision:

- Amends two new exempt projects into the TIP to reflect the award of \$1.6 million in Federal Transit Administration (FTA) Section 5339 Discretionary funds;
- Amends two new grouped listings into the TIP to reflect the programming of FTA Section 5311 funds and Cycle 5 of the Lifeline Transportation Program;
- Amends one new exempt Active Transportation Program funded project into the TIP;
- Amends two new exempt projects into the TIP and updates the funding plans of three existing projects to reflect the award of \$87.6 million in Road Repair and Accountability Act (SB1) funds through the Trade Corridor Enhancement Program (TCEP), the Transit and Intercity Rail Capital Program (TIRCP), and the State-Local Partnership Program (LPP);
- Amends four new exempt projects into the TIP and updates the funding plan of one additional project to reflect the programming decisions in the One Bay Area Grant Program 2 (OBAG2); and
- Amends two new exempt projects into the TIP, updates the scope of one project, and updates the funding plans of two other projects to reflect changes in the Transit Capital Priorities Program.

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

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

The TIP Revision Summary for this amendment is attached (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 (2017-37) will 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 2h (MTC Resolution No. 4347): Cycle 5 Lifeline Transportation Programs and Agenda Item 2i (MTC Resolution No. 4353): Approval of the FY2018-19 and FY2019-20 FTA Section 5311 Rural Transit 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 2017-37
Attachment 2, Performance Measure Implementation and Evaluation
MTC Resolution No. 4275, Revised

**TIP Revision Summary
2017-37**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA170093	Emeryville	Emeryville Quiet Zone Safety Engineering Measures	Amend a new exempt project into the TIP with \$4.2M in SB1 TCEP funds and \$1.8M in General funds in CON FY19	\$6,000,000	~%
ALA170094	Berkeley	Berkeley - Sacramento St Complete Streets Imps	Amend a new exempt project into the TIP with \$1.54M in ATP and \$272K in Sales Tax funds	\$1,814,000	~%
CC-150017	San Pablo	Rumrill Blvd Complete Streets Improvements	Update the funding plan to change the source for \$700K from Private to EPA funds and add \$139K in EPA funds, \$4M in CA Natural Resources Agency funds, \$1M in Sales Tax, \$85K in TDA and \$3.2M in SB1-RRAA LPP funds to various years and phases	\$8,399,000	149.7%
MRN170022	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	Update the project scope to include Bolling Dr and update the funding plan to change the source for \$104K from Local to STP and reprogram CON to FY19	\$50	0.0%
SCL170065	Santa Clara Valley Transportation Authority (VTA)	IDEA Cat 2: VTA Microtransit Feeder Pilot Project	Amend a new exempt project into the TIP with \$830K in STP and \$250K in Local funds	\$1,080,000	~%
SF-130021	Port of San Francisco	Pier 70 19th Street & Illinois Street Sidewalk	Update the scope of the project to reflect that 19th St will now be extended to connect with 20th St via Georgia St and update funding plan to remove \$145K in PE Local and \$690K in CON Local funds	-\$835,000	-25.9%
SF-170023	San Francisco Municipal Transport Agency (SFMTA)	SF Safe Routes to School Non-Infrastrure Project	Amend a new exempt project into the TIP with \$2.8M in CMAQ and \$365K in Sales Tax funds	\$3,178,000	~%
System: Regional					
REG170027	Metropolitan Transportation Commission (MTC)	Targeted Transportation Alternatives	Amend a new exempt project into the TIP with \$325K in CMAQ funds	\$325,000	~%
REG170028	Metropolitan Transportation Commission (MTC)	Regional Car Sharing	Amend a new exempt project into the TIP with \$1.2M in CMAQ funds	\$1,200,411	~%
System: State Highway					
SF-070027	San Francisco County Transport Authority (SFCTA)	Yerba Buena Island (YBI) Ramp Improvements	Update the funding plan to reflect the latest information from Caltrans including the addition of \$25M in HBP funds among various years and phases	\$22,302,133	9.3%
SOL070020	Solano Transportation Authority (STA)	I-80/I-680/SR 12 Interchange Project	Update the funding plan to change the source for \$53M from RTP-LRP to SB1-RRAA funds and for \$14M from RTP-LRP to Other Local funds and reprogram between years and phases	\$0	0.0%
System: Transit					
ALA170032	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 31 45ft Over the Road Coaches	Update project scope from purchase of 19 60ft artic buses to purchase of 31 45th Over the Road Coaches and reprogram funds to FY19	\$0	0.0%
ALA170091	Livermore Amador Valley Transit (LAVTA)	Livermore Transit Center Rehab and Improvement	Amend a new exempt project into the TIP with \$435K in FTA 5339 Discretionary funds, \$156K in Prop-1B funds and \$32K in TDA funds	\$623,000	~%

**TIP Revision Summary
2017-37**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170092	Union City Transit	Union City Replace Heavy-Duty Transit Vehicles	Amend a new exempt project into the TIP with \$1.25M in 5307 and \$313K in Other Local funds	\$1,564,950	~%
SCL050002	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Replacement Program	Update the funding plan to add \$4M in FY18 5337, \$1M in FY18 Local, \$5.4M in FY19 Local, and \$21.7M in FY21 RTP-LRP funds	\$32,147,418	46.9%
SF-170008	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Replace 35 Paratransit Cutaway Vans	Amend a new exempt project into the TIP with \$1.26M in BATA Project Savings and \$1.25M in AB-664 bridge toll funds	\$2,508,188	~%
SOL170017	Solano Transportation Authority (STA)	SolanoExpress Capitol Improvements	Amend a new exempt project into the TIP with \$6M in SB1-RRAA-TIRCP and \$500K in Other Local funds	\$6,500,000	~%
SON090002	Sonoma Marin Area Rail Transit (SMART)	Sonoma Marin Area Rail Corridor	Update the funding plan to add \$21M in SB1-RRAA-TIRCP funds to FY19	\$21,000,000	3.6%
SON170003	Santa Rosa City Bus	Santa Rosa CityBus-paratransit operations	Update funding plan to add \$246K in both 5307 and local to FY19 CON and \$251K in both 5307 and local to FY20 CON	\$993,980	104.2%
SON170026	Santa Rosa City Bus	Santa Rosa CityBus: Electric Bus Replacement	Amend a new exempt project into the TIP with \$1.2M in FTA 5339 discretionary funds and \$527K in Local funds	\$1,734,000	~%
VAR170025	Metropolitan Transportation Commission (MTC)	GL: Lifeline Transportation Program Cycle 5	Amend a new grouped listing into the TIP with \$5.2M in 5307 and \$11.6M in STA funds, and \$1.5M in local funds	\$18,376,566	~%
VAR170026	Metropolitan Transportation Commission (MTC)	GL: FTA 5311 Rural Area FY19 and FY20	Amend a new grouped listing into the TIP with \$3.3M in 5311 and \$2.2M in Local funds	\$5,529,082	~%

Total Funding Change: \$134,440,778

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$264,945,127	\$227,724,751	\$94,509,999	\$994,886,252	\$1,582,066,129	\$174,702,431
Proposed:	\$311,904,827	\$322,782,313	\$97,018,187	\$984,801,580	\$1,716,506,907	\$374,178,538
Delta:	\$46,959,700	\$95,057,562	\$2,508,188	-\$10,084,672	\$134,440,778	\$199,476,107

Agenda Item 2g – Attachment 2
Performance Measure Implementation and Evaluation
Page 1 of 3

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 applies 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 fall 2018, 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 the end of 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, but a discussion on the congestion reduction targets is currently scheduled for the July meeting of MTC’s Planning Committee .
- **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 and a discussion of these targets is also currently scheduled for the July meeting of MTC’s Planning Committee.
- **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 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.

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, were included as appendices to Programming and Allocations Committee Agenda Item 2c in April 2018. 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 July 2018.

Evaluating the TIP as Amended

Staff has reviewed the TIP as amended through TIP Revision 2017-37 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 2017-37 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 \$227 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: San Francisco's 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:

- Route 84 Widening from Pigeon Pass to I-680 (Alameda County)
- BART Extension from Berryessa to Santa Clara (Santa Clara County)
- Geary BRT (San Francisco City/County)
- Jepson Parkway (Solano County)

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 proposed performance assessment methodology and preliminary results are available as part of the draft 2019 TIP document that was released for public review on June 18, 2018. Agenda Item 4a includes further discussion about the Draft 2019 TIP.

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
05/23/18-C 07/25/18-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, April 11, 2018, May 9, 2018, and July 25, 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

ABSTRACT

MTC Resolution No. 4275, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2017-11	Admin. Mod.	4	-\$1,360,312	7/6/2017	7/6/2017
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	2/26/2018
2017-26	Admin. Mod.	37	\$22,469,792	3/29/2018	3/29/2018
2017-27	Amendment	93	\$3,540,181,459	2/28/2018	4/30/2018
2017-28	Amendment	1	\$362,998,000	3/28/2018	5/17/2018
2017-29	Admin. Mod.	6	\$7,811,000	4/25/2018	4/25/2018
2017-30	Amendment	51	\$74,051,359	3/28/2018	5/17/2018
2017-31	Admin. Mod.	11	\$18,744,525	6/5/2018	6/5/2018
2017-32	Amendment	46	\$951,855,579	4/25/2018	6/21/2018
2017-33	Admin. Mod	Pending	Pending	Pending	Pending
2017-34	Amendment	9	\$33,415,888	5/23/2018	Pending
2017-35	Admin. Mod	Pending	Pending	Pending	Pending
2017-36	Admin. Mod	Pending	Pending	Pending	Pending
2017-37	Amendment	22	\$134,440,778	7/25/2018	Pending
Net Funding Change		1,034	\$16,280,470,833		
Absolute Funding Change			\$16,322,957,007		

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
05/23/18-C 07/25/18-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 17

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 Caltran'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 an administrative modification that revises 37 projects with a net funding increase of \$22.5 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on March 29, 2018. Among other changes, this revision:

- Updates the funding plans of 12 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 plans of 20 State Transportation Improvement Program (STIP) funded projects to reflect the adoption of the 2018 STIP; and
- Updates the funding plans of one State Highway Operations and Protection Program (SHOPP) funded grouped listing, the Section 130 – Railroad/Highway Crossing Projects funded grouped listing, and the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of \$1.9 million in SHOPP, \$2.7 million in Section 130, and \$87,000 in HSIP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2.7 million in Section 130 funds, \$1.9 million in SHOPP funds and \$87,000 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-26, 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 2017-27 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 was received on March 19, 2018, and final federal approval was received on April 30, 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 was received on April 9, 2018, and final federal approval was received on May 17, 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 an administrative modification that revises six projects with a net funding increase of \$7.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 25, 2018. Among other changes, this revision:

- Combines two existing projects on the US 101 corridor in San Mateo County into the US 101 Holly St Interchange Modification and Bike Pedestrian Overcrossing project to expedite project delivery;
- Updates the funding plan of San Francisco's US 101 Doyle Drive Replacement project to reflect the latest programming decisions, including the programming of \$15 million in Surface Transportation Block Grant Program (STP) funds;
- Updates the funding plans of two other STP funded projects to reflect the latest programming decisions; and
- Updates the funding plans of one State Highway Operations and Protection Program (SHOPP) funded project to reflect the latest information from Caltrans, including the addition of \$1.8 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 \$1.8 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-29, 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 2017-30 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 was received on April 10, 2018, and final federal approval was received on May 17, 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 an administrative modification that revises 11 projects with a net funding increase of \$18.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on June 5, 2018. Among other changes, this revision:

- Updates the funding plan of Golden Gate Bridge, Highway and Transit District's Golden Gate Bridge Seismic Retrofit project to reflect the latest earmark programming decisions;
- Updates the funding plan of two Transit Capital Priorities (TCP) projects to reflect the programming of funds for FY2018-19 and FY2019-20, including the programming of \$3 million in FTA Section 5307 funds;
- Updates the funding plan of Contra Costa Transportation Authority's I-680 / SR 4 Interchange Reconstruction project to reflect the latest programming decisions, including the programming of \$38.4 million in Senate Bill 1 Local Partnership Program (SB1) funds, and \$21.6 million in State Highway Operations and Protection Program (SHOPP) funds;
- Updates the funding plan of Alameda County Transportation Commission's Freight Intelligent Transportation System project to reflect the latest programming decisions, including the programming of \$12.5 million in Senate Bill 1 Local Partnership Program (SB1) funds; and
- Updates the funding plans of one State Highway Maintenance Program funded grouped listing to reflect the latest information from Caltrans, including the addition of \$6 million in Highway Maintenance funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$51 million in SB1 funds, \$21.6 million in SHOPP funds, \$6 million in FTA Passenger Ferry Grant Program funds, \$1 million in FHWA Ferry Boat Program funds, \$6 million in Highway Maintenance funds and \$1.3 million in Proposition 1B funds to reflect the net change in funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-31, 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 2017-32 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 was received on May 24, 2018, and final federal approval was received on June 21, 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.

Revision 2017-33 is a pending administrative modification.

Revision 2017-34 is an amendment that revises 9 projects with a net funding increase of approximately \$33.4 million. The revision was referred by the Programming and Allocations Committee on May 9, 2018, and approved by the MTC Commission on May 23, 2018. Caltrans approval was received on June 20, 2018, and final federal approval is expected in mid-July, 2018. Among other changes, this revision:

- Adds one new exempt project, deletes one project, and updates the funding plan of one project to reflect changes in the One Bay Area Grant Programs 1 and 2 Regional and County Programs;
- Updates two projects to reflect the adoption of the 2018 State Transportation Improvement Program; and
- Updates the funding plans and back-up listings of three grouped listings to reflect the latest information from Caltrans.

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

Revision 2017-35 is a pending administrative modification.

Revision 2017-36 is a pending administrative modification.

Revision 2017-37 is an amendment that revises 22 projects with a net funding increase of approximately \$134 million. The revision was referred by the Programming and Allocations Committee on July 11, 2018, and approved by the MTC Commission on July 25, 2018. Caltrans approval is expected in late August, 2018, and final federal approval is expected in mid-September, 2018. Among other changes, this revision:

- Amends two new exempt projects into the TIP to reflect the award of \$1.6 million in Federal Transit Administration (FTA) Section 5339 Discretionary funds;
- Amends two new grouped listings into the TIP to reflect the programming of FTA Section 5311 funds and Cycle 5 of the Lifeline Transportation Program;
- Amends one new exempt Active Transportation Program funded project into the TIP;
- Amends two new exempt projects into the TIP and updates the funding plans of three existing projects to reflect the award of \$87.6 million in Road Repair and Accountability Act (SB1) funds through the Trade Corridor Enhancement Program (TCEP), the Transit and Intercity Rail Capital Program (TIRCP), and the State-Local Partnership Program (LPP);
- Amends four new exempt projects into the TIP and updates the funding plan of one additional project to reflect the programming decisions in the One Bay Area Grant Program 2 (OBAG2); and
- Amends two new exempt projects into the TIP, updates the scope of one project, and updates the funding plans of two other projects to reflect changes in the Transit Capital Priorities Program.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0504 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 6/8/2018 **In control:** Programming and Allocations Committee
On agenda: 7/11/2018 **Final action:**
Title: MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335, Revised, 4336, Revised, and 4337, Revised.

Revises the FY 2018-19 Fund Estimate and allocates \$172 million in FY 2018-19 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to five transit operators to support transit operations and capital projects in the region. (Committee/Commission Approval)

Sponsors:

Indexes:

Code sections:

Attachments: [6j_PAC_3a_Reso-4322-4334-4335-4336-4337_FundEstimate and TransitOpAllocations.pdf](#)
[3a_Reso-4322-4334-4335-4336-4337_FundEstimate and TransitOpAllocations.pdf](#)

Date	Ver.	Action By	Action	Result
7/11/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335, Revised, 4336, Revised, and 4337, Revised.

Revises the FY 2018-19 Fund Estimate and allocates \$172 million in FY 2018-19 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to five transit operators to support transit operations and capital projects in the region. (Committee/Commission Approval)

Presenter:

William Bacon

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 11, 2018

Agenda Item 3a

**MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335 Revised, 4336, Revised, and 4337,
Revised**

Subject: Revises the FY 2018-19 Fund Estimate and allocates \$172 million in FY 2018-19 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to five transit operators to support transit operations and capital projects in the region.

Background:**1) Fund Estimate Revision**

Reconcile Actual FY 2017-18 TDA and AB 1107 Revenue: Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY 2017-18 are 0.3% higher and 1.3% higher, respectively, than originally estimated by county auditors and MTC in February 2017. This results in roughly \$1.3 million more in TDA funding for Bay Area transit operators for FY 2017-18 than was originally anticipated. For AB 1107, \$1.1 million in revenue above what was originally expected will be made available to AC Transit and SFMTA based on the 50%-50% split in AB 1107 revenues between the two operators. Rescissions will be needed for operators in two counties with lower than anticipated receipts to bring allocations in line with actual receipts as described below. Rescissions made in a county may be less (or unnecessary) than the negative revenue adjustment for that county due to remaining balances from previous years for an apportionment jurisdiction.

- San Francisco County's actual TDA receipts are 6.9% below the original County Auditor estimate, resulting in rescissions for the S.F. Municipal Transportation Agency (SFMTA) totaling approximately \$3.3 million.
- Santa Clara County's actual TDA receipts are 2.3% below the original County Auditor estimate, resulting in rescissions for Santa Clara VTA totaling approximately \$1.9 million.

Attachment A provides details on actual TDA revenues by county as well as the original and revised county auditor estimates for each county. The overall trend since FY 2010-11 has been for annual growth in sales tax revenues, however the rate of growth across the region has been decreasing recently with FY 2017-18 growing at 0.3% versus the 2% growth in revenue in FY 2016-17.

2) STA County Block Grant

In February 2018 the Commission adopted MTC Resolution No. 4321 which established a new STA County Block Grant program to distribute STA Population-Based funds in the region. Congestion Management Agencies (CMAs) are tasked with establishing policies to distribute STA County Block Grant funds within their jurisdictions and are required to report their distribution policies to MTC. Attachment B contains the latest information on the proposed distribution policies for FY 2018-19. Some highlights of the policies are:

- All nine counties have submitted their approved policies.

- One county is funding an affordable student pass program.
- Three counties are continuing Lifeline programs.
- Four counties are distributing funds specifically for paratransit operations.

Staff will report in 2019 on counties' progress in implementing the new STA Block Grant performance/policy objectives.

3) Allocations

This month's proposed allocations continue the process of approving funds for FY2018-19 in support of transit operations and capital costs. Five operators are requesting TDA, STA, RM2, and AB1107 allocations this month that exceed the \$1 million delegated authority limits as identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4322, Revised) for TDA and STA and the RM2 Operating Program (MTC Resolution 4333).

Transit Operator/ Claimant	TDA Resolution No. 4334	STA Resolution No. 4335	RM2 Resolution No. 4336	AB 1107 Resolution No. 4337	Total
Amounts in \$1,000s					
LAVTA	\$ 9,107	\$ 2,511	-	-	\$ 11,618
SFMTA	\$ 46,163	\$ 50,122	\$ 2,500	\$ 43,268	\$ 142,053
Sonoma County	\$ 9,509	\$ 2,542	-	-	\$ 12,051
Vacaville	\$ 1,306	-	-	-	\$ 1,306
WestCat	\$ 2,974	\$ 2,527	-	-	\$ 5,501
Total	\$ 69,059	\$ 57,702	\$ 2,500	\$ 43,268	\$ 172,529

Information regarding the operating budgets and major initiatives of the above operators is provided in Attachment A. Some highlights are:

- LAVTA will continue to pilot rideshare service in a portion of their service area as an alternative to local fixed route service.
- Sonoma County Transit will have two fare-free routes on the local circulators in Healdsburg and Sebastopol due to funding from the cities.
- Vacaville will implement service changes to respond to changing demand to maintain the sustainability of its service.
- SFMTA is significantly expanding some service (~5%) even while it is making cuts to division base budgets to keep costs down, as labor and fringe costs continue to rise.

Issues:

LAVTA, Sonoma County, and WestCAT's operating costs will rise much faster than service levels. The primary reason for this negative trend is the tight labor market and associated increased cost of purchased transportation needed to attract and retain drivers. In response, many small operators are experimenting with different service models to attract

riders, identify additional revenue opportunities, and reduce costs. See Attachment A for details.

Recommendation: Refer MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335 Revised, 4336, Revised, and 4337, Revised to the Commission for approval.

Attachments: Attachment A: TDA and AB 1107 Revenues
Attachment B: STA County Block Grant Summary
Attachment C: Transit Operator Budget Summary.
MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335 Revised, 4336, Revised, and 4337, Revised

Attachment A: TDA and AB 1107 Revenues (\$ millions)

County	FY 2016-17 Actual Revenue	A	B	C	FY 2017-18 Revenue Adjustment (C - A) - \$	FY 2017-18 Revenue Adjustment (C - A) - %
		FY 2017-18 Feb. 2017 Original Estimate	FY 2017-18 Feb. 2018 Revised Estimate	FY 2017-18 Actual Revenue		
Alameda	\$78.40	\$80.26	\$83.13	\$83.59	\$3.33	4.1%
Contra Costa	\$40.48	\$41.14	\$42.11	\$42.32	\$1.18	2.9%
Marin	\$12.79	\$12.88	\$13.01	\$13.11	\$0.23	1.8%
Napa	\$8.44	\$8.64	\$9.25	\$8.89	\$0.25	2.9%
San Francisco	\$48.38	\$51.30	\$47.93	\$47.76	(\$3.54)	-6.9%
San Mateo	\$39.84	\$40.77	\$42.83	\$41.91	\$1.14	2.8%
Santa Clara	\$104.62	\$111.54	\$107.56	\$109.02	(\$2.52)	-2.3%
Solano	\$18.33	\$18.51	\$19.72	\$19.22	\$0.71	3.8%
Sonoma	\$22.69	\$23.70	\$24.00	\$24.17	\$0.47	2.0%
Total TDA	\$373.96	\$388.74	\$389.54	\$389.99	\$1.25	0.3%
Total AB 1107	\$82.4	\$84.8	\$84.8	\$86.0	\$1.1	1.3%

Attachment B

**State Transit Assistance (STA) Population-Based County Block Grant
Fiscal Year 2018-19 Distribution Policy - As of June 14, 2018**

County	STA Population-Based County Block Grant Amount Fiscal Year 2018-19	STA Population-Based County Block Grant Framework Fiscal Year 2018-19
Alameda	\$6,649,391	<p>The Alameda County Transportation Commission's (Alameda CTC) adopted framework was approved on 4/26/2018 and includes four main programs:</p> <ul style="list-style-type: none"> -Small Operator (Union City and LAVTA) Guarantee - 24% - \$1,595,854 -Paratransit/Mobility Management - 25% - \$1,662,348 -Low Income Student Riders on the Affordable Student Transit Pass Program - 25.5% - \$1,695,595 -Lifeline Program - 25.5% - \$1,695,595 <p>The breakdown by transit operator for FY 2018-19 is:</p> <ul style="list-style-type: none"> AC Transit - 63.99% - \$4,255,033 BART - 6.09% - \$405,138 LAVTA - 21.57% - \$1,433,960 Union City Transit - 8.53% - \$555,261
Contra Costa	\$8,344,142	<p>The Contra Costa Transportation Authority's (CCTA) adopted framework was approved on 4/18/2018 and includes specific percentages for each designated transit operator:</p> <ul style="list-style-type: none"> -County Connection - 47.2% - \$3,942,065 -Tri Delta Transit - 30.1% - \$2,512,726 -WestCAT - 7.6% - \$637,256 -AC Transit - 14.4% - \$1,203,390 -BART - 0.6% - \$48,704
Napa	\$1,313,035	100% of Napa County's Block Grant will be directed to the Napa Valley Transportation Authority (NVTA).

Attachment B

**State Transit Assistance (STA) Population-Based County Block Grant
Fiscal Year 2018-19 Distribution Policy - As of June 14, 2018**

Marin	\$2,146,528	<p>The Transportation Authority of Marin (TAM) and transit operators serving Marin County have reached a tentative agreement to distribute FY 2018-19 funds accordingly:</p> <ul style="list-style-type: none"> -Golden Gate Transit - \$1,207,207 - 56.24% -Marin Transit - \$806,451 - 37.57% -SMART - \$132,870 - 6.19% <p>The above framework was approved by the TAM Board on June 28, 2018.</p>
San Francisco	\$3,180,601	<p>The San Francisco County Transportation Authority (SFTCA) will distribute FY 2018-19 funds accordingly:</p> <ul style="list-style-type: none"> -SFMTA Paratransit - \$1,272,240 - 40% -Lifeline Program - \$1,908,361 - 60%
San Mateo	\$1,904,308	<p>40% of funds will be allocated to SamTrans' paratransit program and 60% will be held by the City/County Association of Governments (C/CAG) for a county-led Lifeline Program.</p>
Santa Clara	\$5,300,829	<p>100% of Santa Clara County's Block Grant will be directed to Valley Transportation Authority (VTA) paratransit operations.</p>
Solano	\$3,950,403	<p>The Solano Transportation Authority will use the FY 2018-19 Block Grant program to support a range of capital and operational projects throughout Solano County, including SolanoExpress bus stop improvement projects, the One Stop Transportation Call Center Program, and a variety of planning studies.</p>
Sonoma	\$4,826,595	<p>The Sonoma County Transportation Authority (SCTA) prepares a coordinated TDA/STA claim annually on behalf of all transit operators serving Sonoma County. Their FY 2018-19 Coordinated Claim distributed Block Grant funds largely based on the operators' population share of Sonoma County:</p> <ul style="list-style-type: none"> -\$25,000 off the top amount to funds a Multi-County Highway 37 Transit Study -Petaluma Transit - 12.1% - \$579,296 -Santa Rosa CityBus - 35.0% - \$1,680,625 -Sonoma County Transit - 52.9% - \$2,541,674 -Golden Gate Transit - 0% -SMART - 0%

Attachment C

Operator	FY2017-18 Operating Budget	FY2018-19 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2018-19 Operating Request¹	Allocation Request as a % of Operating Budget	Highlight of FY2018-19 Budgets
LAVTA	\$ 17,913,549	\$ 19,414,875	8.4%	0.0%	\$ 14,136,173	72.8%	<ul style="list-style-type: none"> • LAVTA rebid its fixed route operating contract and these costs are increasing 8.4% next year due to the tight labor market and possible service changes. This cost increase accounts for 59% of the budget change. • The pilot ridesharing project, Go Dublin!, had about 1000 riders/month and the pilot will continue in FY2018-19. • LAVTA recently completed a fare study and will present recommendations to their Board soon with implementation planned for later this fiscal year. There have been no fare increases for seven years. • LAVTA has seen a 5% increase in ridership (Feb 2018 compared to Feb 2016) through a combination of service changes in August 2016 and targeted outreach.
SFMTA	\$848,175,937	\$889,383,962	4.9%	4.5%	\$142,740,987	16.1%	<ul style="list-style-type: none"> • SFMTA will open a new bus facility at a cost of \$11.9 million that accounts for 29% of the budget increase. • SFMTA will expand light rail service with the arrival of new vehicles at a cost of \$19.7 million that accounts for 48% of the budget increase. • SFMTA will strategically reduce some fare products in FY2018-19 including some visitor passes and the Adult Monthly Pass that includes BART. A new day tripper will also be added. • Departmental budget cuts will offset wage, pension, and healthcare increases.
Sonoma County	\$ 15,944,599	\$ 16,703,151	4.8%	2.0%	\$ 11,739,314	70.3%	<ul style="list-style-type: none"> • Sonoma County Transit will pilot fare free service on two local circulator routes in Healdsburg and Sebastopol due to funding from the cities. Sonoma County Transit hopes to introduce new riders and increase ridership on local and intercity routes. • Sonoma County Transit will introduce its first electric bus.

¹ The allocation request includes funds that will be allocated through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Attachment C

Operator	FY2017-18 Operating Budget	FY2018-19 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2018-19 Operating Request¹	Allocation Request as a % of Operating Budget	Highlight of FY2018-19 Budgets
Vacaville	\$ 2,621,544	\$ 2,636,800	0.6%	1%	\$ 1,305,807	57.1%	<ul style="list-style-type: none"> • Vacaville recently completed a comprehensive operational analysis and will implement service changes in August to make the service more sustainable. Service changes will be cost neutral. The last major service change was about eleven years ago. • Transfers will become free with the new route changes.
WCCTA (WestCAT)	\$ 11,087,300	\$12,410,900	11.9%	3.4%	\$ 8,122,253	65.4%	<ul style="list-style-type: none"> • WestCAT had to cut some service in FY18 due to driver shortages. WestCAT is increasing funding for its purchased transportation provider to attract drivers. Increases in the cost of purchased transportation account for 44% of the budget increase. • Contingency funding accounts for a quarter of the budget increase. • WestCAT will receive three double decker buses for Transbay service. Two of the buses received funding as part of the Bay Bridge Forward project.

¹ The allocation request includes funds that will be allocated through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Date: February 28, 2018
W.I.: 1511
Referred by: PAC
Revised: 07/25/18-C

ABSTRACT

MTC Resolution No. 4322

This resolution approves the FY 2018-19 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

This resolution was revised on July 25, 2018 to reflect actual receipts for TDA and AB 1107 funds in FY 2017-18, the rescission actions that were necessary to match FY 2017-18 allocations to the actual revenue collected, and the allocations of additional revenue for FY 2017-18 per operators' requests.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated February 14, 2018 and July 11, 2018.

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

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2018-19

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4322

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2017-18 and FY 2018-19 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2018-19 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

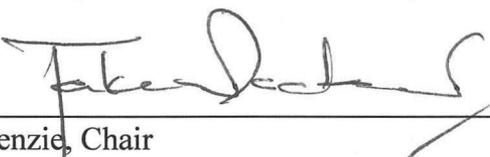
WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2018-19 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2018-19 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 28, 2018.

**FY 2018-19 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4322
Page 1 of 20
7/25/2018

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2017	FY2016-18 Outstanding Commitments, Refunds, & Interest²	FY2017-18	FY2017-18	FY2017-18	FY2018-19	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance¹		Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	22,843,342	(86,949,032)	80,257,000	3,333,884	(2,968,635)	85,627,000	(3,425,080)	98,718,477
Contra Costa	17,475,387	(48,434,307)	41,139,992	1,181,384	(1,551,429)	43,662,990	(1,746,520)	51,727,495
Marin	578,284	(12,866,333)	12,876,410	229,449	(524,234)	13,492,255	(539,690)	13,246,142
Napa	5,598,762	(10,312,226)	8,638,000	247,642	(355,426)	9,623,888	(384,955)	13,055,687
San Francisco	570,861	(49,768,961)	51,303,002	(3,539,077)	(1,910,557)	49,067,500	(1,962,701)	47,086,087
San Mateo	6,252,165	(42,007,806)	40,772,410	1,139,735	(1,551,486)	44,447,807	(1,777,912)	47,274,914
Santa Clara	5,680,853	(110,565,539)	111,543,000	(2,523,787)	(3,863,673)	109,927,000	(4,397,080)	107,687,999
Solano	23,898,576	(27,945,034)	18,508,568	711,770	(768,814)	19,722,853	(788,914)	33,339,005
Sonoma	8,765,024	(25,121,824)	23,700,000	467,957	(896,718)	24,900,000	(996,000)	30,818,437
TOTAL	\$91,663,253	(\$413,971,062)	\$388,738,382	\$1,248,958	(\$14,390,972)	\$400,471,293	(\$16,018,852)	\$442,954,243

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

<i>Column</i>	A	B	C	D	E=Sum(A:D)	
	6/30/2017		FY2016-18	FY2017-18	FY2018-19	
Fund Source	Balance (w/ interest)¹		Outstanding Commitments²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance						
Revenue-Based	8,232,635		(84,342,106)	122,016,490	144,183,275	190,090,294
Population-Based	34,423,285		(31,161,611)	45,757,460	54,070,238	103,089,372
SUBTOTAL	42,655,920		(115,503,717)	167,773,950	198,253,513	293,179,666
AB1107 - BART District Tax (25% Share)	0		(85,959,940)	85,959,941	86,536,800	86,536,800
Bridge Toll Total						
MTC 2% Toll Revenue	5,413,461		(2,929,279)	1,450,000	1,450,000	5,384,181
5% State General Fund Revenue	10,083,610		(3,657,254)	3,275,431	3,581,607	13,283,393
SUBTOTAL	15,497,071		(6,586,533)	4,725,431	5,031,607	18,667,574
Low Carbon Transit Operations Program	0		0	35,000,000	64,053,753	99,053,753
State of Good Repair Program						
Revenue-Based	0		0	27,325,923	27,325,923	54,651,846
Population-Based	0		0	10,247,507	10,247,507	20,495,014
SUBTOTAL	0		0	37,573,430	37,573,430	75,146,860
TOTAL	\$58,152,992		(\$208,050,190)	\$331,032,752	\$391,449,103	\$572,584,653

Please see Attachment A pages 2-17 for detailed information on each fund source.

1. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18 for TDA and AB 1107 and as of 1/31/18 for STA and the SGR Program.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

Attachment A
Res No. 4322
Page 2 of 20
7/25/2018

FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	80,257,000		13. County Auditor Estimate	85,627,000	
2. Actual Revenue (Jun, 18)	83,590,884		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		3,333,884	14. MTC Administration (0.5% of Line 13)	428,135	
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	428,135	
4. MTC Administration (0.5% of Line 3)	16,669		16. MTC Planning (3.0% of Line 13)	2,568,810	
5. County Administration (Up to 0.5% of Line 3) ¹	16,669		17. Total Charges (Lines 14+15+16)	3,425,080	
6. MTC Planning (3.0% of Line 3)	100,017		18. TDA Generations Less Charges (Lines 13-17)	82,201,920	
7. Total Charges (Lines 4+5+6)		133,355	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		3,575,529	19. Article 3.0 (2.0% of Line 18)	1,644,038	
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	80,557,882	
9. Article 3 Adjustment (2.0% of line 8)	71,511		21. Article 4.5 (5.0% of Line 20)	4,027,894	
10. Funds Remaining (Lines 8-9)		3,504,018	22. TDA Article 4 (Lines 20-21)	76,529,988	
11. Article 4.5 Adjustment (5.0% of Line 10)	175,201				
12. Article 4 Adjustment (Lines 10-11)		3,328,817			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,852,339	31,883	3,884,222	(4,677,686)	0	1,540,934	71,511	818,981	1,644,038	2,463,019
Article 4.5	182,953	800	183,753	(3,956,758)	0	3,775,289	175,201	177,485	4,027,894	4,205,379
SUBTOTAL	4,035,291	32,684	4,067,975	(8,634,444)	0	5,316,223	246,712	996,466	5,671,932	6,668,398
Article 4										
AC Transit										
District 1	1,768,499	10,965	1,779,464	(48,203,711)	0	46,448,401	2,155,544	2,179,697	49,454,451	51,634,148
District 2	468,239	2,857	471,096	(12,666,018)	0	12,201,287	566,228	572,593	13,021,099	13,593,692
BART ⁴	11,864	4,605	16,469	(98,995)	0	87,670	4,069	9,212	93,204	102,416
LAVTA	10,894,615	53,744	10,948,359	(13,850,852)	0	9,778,570	453,797	7,329,874	10,544,788	17,874,662
Union City	5,664,834	49,145	5,713,978	(3,649,011)	0	3,214,568	149,179	5,428,715	3,416,446	8,845,161
SUBTOTAL	18,808,050	121,316	18,929,366	(78,468,587)	0	71,730,496	3,328,817	15,520,091	76,529,988	92,050,079
GRAND TOTAL	\$22,843,342	\$153,999	\$22,997,341	(\$87,103,031)	\$0	\$77,046,719	\$3,575,529	\$16,516,557	\$82,201,920	\$98,718,477

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.
4. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

Attachment A
Res No. 4322
Page 3 of 20
7/25/2018

FY2017-18 TDA Revenue Estimate		FY2018-19 TDA Revenue Estimate	
FY2017-18 Generation Estimate Adjustment		FY2018-19 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 17)	41,139,992	13. County Auditor Estimate	43,662,990
2. Actual Revenue (Jun, 18)	42,321,376	FY2018-19 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	1,181,384	14. MTC Administration (0.5% of Line 13)	218,315
FY2017-18 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	218,315
4. MTC Administration (0.5% of Line 3)	5,907	16. MTC Planning (3.0% of Line 13)	1,309,890
5. County Administration (Up to 0.5% of Line 3) ¹	5,907	17. Total Charges (Lines 14+15+16)	1,746,520
6. MTC Planning (3.0% of Line 3)	35,442	18. TDA Generations Less Charges (Lines 13-17)	41,916,470
7. Total Charges (Lines 4+5+6)	47,256	FY2018-19 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	1,275,554	19. Article 3.0 (2.0% of Line 18)	838,329
FY2017-18 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	41,078,141
9. Article 3 Adjustment (2.0% of line 8)	25,511	21. Article 4.5 (5.0% of Line 20)	2,053,907
10. Funds Remaining (Lines 8-9)	1,250,043	22. TDA Article 4 (Lines 20-21)	39,024,234
11. Article 4.5 Adjustment (5.0% of Line 10)	62,502		
12. Article 4 Adjustment (Lines 10-11)	1,187,541		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2017 Balance (w/o interest)	FY2016-17 Interest	6/30/2017 Balance (w/ interest) ²	FY2016-18 Outstanding Commitments ³	FY2017-18 Transfers/ Refunds	FY2017-18 Original Estimate	FY2017-18 Revenue Adjustment	6/30/2018 Projected Carryover	FY2018-19 Revenue Estimate	FY2018-19 Available for Allocation
Article 3	1,126,739	13,924	1,140,663	(1,874,495)	0	789,888	25,511	81,567	838,329	919,896
Article 4.5	2,122	533	2,655	(1,936,572)	0	1,935,225	62,502	63,810	2,053,907	2,117,717
SUBTOTAL	1,128,861	14,458	1,143,318	(3,811,067)	0	2,725,113	88,013	145,377	2,892,236	3,037,613
Article 4										
AC Transit										
District 1	6,794	219	7,012	(6,428,358)	0	6,424,133	207,481	210,268	6,799,654	7,009,922
BART ⁴	278	8	286	(259,418)	0	259,418	8,378	8,665	275,140	283,805
CCCTA	12,592,432	83,848	12,676,281	(25,758,360)	2,525,911	17,334,823	559,864	7,338,519	18,312,124	25,650,643
ECCTA	350,966	6,913	357,879	(10,586,773)	0	10,564,901	341,216	677,223	11,300,787	11,978,010
WCCTA	3,396,056	32,847	3,428,902	(4,254,534)	0	2,186,004	70,602	1,430,973	2,336,529	3,767,502
SUBTOTAL	16,346,526	123,835	16,470,361	(47,287,443)	2,525,911	36,769,279	1,187,541	9,665,648	39,024,234	48,689,882
GRAND TOTAL	\$17,475,387	\$138,293	\$17,613,679	(\$51,098,510)	\$2,525,911	\$39,494,392	\$1,275,554	\$9,811,025	\$41,916,470	\$51,727,495

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.
4. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

Attachment A
Res No. 4322
Page 4 of 02
7/25/2018

FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	12,876,410		13. County Auditor Estimate		13,492,255
2. Actual Revenue (Jun, 18)	13,105,859		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		229,449	14. MTC Administration (0.5% of Line 13)		67,461
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		67,461
4. MTC Administration (0.5% of Line 3)	1,147		16. MTC Planning (3.0% of Line 13)		404,768
5. County Administration (Up to 0.5% of Line 3) ¹	1,147		17. Total Charges (Lines 14+15+16)		539,690
6. MTC Planning (3.0% of Line 3)	6,883		18. TDA Generations Less Charges (Lines 13-17)		12,952,565
7. Total Charges (Lines 4+5+6)		9,177	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		220,272	19. Article 3.0 (2.0% of Line 18)		259,051
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		12,693,514
9. Article 3 Adjustment (2.0% of line 8)	4,405		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		215,867	22. TDA Article 4 (Lines 20-21)		12,693,514
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		215,867			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	579,887	10,745	590,632	(757,272)	0	247,227	4,405	84,992	259,051	344,043
Article 4.5										
SUBTOTAL	579,887	10,745	590,632	(757,272)	0	247,227	4,405	84,992	259,051	344,043
Article 4/8										
GGBHTD ³	(998)	1,017	19	(7,507,125)	0	7,507,125	133,773	133,792	7,626,263	7,760,055
Marin Transit ³	(605)	607	2	(4,614,306)	0	4,607,002	82,094	74,793	5,067,251	5,142,044
SUBTOTAL	(1,603)	1,624	22	(12,121,431)	0	12,114,127	215,867	208,585	12,693,514	12,902,099
GRAND TOTAL	\$578,284	\$12,370	\$590,653	(\$12,878,703)	\$0	\$12,361,354	\$220,272	\$293,577	\$12,952,565	\$13,246,142

1. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.

3. Prior to FY 2016-17 GGBHTD was authorized to claim 100% of the apportionments in Marin County. Per agreement between GGBHTD and MCTD from FY 2016-17 forward both agencies will claim funds.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

Attachment A
Res No. 4322
Page 5 of 20
7/25/2018

FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	8,638,000		13. County Auditor Estimate		9,623,888
2. Actual Revenue (Jun, 18)	8,885,642		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		247,642	14. MTC Administration (0.5% of Line 13)		48,119
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		48,119
4. MTC Administration (0.5% of Line 3)	1,238		16. MTC Planning (3.0% of Line 13)		288,717
5. County Administration (Up to 0.5% of Line 3) ¹	1,238		17. Total Charges (Lines 14+15+16)		384,955
6. MTC Planning (3.0% of Line 3)	7,429		18. TDA Generations Less Charges (Lines 13-17)		9,238,933
7. Total Charges (Lines 4+5+6)		9,905	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		237,737	19. Article 3.0 (2.0% of Line 18)		184,779
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		9,054,154
9. Article 3 Adjustment (2.0% of line 8)	4,755		21. Article 4.5 (5.0% of Line 20)		452,708
10. Funds Remaining (Lines 8-9)		232,982	22. TDA Article 4 (Lines 20-21)		8,601,446
11. Article 4.5 Adjustment (5.0% of Line 10)	11,649				
12. Article 4 Adjustment (Lines 10-11)		221,333			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	277,656	3,990	281,646	(322,338)	0	165,850	4,755	129,912	184,779	314,691
Article 4.5	13,609	998	14,608	(419,941)	0	406,332	11,649	12,648	452,708	465,356
SUBTOTAL	291,265	4,988	296,253	(742,279)	0	572,182	16,404	142,560	637,487	780,047
Article 4/8										
NVTA ³	5,307,497	33,736	5,341,233	(10,064,673)	456,002	7,720,298	221,333	3,674,194	8,601,446	12,275,640
SUBTOTAL	5,307,497	33,736	5,341,233	(10,064,673)	456,002	7,720,298	221,333	3,674,194	8,601,446	12,275,640
GRAND TOTAL	\$5,598,762	\$38,724	\$5,637,487	(\$10,806,952)	\$456,002	\$8,292,480	\$237,737	\$3,816,754	\$9,238,933	\$13,055,687

1. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

Attachment A
Res No. 4322
Page 6 of 20
7/25/2018

FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	51,303,002		13. County Auditor Estimate		49,067,500
2. Actual Revenue (Jun, 18)	47,763,925		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(3,539,077)	14. MTC Administration (0.5% of Line 13)		245,338
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		245,338
4. MTC Administration (0.5% of Line 3)	(17,695)		16. MTC Planning (3.0% of Line 13)		1,472,025
5. County Administration (Up to 0.5% of Line 3) ¹	(17,695)		17. Total Charges (Lines 14+15+16)		1,962,701
6. MTC Planning (3.0% of Line 3)	(106,172)		18. TDA Generations Less Charges (Lines 13-17)		47,104,799
7. Total Charges (Lines 4+5+6)		(141,562)	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(3,397,515)	19. Article 3.0 (2.0% of Line 18)		942,096
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		46,162,703
9. Article 3 Adjustment (2.0% of line 8)	(67,950)		21. Article 4.5 (5.0% of Line 20)		2,308,135
10. Funds Remaining (Lines 8-9)		(3,329,565)	22. TDA Article 4 (Lines 20-21)		43,854,568
11. Article 4.5 Adjustment (5.0% of Line 10)	(166,478)				
12. Article 4 Adjustment (Lines 10-11)		(3,163,087)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	579,114	17,007	596,121	(1,531,901)	0	985,018	(67,950)	(18,712)	942,096	923,384
Article 4.5	(3,117)	4,500	1,383	0	(2,413,293)	2,413,293	(166,478)	0	2,308,135	2,308,135
SUBTOTAL	575,997	21,507	597,504	(1,531,901)	(2,413,293)	3,398,311	(234,428)	(18,712)	3,250,231	3,231,519
Article 4										
SFMTA	(5,136)	7,297	2,161	(48,265,864)	2,413,293	45,852,571	(3,163,087)	0	43,854,568	43,854,568
SUBTOTAL	(5,136)	7,297	2,161	(48,265,864)	2,413,293	45,852,571	(3,163,087)	0	43,854,568	43,854,568
GRAND TOTAL	\$570,861	\$28,804	\$599,665	(\$49,797,765)	\$0	\$49,250,882	(\$3,397,515)	(\$18,712)	\$47,104,799	\$47,086,087

1. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

Attachment A
Res No. 4322
Page 7 of 20
7/25/2018

FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	40,772,410		13. County Auditor Estimate		44,447,807
2. Actual Revenue (Jun, 18)	41,912,145		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,139,735	14. MTC Administration (0.5% of Line 13)		222,239
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		222,239
4. MTC Administration (0.5% of Line 3)	5,699		16. MTC Planning (3.0% of Line 13)		1,333,434
5. County Administration (Up to 0.5% of Line 3) ¹	5,699		17. Total Charges (Lines 14+15+16)		1,777,912
6. MTC Planning (3.0% of Line 3)	34,192		18. TDA Generations Less Charges (Lines 13-17)		42,669,895
7. Total Charges (Lines 4+5+6)		45,590	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,219,145	19. Article 3.0 (2.0% of Line 18)		853,398
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		41,816,497
9. Article 3 Adjustment (2.0% of line 8)	24,383		21. Article 4.5 (5.0% of Line 20)		2,090,825
10. Funds Remaining (Lines 8-9)		1,194,762	22. TDA Article 4 (Lines 20-21)		39,725,672
11. Article 4.5 Adjustment (5.0% of Line 10)	59,738				
12. Article 4 Adjustment (Lines 10-11)		1,135,024			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,052,436	46,459	3,098,895	(3,836,682)	0	782,830	24,383	69,426	853,398	922,824
Article 4.5	292,176	7,570	299,746	(1,917,934)	0	1,917,934	59,738	359,484	2,090,825	2,450,309
SUBTOTAL	3,344,612	54,029	3,398,641	(5,754,616)	0	2,700,764	84,121	428,910	2,944,223	3,373,133
Article 4										
SamTrans	2,907,553	133,531	3,041,084	(36,440,750)	0	36,440,750	1,135,024	4,176,109	39,725,672	43,901,781
SUBTOTAL	2,907,553	133,531	3,041,084	(36,440,750)	0	36,440,750	1,135,024	4,176,109	39,725,672	43,901,781
GRAND TOTAL	\$6,252,165	\$187,560	\$6,439,726	(\$42,195,366)	\$0	\$39,141,514	\$1,219,145	\$4,605,019	\$42,669,895	\$47,274,914

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

2. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

Attachment A
Res No. 4322
Page 8 of 20
7/25/2018

FY2017-18 TDA Revenue Estimate		FY2018-19 TDA Revenue Estimate	
FY2017-18 Generation Estimate Adjustment		FY2018-19 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 17)	111,543,000	13. County Auditor Estimate	109,927,000
2. Actual Revenue (Jun, 18)	109,019,213	FY2018-19 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(2,523,787)	14. MTC Administration (0.5% of Line 13)	549,635
FY2017-18 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	549,635
4. MTC Administration (0.5% of Line 3)	(12,619)	16. MTC Planning (3.0% of Line 13)	3,297,810
5. County Administration (Up to 0.5% of Line 3) ¹	(12,619)	17. Total Charges (Lines 14+15+16)	4,397,080
6. MTC Planning (3.0% of Line 3)	(75,714)	18. TDA Generations Less Charges (Lines 13-17)	105,529,920
7. Total Charges (Lines 4+5+6)	(100,952)	FY2018-19 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(1,925,739)	19. Article 3.0 (2.0% of Line 18)	2,110,598
FY2017-18 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	103,419,322
9. Article 3 Adjustment (2.0% of line 8)	(38,515)	21. Article 4.5 (5.0% of Line 20)	5,170,966
10. Funds Remaining (Lines 8-9)	(1,887,224)	22. TDA Article 4 (Lines 20-21)	98,248,356
11. Article 4.5 Adjustment (5.0% of Line 10)	(94,361)		
12. Article 4 Adjustment (Lines 10-11)	(1,792,863)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,703,994	100,550	5,804,545	(5,749,577)		2,141,626	(38,515)	2,158,079	2,110,598	4,268,677
Article 4.5	(1,155)	1,156	0	0	(5,246,983)	5,246,983	(94,361)	0	5,170,966	5,170,966
SUBTOTAL	5,702,839	101,706	5,804,545	(5,749,577)	(5,246,983)	7,388,609	(132,876)	2,158,079	7,281,564	9,439,643
Article 4										
VTA	(21,986)	21,986	0	(104,939,654)	5,246,983	99,692,671	(1,792,863)	0	98,248,356	98,248,356
SUBTOTAL	(21,986)	21,986	0	(104,939,654)	5,246,983	99,692,671	(1,792,863)	0	98,248,356	98,248,356
GRAND TOTAL	\$5,680,853	\$123,692	\$5,804,545	(\$110,689,231)	\$0	\$107,081,280	(\$1,925,739)	\$2,158,079	\$105,529,920	\$107,687,999

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

2. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4322
Page 9 of 20
7/25/2018

FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	18,508,568		13. County Auditor Estimate		19,722,853
2. Actual Revenue (Jun, 18)	19,220,338		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		711,770	14. MTC Administration (0.5% of Line 13)		98,614
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		98,614
4. MTC Administration (0.5% of Line 3)	3,559		16. MTC Planning (3.0% of Line 13)		591,686
5. County Administration (Up to 0.5% of Line 3) ¹	3,559		17. Total Charges (Lines 14+15+16)		788,914
6. MTC Planning (3.0% of Line 3)	21,353		18. TDA Generations Less Charges (Lines 13-17)		18,933,939
7. Total Charges (Lines 4+5+6)		28,471	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		683,299	19. Article 3.0 (2.0% of Line 18)		378,679
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		18,555,260
9. Article 3 Adjustment (2.0% of line 8)	13,666		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		669,633	22. TDA Article 4 (Lines 20-21)		18,555,260
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		669,633			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	503,662	5,328	508,990	(542,106)	0	355,365	13,666	335,916	378,679	714,595
Article 4.5										
SUBTOTAL	503,662	5,328	508,990	(542,106)	0	355,365	13,666	335,916	378,679	714,595
Article 4/8										
Dixon	1,341,916	10,445	1,352,361	(1,241,376)	0	776,613	29,866	917,464	821,240	1,738,704
Fairfield	3,204,944	28,143	3,233,087	(6,067,996)	0	4,535,754	174,428	1,875,272	4,858,030	6,733,302
Rio Vista	418,986	3,739	422,725	(359,182)	0	332,122	12,772	408,438	383,810	792,248
Solano County	1,303,153	11,396	1,314,549	(694,037)	0	784,315	30,162	1,434,989	843,581	2,278,570
Suisun City	35,193	1,598	36,791	(1,206,390)	0	1,171,040	45,034	46,474	1,246,669	1,293,143
Vacaville	8,546,249	68,659	8,614,908	(5,860,319)	0	3,838,959	147,632	6,741,180	4,189,863	10,931,043
Vallejo/Benicia	8,544,472	71,272	8,615,745	(12,174,208)	0	5,974,057	229,740	2,645,333	6,212,067	8,857,400
SUBTOTAL	23,394,913	195,252	23,590,165	(27,603,508)	0	17,412,860	669,633	14,069,150	18,555,260	32,624,410
GRAND TOTAL	\$23,898,576	\$200,580	\$24,099,156	(\$28,145,614)	\$0	\$17,768,225	\$683,299	\$14,405,066	\$18,933,939	\$33,339,005

1. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

Attachment A
Res No. 4322
Page 10 of 20
7/25/2018

FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	23,700,000		13. County Auditor Estimate		24,900,000
2. Actual Revenue (Jun, 18)	24,167,957		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		467,957	14. MTC Administration (0.5% of Line 13)	124,500	
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	124,500	
4. MTC Administration (0.5% of Line 3)	2,340		16. MTC Planning (3.0% of Line 13)	747,000	
5. County Administration (Up to 0.5% of Line 3) ¹	2,340		17. Total Charges (Lines 14+15+16)		996,000
6. MTC Planning (3.0% of Line 3)	14,039		18. TDA Generations Less Charges (Lines 13-17)		23,904,000
7. Total Charges (Lines 4+5+6)		18,719	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		519,238	19. Article 3.0 (2.0% of Line 18)	478,080	
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		23,425,920
9. Article 3 Adjustment (2.0% of line 8)	10,385		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		508,853	22. TDA Article 4 (Lines 20-21)		23,425,920
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		508,853			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2017 Balance (w/o interest)	FY2016-17 Interest	6/30/2017 Balance (w/ interest) ²	FY2016-18 Outstanding Commitments ³	FY2017-18 Transfers/ Refunds	FY2017-18 Original Estimate	FY2017-18 Revenue Adjustment	6/30/2018 Projected Carryover	FY2018-19 Revenue Estimate	FY2018-19 Available for Allocation
Article 3	1,398,426	15,714	1,414,140	(1,019,550)	0	455,040	10,385	860,015	478,080	1,338,095
Article 4.5										
SUBTOTAL	1,398,426	15,714	1,414,140	(1,019,550)	0	455,040	10,385	860,015	478,080	1,338,095
Article 4/8										
GGBHTD ⁴	15,329	10,316	25,645	(5,579,955)	0	5,574,240	127,213	147,143	5,856,480	6,003,623
Petaluma	921,225	12,456	933,681	(2,115,336)	0	1,910,014	43,590	771,948	1,752,259	2,524,207
Santa Rosa	2,273,318	31,437	2,304,755	(6,251,598)	0	5,852,331	133,560	2,039,048	6,247,693	8,286,741
Sonoma County	4,156,725	33,926	4,190,652	(10,525,708)	266,474	8,960,375	204,490	3,096,283	9,569,488	12,665,771
SUBTOTAL	7,366,597	88,135	7,454,732	(24,472,598)	266,474	22,296,960	508,853	6,054,422	23,425,920	29,480,342
GRAND TOTAL	\$8,765,024	\$103,849	\$8,868,873	(\$25,492,148)	\$266,474	\$22,752,000	\$519,238	\$6,914,437	\$23,904,000	\$30,818,437

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.
4. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.

**FY 2018-19 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

Attachment A
Res No. 4322
Page 11 of 20
7/25/2018

FY2017-18 STA Revenue Estimate		FY2017-18 STA Revenue Estimate	
1. State Estimate (Nov, 17)	\$122,016,490	4. Projected Carryover (Aug, 18)	\$45,907,019
2. Actual Revenue (Aug, 18)		5. State Estimate (Jan, 18)	\$144,183,275
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$190,090,294

STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance (w/interest)¹	Outstanding Commitments²	Revenue Estimate	Projected Carryover³	Revenue Estimate⁴	Available For Allocation
ACCMA - Corresponding to ACE	381,070	(5,902)	167,020	542,188	197,363	739,551
Caltrain	33,779	0	5,560,440	5,594,219	6,570,607	12,164,826
CCCTA	26,618	(482,118)	532,083	76,583	628,747	705,330
City of Dixon	12,181	0	4,637	16,818	5,479	22,297
ECCTA	69,815	(291,501)	246,290	24,604	291,034	315,638
City of Fairfield	0	(92,606)	117,330	24,724	138,645	163,369
GGBHTD	26,661	(3,775,956)	2,582,066	(1,167,229)	3,051,151	1,883,922
LAVTA	175,695	(173,758)	248,445	250,382	293,580	543,962
Marin Transit	950,498	(900,000)	915,875	966,373	1,082,262	2,048,635
NVTA	14,010	(62,363)	60,053	11,700	70,963	82,663
City of Petaluma	188	(11,051)	29,282	18,419	34,602	53,021
City of Rio Vista	539	0	1,652	2,191	1,952	4,143
SamTrans	19,117	(801,024)	5,475,482	4,693,575	6,470,215	11,163,790
SMART	0	0	686,488	686,488	811,203	1,497,691
City of Santa Rosa	1	(98,298)	128,560	30,263	151,916	182,179
Solano County Transit	0	(217,392)	262,426	45,034	310,101	355,135
Sonoma County Transit	1	(112,793)	151,623	38,831	179,168	217,999
City of Union City	2,496	(35,234)	76,423	43,685	90,307	133,992
Vacaville City Coach	0	0	19,733	19,733	23,318	43,051
VTA	71,271	(10,093,131)	19,336,542	9,314,682	22,849,419	32,164,101
VTA - Corresponding to ACE	0	(261,864)	130,595	(131,269)	154,320	23,051
WCCTA	2,446	(253,323)	318,830	67,953	376,752	444,705
WETA	5,957,198	0	1,238,007	7,195,205	1,462,916	8,658,121
SUBTOTAL	7,743,585	(17,668,314)	38,289,882	28,365,152	45,246,020	73,611,172
AC Transit	0	(7,633,993)	14,063,421	6,429,428	16,618,328	23,047,756
BART	271,301	(27,096,367)	27,247,120	422,055	32,197,116	32,619,171
SFMTA	217,749	(31,943,432)	42,416,067	10,690,384	50,121,811	60,812,195
SUBTOTAL	489,050	(66,673,792)	83,726,608	17,541,867	98,937,255	116,479,122
GRAND TOTAL	\$8,232,635	(\$84,342,106)	\$122,016,490	\$45,907,019	\$144,183,275	\$190,090,294

1. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Negative balances are due to accrual adjustments made by MTC Finance because of delayed STA revenue payments from the State Controller's Office.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

3. Projected carryover as of 6/30/18 does not include interest accrued in FY2017-18.

4. FY2018-19 STA revenue generation based on the \$554.0 million in the Governor's FY2018-19 State Budget.

**FY 2018-19 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

Attachment A
Res No. 4322
Page 12 of 20
7/25/2018

STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
Apportionment Jurisdictions	6/30/2017 Balance (w/interest)¹	FY2016-18 Outstanding Commitments²	FY2017-18 Revenue Estimate	6/30/2018 Projected Carryover³	FY2018-19 Revenue Estimate⁴	Total Available For Allocation
Northern Counties/Small Operators						
Marin	9,766	(854,104)	1,365,936	521,598	0	521,598
Napa	5,277	(461,569)	738,170	281,879	0	281,879
Solano/Vallejo ⁵	5,645,322	(2,055,488)	2,223,049	5,812,883	0	5,812,883
Sonoma	18,770	(1,633,561)	2,612,496	997,705	0	997,705
CCCTA	18,512	(1,612,760)	2,589,413	995,164	0	995,164
ECCTA	102,676	(1,069,516)	1,564,121	597,281	0	597,281
LAVTA	599,319	(592,225)	1,070,082	1,077,176	0	1,077,176
Union City	185,983	(246,495)	374,612	314,100	0	314,100
WCCTA	2,468	(215,084)	344,981	132,365	0	132,365
SUBTOTAL	6,588,093	(8,740,802)	12,882,859	10,730,151	0	10,730,151
Regional Paratransit						
Alameda	10,977	(885,361)	1,414,545	540,161	0	540,161
Contra Costa	2	(724,375)	1,001,332	276,959	0	276,959
Marin	1,382	(120,808)	193,203	73,777	0	73,777
Napa	1,121	(97,973)	156,686	59,834	0	59,834
San Francisco	8,023	(701,777)	1,122,326	428,572	0	428,572
San Mateo	4,086	0	553,361	557,447	0	557,447
Santa Clara	11,330	(991,012)	1,584,887	605,205	0	605,205
Solano	945,349	(428,995)	432,686	949,040	0	949,040
Sonoma	4,433	(375,365)	619,754	248,822	0	248,822
SUBTOTAL	986,703	(4,325,666)	7,078,780	3,739,817	0	3,739,817
Lifeline						
Alameda	2,211,823	(523,333)	1,674,967	3,363,457	0	3,363,457
Contra Costa	1,207,342	(127,836)	1,070,684	2,150,190	0	2,150,190
Marin	193,930	0	192,575	386,505	0	386,505
Napa	152,312	0	151,356	303,668	0	303,668
San Francisco	1,070,330	(16,200)	886,302	1,940,431	0	1,940,431
San Mateo	924,343	0	609,595	1,533,938	0	1,533,938
Santa Clara	6,399,024	0	1,632,590	8,031,614	0	8,031,614
Solano	606,212	(119,285)	481,849	968,777	0	968,777
Sonoma	1,175,256	(574,432)	560,203	1,161,027	0	1,161,027
MTC Mean-Based Discount Project	725,583	(50,000)	0	675,583	0	675,583
JARC Funding Restoration ⁶	351,829	0	0	351,829	0	351,829
Participatory Budgeting Pilot	0	0	1,000,000	1,000,000	0	1,000,000
Reserve for a Means-Based Transit Fare	0	0	5,002,155	5,002,155	0	5,002,155
SUBTOTAL	15,017,984	(1,411,086)	13,262,276	26,869,174	0	26,869,174
MTC Regional Coordination Program⁷	10,794,046	(15,767,435)	12,200,213	7,226,824	0	7,226,824
BART to Warm Springs	328,985	(328,985)	0	0	0	0
eBART	78	(78)	0	0	0	0
Transit Emergency Service Contingency Fund⁸	667,367	(587,560)	333,333	413,140	0	413,140
SamTrans	40,029	0	0	40,029	0	40,029
STA Population-Based SB 1 Reserve	0	0	0	0	0	0
GRAND TOTAL	\$34,423,285	(\$31,161,611)	\$45,757,460	\$49,019,135	\$0	\$49,019,135

1. Balance as of 6/30/17 is from the MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

3. The projected carryover as of 6/30/2018 does not include interest accrued in FY 2017-18. All apportionment jurisdictions must spend or request to transfer all fund balances by June 20, 2019.

4. FY 2018-19 revenue is distributed through the framework under consideration in MTC Resolution 4321 in February 2018. See following page for details.

5. Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.

6. Includes 2/26/14 Commission action to re-assign \$1.1 million in FY 2014-15 Lifeline funds, and re-assigning \$693,696 of MTC's Means-Based Discount Project balance.

7. Committed to Clipper® and other MTC Customer Service projects.

8. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program. Column G includes expected interest earned.

**FY 2018-19 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

	FY2018-19 STA Revenue Estimate
	4. Projected Carryover (Aug, 18) \$7,639,964
	5. State Estimate ⁴ (Jan, 18) \$54,070,238
	6. Total Funds Available (Lines 4+5) \$61,710,202

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
<i>Column</i>	<i>A</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>	<i>F</i>	<i>G=Sum(E:F)</i>
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
County Block Grant⁵						
Alameda	0	0	0	0	6,649,391	6,649,391
Contra Costa	0	0	0	0	8,344,142	8,344,142
Marin	0	0	0	0	2,146,528	2,146,528
Napa	0	0	0	0	1,313,035	1,313,035
San Francisco	0	0	0	0	3,180,601	3,180,601
San Mateo	0	0	0	0	1,904,308	1,904,308
Santa Clara	0	0	0	0	5,300,829	5,300,829
Solano	0	0	0	0	3,950,403	3,950,403
Sonoma	0	0	0	0	4,826,595	4,826,595
SUBTOTAL	0	0	0	0	37,615,833	37,615,833
Regional Program⁶	10,794,046	(15,767,435)	12,200,213	7,226,824	16,121,071	23,347,895
Transit Emergency Service Contingency Fund⁷	667,367	(587,560)	333,333	413,140	333,333	746,473
GRAND TOTAL	\$11,461,413	(\$16,354,995)	\$12,533,546	\$7,639,964	\$54,070,237	\$61,710,201

1. Balance as of 6/30/17 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

3. The projected carryover as of 6/30/2018 does not include interest accrued in FY 2017-18.

4. FY2018-19 STA revenue generation based on the \$554.0 million in the Governor's FY2018-19 State Budget.

5. County Block Grant reflects the proposed framework under consideration through MTC Resolution 4321 in February 2018.

6. Regional Program reflects the proposed framework under consideration through MTC Resolution 4321 in February 2018. Balance and carryover amounts are from the MTC Regional Coordination Program established through MTC Resolution 3837, Revised. Funds are committed to Clipper® and other MTC Customer Service projects.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2018-19 FUND ESTIMATE
BRIDGE TOLLS¹**

Attachment A
Res No. 4322
Page 14 of 20
7/25/2018

BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=D+E
	6/30/2017	FY2015-18	FY2017-18	6/30/2018	FY2018-19	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	4,707,660	(2,458,828)	1,000,000	3,248,831	1,000,000	4,248,831
Bay Trail	20,201	(470,201)	450,000	0	450,000	450,000
Studies	685,601	(250)	0	685,350	0	685,350
SUBTOTAL	5,413,461	(2,929,279)	1,450,000	3,934,181	1,450,000	5,384,181
5% State General Fund Revenues						
Ferry	10,083,610	(3,383,833)	3,002,010	9,701,786	3,308,186	13,009,972
Bay Trail	0	(273,421)	273,421	0	273,421	273,421
SUBTOTAL	10,083,610	(3,657,254)	3,275,431	9,701,786	3,581,607	13,283,393

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.
2. Balance as of 6/30/17 is from MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.
4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2018-19 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

Attachment A
 Res No. 4322
 Page 15 of 20
 7/25/2018

FY2017-18 AB1107 Revenue Estimate		FY2018-19 AB1107 Estimate	
1. Original MTC Estimate (Feb, 17)	\$84,840,000	4. Projected Carryover (Feb, 18)	\$0
2. Actual Revenue (Jun, 18)	\$85,959,941	5. MTC Estimate (Feb, 18)	\$86,536,800
3. Revenue Adjustment (Lines 2-1)	\$1,119,941	6. Total Funds Available (Lines 4+5)	\$86,536,800

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2017	FY2016-18	6/30/2017	FY2016-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(42,979,970)	42,420,000	559,970	0	43,268,400	43,268,400
SFMTA	0	0	0	(42,979,970)	42,420,000	559,970	0	43,268,400	43,268,400
TOTAL	\$0	\$0	\$0	(\$85,959,940)	\$84,840,000	\$1,119,940	\$0	\$86,536,800	\$86,536,800

1. Balance as of 6/30/17 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 6/30/18.

**FY 2018-19 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

Attachment A
Res No. 4322
Page 16 of 20
7/25/2018

ARTICLE 4.5 SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda Article 4.5		Contra Costa Article 4.5	
Total Available	\$4,205,379		\$2,117,717	
AC Transit	\$3,842,311		\$639,635	
LAVTA	\$142,896			
Pleasanton	\$78,908			
Union City	\$141,264			
CCCTA			\$876,650	
ECCTA			\$461,683	
WCCTA			\$139,748	
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2018-19			
CCCTA	\$826,124			
LAVTA	\$696,105			
ECCTA	\$2,685,749			
WCCTA	\$2,810,736			
Fund Source	Apportionment Jurisdictions	Claimant	Amount¹	Program
Total Available BART STA Revenue-Based Funds			\$32,619,171	
STA Revenue-Based	BART	AC Transit	(437,582)	BART-AC Transit MOU Set-Aside ²
STA Revenue-Based	BART	CCCTA	(826,124)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(593,690)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,685,749)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,526,931)	BART Feeder Bus
Total Payment			(7,070,076)	
Remaining BART STA Revenue-Based Funds			\$25,549,095	
Total Available BART TDA Article 4 Funds			\$386,221	
TDA Article 4	BART-Alameda	LAVTA	(102,416)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(283,805)	BART Feeder Bus
Total Payment			(386,221)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$6,470,215	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$5,669,191	
Total Available Union City TDA Article 4 Funds			\$8,845,161	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$8,728,462	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments.

**FY 2018-19 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

*Attachment A
Res No. 4322
Page 17 of 20
7/25/2018*

PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-17	MTC Res-3833	MTC Res-3925	FY2018-19
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

**FY 2018-19 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

*Attachment A
Res No. 4322
Page 18 of 20
7/25/2018*

FY2017-18 LCTOP Revenue Estimate¹		FY2018-19 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Feb, 18)	\$101,208,389	5. Estimated Statewide Appropriation (Jan, 17)	\$179,000,000
2. MTC Region Revenue-Based Funding	\$26,000,000	6. Estimated MTC Region Revenue-Based Funding	\$46,584,193
3. MTC Region Population-Based Funding	\$9,000,000	7. Estimated MTC Region Population-Based Funding	\$17,469,560
4. Total MTC Region Funds	\$35,000,000	8. Estimated Total MTC Region Funds	\$64,053,753

1. The FY 2017-18 LCTOP revenue generation is based on FY 2017-18 Cap and Trade auction proceeds. As of February 2018 Caltrans and the State Controller's Office have yet to release detailed FY 2017-18 funding information.

2. The FY 2018-19 LCTOP revenue generation is based on the \$179 million estimated in the FY 2018-19 State Budget.

**FY 2018-19 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

Attachment A
Res No. 4322
Page 19 of 20
7/25/2018

FY2017-18 SGR Revenue-Based Revenue Estimate		FY2018-19 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Nov, 17)	\$27,325,923	4. Projected Carryover (Jun, 18)	\$27,325,923
2. Actual Revenue (Aug, 18)	\$0	5. State Estimate (Jan, 18)	\$27,325,923
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$54,651,846

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	0	0	37,404	37,404	37,404	74,808
Caltrain	0	0	1,245,276	1,245,276	1,245,276	2,490,552
CCCTA	0	0	119,162	119,162	119,162	238,324
City of Dixon	0	0	1,039	1,039	1,039	2,078
ECCTA	0	0	55,157	55,157	55,157	110,314
City of Fairfield	0	0	26,276	26,276	26,276	52,552
GGBHTD	0	0	578,261	578,261	578,261	1,156,522
LAVTA	0	0	55,640	55,640	55,640	111,280
Marin Transit	0	0	205,113	205,113	205,113	410,226
NVTA	0	0	13,449	13,449	13,449	26,898
City of Petaluma	0	0	6,558	6,558	6,558	13,116
City of Rio Vista	0	0	370	370	370	740
SamTrans	0	0	1,226,249	1,226,249	1,226,249	2,452,498
SMART	0	0	153,741	153,741	153,741	307,482
City of Santa Rosa	0	0	28,791	28,791	28,791	57,582
Solano County Transit	0	0	58,771	58,771	58,771	117,542
Sonoma County Transit	0	0	33,956	33,956	33,956	67,912
City of Union City	0	0	17,115	17,115	17,115	34,230
Vacaville City Coach	0	0	4,419	4,419	4,419	8,838
VTA	0	0	4,330,471	4,330,471	4,330,471	8,660,942
VTA - Corresponding to ACE	0	0	29,248	29,248	29,248	58,496
WCCTA	0	0	71,403	71,403	71,403	142,806
WETA	0	0	277,255	277,255	277,255	554,510
SUBTOTAL	0	0	8,575,124	8,575,124	8,575,124	17,150,248
AC Transit	0	0	3,149,541	3,149,541	3,149,541	6,299,082
BART	0	0	6,102,066	6,102,066	6,102,066	12,204,132
SFMTA	0	0	9,499,192	9,499,192	9,499,192	18,998,384
SUBTOTAL	0	0	18,750,799	18,750,799	18,750,799	37,501,598
GRAND TOTAL	\$0	\$0	\$27,325,923	\$27,325,923	\$27,325,923	\$54,651,846

1. FY2017-18 State of Good Repair Program revenue generation is based on November 3, 2017 estimates from the State Controller's Office (SCO). The State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18. As of February 2018 Caltrans has yet to approve agencies' proposed FY 2017-18 SGR Program projects. Once Caltrans approves projects and the SCO issues payments of SGR Program funds MTC will begin to show outstanding commitments of SGR Program funds.

2. FY2018-19 State of Good Repair Program revenue generation is based on January 31, 2018 estimates from the SCO.

**FY 2018-19 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

Attachment A
Res No. 4322
Page 20 of 20
7/25/2018

FY2017-18 SGR Population-Based Revenue Estimate		FY2018-19 SGR Population-Based Revenue Estimate	
1. State Estimate (Nov, 17)	\$10,247,507	4. Projected Carryover (Jun, 18)	\$10,247,507
2. Actual Revenue	\$0	5. State Estimate (Jan, 18)	\$10,247,507
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$20,495,014

SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ¹	Projected Carryover ³	Revenue Estimate ²	Available For Allocation
BART Railcar Replacement Project ³	0	0	10,247,507	10,247,507	0	10,247,507
Clipper®/Clipper® 2.0 ⁴	0	0	0	0	10,247,507	10,247,507
GRAND TOTAL	\$0	\$0	\$10,247,507	\$10,247,507	\$10,247,507	\$20,495,014

1. FY2017-18 State of Good Repair Program revenue generation is based on November 3, 2017 estimates from the State Controller's Office (SCO). The State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18. As of February 2018 Caltrans has yet to approve agencies' proposed FY 2017-18 SGR Program projects. Once Caltrans approves projects and the SCO issues payments of SGR Program funds MTC will begin to show outstanding commitments of SGR Program funds.

2. FY2018-19 State of Good Repair Program revenue generation is based on January 31, 2018 estimates from the SCO.

3. FY2017-18 State of Good Repair Program funds were programmed to the BART Railcar Replacement Project through MTC Resolution 4313.

4. FY2018-19 State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC
Revised: 07/25/18-C

ABSTRACT

Resolution No. 4334, Revised

This resolution approves the allocation of fiscal year 2018-19 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA), AC Transit, and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on July 25, 2018 to allocate funds to the Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, Vacaville, and WestCAT (WCCTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018 and July 11, 2018.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4334

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2018-19 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2018-19 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

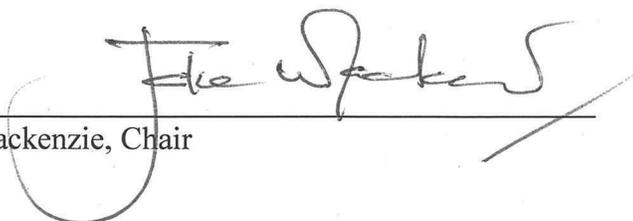
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2018-19 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 27, 2018.

Date: June 27, 2018
 Referred by: PAC
 Revised: 07/25/18-C

Attachment A
 MTC Resolution No. 4334
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2018-19

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Transit Operations	3,805,829	01	06/27/18	Alameda County	
	Subtotal	3,805,829				
5802 - 99260A Transit - Operations						
VTA	Transit Operations	94,688,913	02	06/27/18	VTA	
VTA	Transit Operations	4,983,627	03	06/27/18	Santa Clara County	1
CCCTA	Transit Operations	17,985,379	04	06/27/18	CCCTA	
AC Transit	Transit Operations	51,143,012	05	06/27/18	AC Transit Alameda D1	
AC Transit	Transit Operations	13,464,678	06	06/27/18	AC Transit Alameda D2	
AC Transit	Transit Operations	6,953,146	07	06/27/18	AC Transit Contra Costa	
LAVTA	Transit Operations	9,107,101	09	07/25/18	LAVTA	
WCCTA	Transit Operations	2,974,384	10	07/25/18	WCCTA	
Sonoma County	Transit Operations	6,514,056	11	07/25/18	Sonoma County	
Sonoma County	Transit Operations	217,974	11	07/25/18	Petaluma	
Vacaville	Transit Operations	1,305,807	12	07/25/18	Vacaville	
SFMTA	Transit Operations	2,308,135	13	07/25/18	San Francisco County	1
SFMTA	Transit Operations	43,854,568	14	07/25/18	SFMTA	
	Subtotal	255,500,780				
5803 - 99260A Transit - Capital						
CCCTA	Transit Capital	2,558,316	08	06/27/18	CCCTA	
Sonoma County	Transit Capital	1,089,888		07/25/18	Sonoma County	
	Subtotal	3,648,204				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operating	1,643,653	15	07/25/18	Sonoma County	
Sonoma County	Transit Operating	43,595	15	07/25/18	Petaluma	
	Subtotal	1,687,248				
	TOTAL	264,642,061				

Note:

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 27, 2018
Referred by: PAC

Attachment B
Resolution No. 4334
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2018-19
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC
Revised: 07/25/18-C

ABSTRACT

Resolution No. 4335, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2018-19.

This resolution allocates funds to AC Transit, County Connection (CCCTA), MTC, and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on July 25, 2018 to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, and WestCAT (WCCTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018 and July 11, 2018.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4335

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

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

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

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

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2018-19 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2018-19 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4304 and 4321, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

WHEREAS, the California State Legislature is currently considering revisions to the TDA, which may change the administration of STA funds; now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

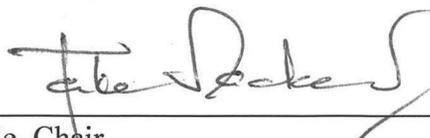
RESOLVED, that MTC approves the allocation of fiscal year 2018-19 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Jake Mackenzie", written over a horizontal line.

Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 27, 2018.

Date: June 27, 2018
 Referred by: PAC
 Revised: 07/25/18-C

Attachment A
 MTC Resolution No. 4335
 Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2018-19

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
LAVTA	Transit Operations	1,077,176	08	07/25/18	LAVTA
	Subtotal	1,077,176			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	22,849,419	01	06/27/18	VTA
AC Transit	Transit Operations	16,618,328	02	06/27/18	AC Transit
WCCTA	Transit Operations	2,526,931	09	07/25/18	BART
SFMTA	Transit Operations	50,121,811	10	07/25/18	SFMTA
	Subtotal	92,116,489			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	8,500,000	03	06/27/18	MTC
	Subtotal	8,500,000			
5820 - 6730A Operating Costs - County Block Grant					
AC Transit	Transit Operations	4,255,033	04	06/27/18	Alameda County
AC Transit	Transit Operations	1,203,390	05	06/27/18	Contra Costa County
CCCTA	Transit Operations	3,942,065	06	06/27/18	Contra Costa County
LAVTA	Transit Operations	1,433,960	11	07/25/18	Alameda County
Sonoma County	Transit Operations	2,541,674	12	07/25/18	Sonoma County
	Subtotal	13,376,122			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	5,300,829	07	06/27/18	Santa Clara County
	Subtotal	5,300,829			
	TOTAL	120,370,616			

Date: June 27, 2018
Referred by: PAC

Attachment B
Resolution No. 4335
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2018-19 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: June 27, 2018
W.I.: 1255
Referred by: PAC
Revised: 07/25/18-C

ABSTRACT

Resolution No. 4336, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2018-19.

This resolution allocates funds to the AC Transit, MTC, Transbay Joint Powers Authority, Water Emergency Transportation Authority (WETA).

This resolution was revised on July 25, 2018 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018 and July 11, 2018.

Date: June 27, 2018
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2018-19

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4336

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on June 27, 2018.

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on June 27, 2018.

Date: June 27, 2018
W.I.: 1255
Referred by: PAC
Revised: 07/25/18-C

Attachment A
MTC Resolution No. 4336
Page 1 of 1

FY 2018-19 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2018-19 RM2 Operating Program (MTC Resolution 4333). All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636) except for WETA's South San Francisco Ferry service which was given seven years (until FY 2018-19) to meet RM2 standards when MTC Resolution No. 4228 was adopted on June 22, 2016.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement
WETA	Planning and Administration	3,000,000	01	06/27/18	11	n.a.
WETA	Ferry Operations	16,500,000	02	06/27/18	6	40% Peak service, 30% All Day Service
TJPA	Transbay Transit Center	3,000,000	03	06/27/18	13	n.a.
AC Transit	Express Bus Service	5,427,904	04	06/27/18	4	30% Peak, 20% All Day
AC Transit	Dumbarton Bus	2,816,976	05	06/27/18	5	20% All Day
AC Transit	Owl Bus Service	1,333,623	06	06/27/18	7	10%
AC Transit	Enhanced/Rapid Bus Service	3,000,000	07	06/27/18	9	n.a.
MTC	Clipper	2,000,000	08	06/27/18	12	n.a.
SFMTA	Metro 3rd Street Extension	2,500,000	9	07/25/18	8	n.a.
Total		39,578,503				

Date: June 27, 2018
WI: 1514
Referred by: PAC
Revised: 07/25/18-C

ABSTRACT

Resolution No. 4337, Revised

This resolution approves the allocation of fiscal year 2018-19 AB 1107 half-cent sales tax funds to AC Transit.

This resolution approves the allocation of fiscal year 2018-19 AB 1107 half-cent sales tax funds to the San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 13, 2018 and July 11, 2018.

Date: June 27, 2018
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 "AB 1107" Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4337

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

WHEREAS, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as "AB 1107" funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency ("SFMTA") and to the Alameda-Contra Costa Transit District ("AC Transit"), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2018-19 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2018-19 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California

Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2018-19 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Jake Mackenzie", is written over a horizontal line. The signature is stylized and cursive.

Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 27, 2018.

Date: June 27, 2018
 Referred by: PAC
 Revised: 07/25/18-C

Attachment A
 MTC Resolution No. 4337
 Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
 DURING FISCAL YEAR 2018-19

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866,
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 16-17	FY 18-19			
SFMTA	Transit Operations	77.9%	78.4%	50% of deposits to MTC's AB 1107 account.	1	07/25/18
AC Transit	Transit Operations	62.8%	62.1%	50% of deposits to MTC's AB 1107 account.	2	06/27/18

Date: June 27, 2018
 Referred by: PAC
 Revised: 07/25/18-C

Attachment B
 Resolution No. 4337
 Page 1 of 1

ALLOCATION OF FISCAL YEAR 2018-19
 AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

	<i>AC Transit</i>	<i>SFMTA</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	<i>YES</i>	<i>YES</i>
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	<i>YES</i>	<i>YES</i>
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator’s base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2015-16 and included in the proposed FY 2017-18 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	<i>YES</i>	<i>YES</i>



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0505 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/8/2018 **In control:** Programming and Allocations Committee

On agenda: 7/11/2018 **Final action:**

Title: MTC Resolution No. 4347. Cycle 5 Lifeline Transportation Program.

Sponsors:

Indexes:

Code sections:

Attachments: [6k PAC 2h Reso-4347 Cycle5 Lifeline.pdf](#)
[2h Reso-4347 Cycle5 Lifeline.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
MTC Resolution No. 4347. Cycle 5 Lifeline Transportation Program.

Presenter:
Judis Santos

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

July 11, 2018

Agenda Item 2h

Resolution No. 4347

Subject: Cycle 5 Lifeline Transportation Program

Background: MTC's Lifeline Transportation Program funds projects that improve mobility for the region's low-income communities. The program is administered by the nine county congestion management agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County. Today's item proposes programming of approximately \$22 million in Lifeline Transportation Program Cycle 5 funds.

Current Funding Cycle Overview

In January 2018, MTC adopted Resolution No. 4309, which established guidelines for Cycle 5 of the Lifeline Transportation Program. The target programming amount for Cycle 5 is \$22 million, which includes two years of funding (FY2016-17 to FY2017-18). The funding sources include approximately \$15 million in State Transit Assistance (STA) funds and \$7 million in Federal Transit Administration (FTA) Section 5307. Following this cycle, the Lifeline Program will be a part of the STA Consolidated Policy that provides Block Grant funding to the CMAs to distribute for eligible purposes, which can include Lifeline-type projects.

Project Selection Process

Following the release of the guidelines and fund estimate in January, the CMAs initiated their individual calls for project and project selection processes for the STA and FTA Section 5307 funds. Using the criteria from the MTC program guidelines, each county evaluated the project proposals they received, and obtained Board approval for their county projects. The counties' board-approved programs of projects were forwarded to MTC with the exception of Santa Clara County. Additionally, a portion of Marin County's program is being deferred and projects from Marin and Santa Clara Counties will be presented at a later date.

For the projects being considered this month, the CMAs have concurred with the proposed projects in their respective counties, and confirmed that they are consistent with the Lifeline Transportation Program and goals.

Recommended Program

The Cycle 5 Program includes 28 recommended projects totaling approximately \$16 million. The program includes a mix of transit operating and capital projects, and a number of shuttle or specialized transportation services that benefit low-income residents in the region. The recommended funding and projects are listed in Attachment A of MTC Resolution No. 4347 (attached). Attachment A summarizes the types of projects that are recommended to receive funding and the funding amounts.

- 76% Transit Operations
- 12% Transit Station Improvements
- 6% Other operations (Shuttles, taxis, shared ride, etc.)

Participatory Budgeting Pilot

A voluntary participatory budgeting (PB) process is being piloted in Cycle 5 with a reserve of \$1 million for projects identified through this PB process. PB processes are under development in San Francisco (Bayview Hunter's Point Community Based Transportation Plan (CBTP)) and Solano (Vallejo CBTP) counties. Based on the percentage of low-income residents in these two Communities of Concern areas, staff recommends dividing the \$1 million reserve 60% to San Francisco (\$600,000) and 40% to Solano (\$400,000). Once projects are selected through the PB process, staff will return to the Commission to amend the specific projects into the Cycle 5 Program.

Issues:

1) Unprogrammed Balances

a) Santa Clara County

The County of Santa Clara and Santa Clara Valley Transportation Authority (VTA) are currently working on finalizing the Cycle 5 project list. VTA staff anticipate approval of the program by both VTA's Board and the County Board of Supervisors in September. Staff will return to the Commission with Santa Clara County's projects at a later date.

b) Marin County

Staff is recommending programming \$200,000 in Lifeline funds to one capital project in Marin County this month. However, the other projects selected by the Transportation Authority of Marin (TAM) require either pass-through arrangements or fund exchanges that have not yet been finalized; therefore the programming of \$360,204 in STA funds is being deferred until the funding arrangement is resolved.

2) State Transit Assistance (STA) funds

Actual FY2017-18 STA revenues may be different than the revenue estimates used in the Lifeline program guidelines due to recent gas prices. The actual amount will not be known until after July 1, 2018. Sponsors may only claim up to 95 percent of each county's STA amount. Some counties have programmed 95 percent of their county's STA amount, and have developed a contingency plan for the remaining five percent should it be available. However, other counties have contingencies remaining to be programmed. This is reflected in Attachment A of Resolution No. 4347. If FY 2017-18 STA revenues come in even higher than originally estimated, MTC staff will return to the Commission to amend the Cycle 5 program.

3) FTA Grants and TIP

Projects are proposed to be amended into the 2017 TIP this month (see agenda item 2g), with federal approval anticipated in October. Thereafter, sponsors may begin the FTA process to access the funds through pre-award spend authority or submitting an FTA Grant.

Recommendation:

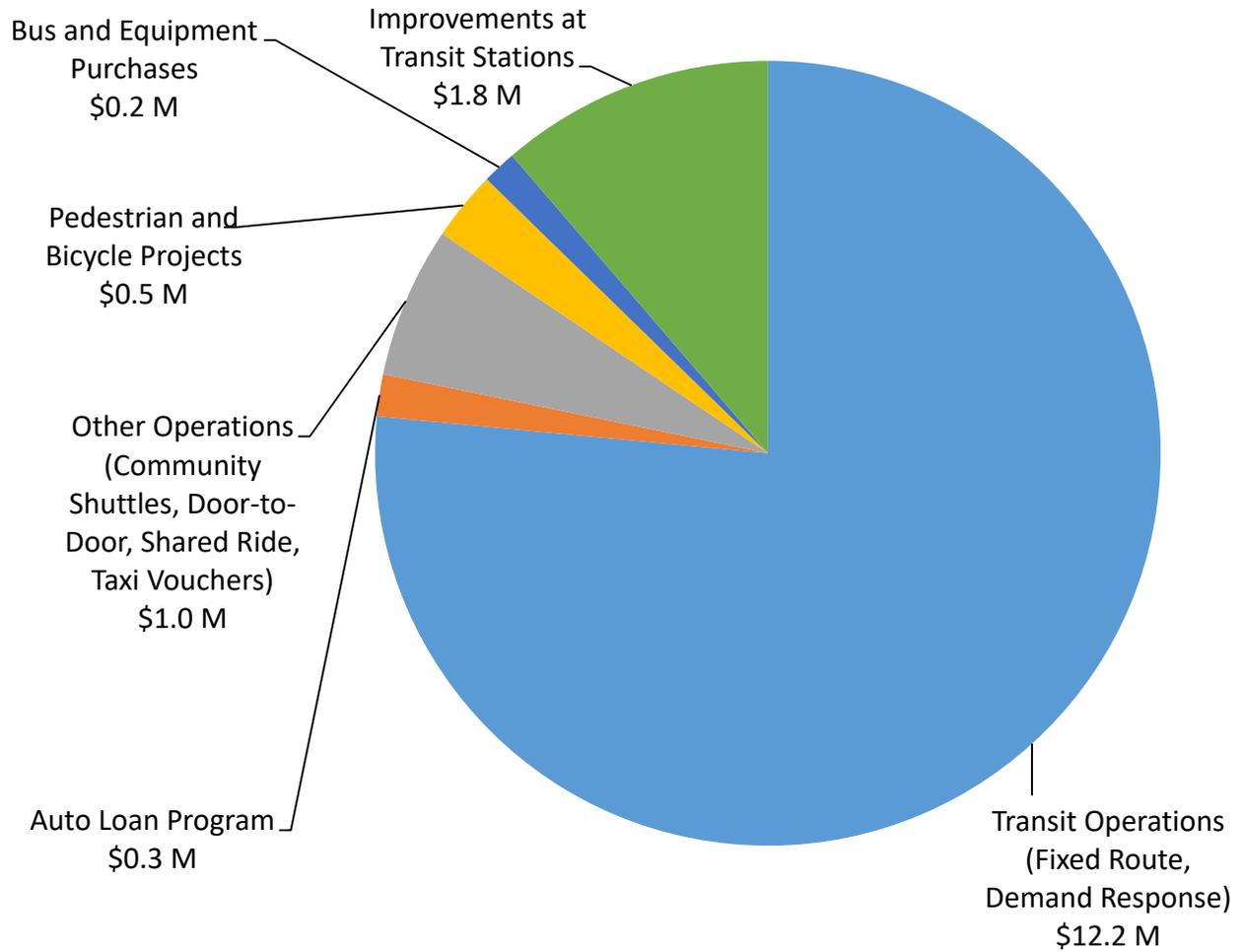
Refer MTC Resolution No. 4347 to the Commission for approval.

Attachments:

Attachment A – Recommended Cycle 5 Amounts by Project Type
MTC Resolution No. 4347
Presentation Slides

Attachment A

Recommended Cycle 5 (STA, 5307) Amounts by Project Type



* Does not include \$1,000,000 for Lifeline Cycle 5 Participatory Budgeting Pilot

Total = \$16.0 million*

Date: July 25, 2018
W.I.: 1311
Referred by: PAC

ABSTRACT

Resolution No. 4347

This resolution adopts the FY2016-17 through FY2017-18 Program of Projects for MTC's Cycle 5 Lifeline Transportation Program, funded with State Transit Assistance (STA) and FTA Section 5307 Urbanized Area funds.

The evaluation criteria established in Resolution No. 4309 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

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

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated July 11, 2018.

Date: July 25, 2018
W.I.: 1311
Referred by: PAC

RE: Cycle 5 Lifeline Transportation Program of Projects – FY2016-17 and FY2017-18

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4347

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

WHEREAS, MTC adopted Resolution No. 4309, which establishes program guidelines to be used for the funding and oversight of the Cycle 5 Lifeline Transportation Program, Fiscal Years 2016-17 and 2017-18; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution No. 4309 to fund a Program of Projects for the Cycle 5 Lifeline Transportation Program with State Transit Assistance (STA) and Section 5307 Urbanized Area funds; and

WHEREAS, the Cycle 5 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 5 Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission
held in San Francisco, California, on July 25, 2018.

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description	Funding			TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	5307		
Alameda County								
1	Preservation of Existing Services in Communities of Concern	AC Transit	The project aims to continue and improve transit service to several key Communities of Concern in the southern, central and northern portions of Alameda County. The routes (Route 20, 40, 51A, 51B, 72, 800, and 801) serve low-income communities that have been identified because of spatial gaps in service in the Community Based Transportation Plan (CBTP).	2,051,426	83,748	1,514,825	3,649,999	
2	Route 14 Operating Assistance	LAVTA	Wheels Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station.	320,000			320,000	
3	Coliseum BART Elevator Renovation Project	BART	Renovation of two elevators at the Coliseum BART Station as part of Phase 1 for the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a community that is roughly 30% low-income.	720,000			720,000	
4	Operations Support for Route 2	Union City Transit	The Route 2 is the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor, which includes a lot of manufacturing and distribution facilities. The route provides vital lifeline public transportation access for the Decoto neighborhood, an established Community of Concern in Union City.	182,512			182,512	

County Bid Target	3,273,938	83,748	1,514,825	
Proposed Programming	3,273,938	83,748	1,514,825	4,872,511
Unprogrammed Balance	-	-	-	-

Contra Costa County								
#	Project	Project Sponsor	Project Description	STA (95%) ¹	STA (5% Conting.) ¹	5307	TOTAL Lifeline Funding	Notes
5	Preserve Operations in Central County Communities of Concern	County Connection (CCCTA)	Maintain existing services on routes in low income areas in Central Contra Costa County. The identified routes link low-income riders with employment centers, schools, retail and services.	752,666		14,057	766,723	
6	Pittsburg Bay Point Elevator Replacement	BART	Renovation of two elevators at the Pittsburg/Bay Point/Antioch BART Station as part of the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a Community of Concern.	-		954,259	954,259	
7	Preserve Operations in West County Communities of Concern	AC Transit	Maintain existing service on Lines 71, 76, 376, 800. These routes provide basic transportation services to AC Transit riders, 70 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.	1,090,123			1,090,123	
8	Contra Costa College Connection: Increase Frequency on C3 Operations	WestCAT	Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. The Lifeline funding under this grant would allow WestCAT to decrease headways from 60 minutes to 30 minutes. WestCAT estimates the increased service will increase low income ridership 35-40% or approximately 26,000 new low income passenger trips annually.	250,000			250,000	

County Bid Target	2,092,789	53,534	968,316	
Proposed Programming	2,092,789	-	968,316	3,061,105
Unprogrammed Balance	-	53,534	-	53,534

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description				TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	5307		
Marin County								
9	Bus Stop Improvements	Marin Transit	This project will fund bus stop improvements and real time transit information signs in the Canal neighborhood of San Rafael and additional real time transit information signs at high usage stops in the City of Novato.	24,545	1,292	174,163	200,000	
County Bid Target				376,412	9,629	174,163	560,204	
Proposed Programming				24,545	1,292	174,163	200,000	
Unprogrammed Balance				351,867	8,337	-	360,204	
Napa County								
10	Imola Avenue/SR 29 Express Bus Improvement	Napa Valley Transportation Agency (NVTA)	Rehabilitation of the Park and Ride facility; and bicycle and pedestrian facilities on State Route 29 (SR-29) and Imola Avenue; northbound and southbound on/off ramps to serve Vine Transit express buses. Improvements will allow Vine Route 29, which provides service to the Vallejo Ferry Terminal and the El Cerrito del Norte BART station, to operate on the corridor.	295,846	7,567	150,398	453,811	
County Bid Target				295,846	7,567	150,398		
Proposed Programming				295,846	7,567	150,398	453,811	
Unprogrammed Balance				-	-	-	-	
San Francisco County								
11	Expanding and Continuing Late Night Transit Service to Communities in Need	SFMTA	SFMTA will provide new late night service on the L Owl line along the Embarcadero to Fisherman's Wharf and continue providing Owl service on key segments of the 44 O'Shaughnessy line, 48 Quintara/24th Street Muni lines. This service provides transit access from a Community of Concern to activity centers.	1,732,392	44,315	801,563	2,578,270	
County Bid Target				1,732,392	44,315	801,563	2,578,270	
Proposed Programming				1,732,392	44,315	801,563	2,578,270	
Unprogrammed Balance				-	-	-	-	

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description				TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	5307		
San Mateo County								
12	Daly City Bayshore Shuttle	City of Daly City (via SamTrans)	Provide a circulator shuttle service connecting the Bayshore neighborhood in Daly City with transit and important destinations in the western portion of Daly City. The shuttle is free for passengers and operates for 14 hours, Monday through Friday, providing 11 round trips.	300,000			300,000	
13	Operating Support for Expanded Route 17 Service	SamTrans	This project will continue funding the operation of existing Lifeline funded expanded fixed route service for SamTrans Route 17 on the Coastside of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.	338,312			338,312	
14	Operating Support for SamCoast Service	SamTrans	This project will continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero.	203,220			203,220	
15	San Mateo County Transportation Assistance for Low-Income Residents	Human Services Agency (via SamTrans)	The Transportation Assistance Program (TAP) will provide fares for public transportation (such as bus tickets or tokens and possibly bus passes) to low-income families and individuals who are receiving homeless and safety net services from a network of countywide provider agencies. The transportation assistance will assist clients with their transportation needs related to Self-Sufficiency and Family Strengthening activities such as: employment search, employment workshops, job interviews, emergency and health related needs, family counseling, trips to referral agencies, trips to homeless shelters, and housing search.	200,000			200,000	
16	DriveForward Vehicle Loan Program, San Mateo County	Peninsula Family Services (via VTA)	The DriveForward Vehicle Loan Program provides low-interest auto loans to individuals who are unable to access affordably-priced consumer loan financing. The loans, coupled with financial education credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training.			275,000	275,000	
17	Menlo Park Crosstown Shuttle	City of Menlo Park (via SamTrans)	The Menlo Park Crosstown Shuttle is a proposed expansion to the current "Midday Shuttle" (M1-Menlo Midday and M2-BelleHaven routes), which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low-income community by providing all-day access to essential destinations not otherwise available.	150,000			150,000	
18	Fixed Route 280	SamTrans	Route 280 provides vital connections which serve Communities of Concern between East Palo Alto, the Stanford Shopping Center, and the Palo Alto Caltrain Station. Route 280 provides residents of East Palo Alto access to public transit options for completing work trips without the use of an automobile.			276,311	276,311	

County Bid Target	1,191,532	30,480	551,311	
Proposed Programming	1,191,532	-	551,311	1,742,843
Unprogrammed Balance	-	30,480	-	30,480

Santa Clara County								
			(2) Santa Clara projects are pending Board and Board of Supervisors approval.					

County Bid Target	3,191,108	81,630	1,581,482	
Proposed Programming	-	-	-	-
Unprogrammed Balance	3,191,108	81,630	1,581,482	4,854,220

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description				TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	5307		
Solano County								
19	Reduced Fare Local Taxi Program	Fairfield and Suisun Transit	The reduced fare Taxi Program provides a subsidized taxi for seniors or people with disability residing in Fairfield or Suisun City.	141,836			141,836	
20	SolTrans Route 1 - Maintain Lifeline Fixed Route Service	SolTrans	The funding request is for SolTrans fixed route 1 which services the communities of concern in Vallejo.	600,000			600,000	
21	Solano County Intercity Taxi Scrip Program	Solano Transportation Authority	The Intercity Taxi Card Program provides a subsidized taxi for seniors or people with disability residing in Solano County.	200,000			200,000	
22	SolanoExpress Blue Line Expanded Service (Fairfield)	Fairfield and Suisun Transit	The project will help fund expanded service for the new Solano Express Blue line which services several communities of concern between Pleasant Hill Bart and Downtown Sacramento.			236,460	236,460	
23	SolanoExpress Blue Line Expanded Service (Vacaville)	Fairfield and Suisun Transit	The project will help fund expanded service for the new Solano Express Blue line which services several communities of concern between Pleasant Hill Bart and Downtown Sacramento.			102,657	102,657	
24	SolTrans Route 2 - Maintain Lifeline Fixed Route Service (Vallejo)	Fairfield and Suisun Transit	The funding request is for SolTrans Fixed Route 2 which services the communities of concern in Vallejo.			300,929	300,929	

County Bid Target	941,836	24,093	640,046	
Proposed Programming	941,836	-	640,046	1,581,882
Unprogrammed Balance	-	24,093	-	24,093

Sonoma County								
25	Petaluma Transit Weekend Service	Petaluma Transit	Project will support continued fixed route bus service on Saturday and Sunday for one year, in order to meet the needs of riders who have employment and other weekend travel needs.	132,107		51,053	183,160	
26	Lifeline Route Operations	Santa Rosa CityBus	Project will support continued operations of Santa Rosa CityBus Lifeline routes serving the Roseland Community of Concern in the City of Santa Rosa.	383,261		148,112	531,373	
27	CNG Bus Purchase	Sonoma County Transit	Project will assist with the purchase of one compressed natural gas (CNG) transit coach. The new CNG buses would be deployed on routes primarily serving the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system.			223,995	223,995	
28	Feeder Bus Service in Healdsburg, Lower Russian River and Sonoma-Springs Areas	Sonoma County Transit	Project will continue peak commute feeder bus service on routes providing service within the Healdsburg, Lower Russian River and Sonoma – Springs CBTP areas. SCT routes 52, 53, 54, and 56 provide feeder bus connections to SMART's passenger rail service and enhanced peak commute service between various outlying low-income areas and where the majority of jobs and services are located within the cities of Santa Rosa and Petaluma.	579,621			579,621	

County Bid Target	1,094,989	28,010	423,160	1,546,159
Proposed Programming	1,094,989	-	423,160	1,518,149
Unprogrammed Balance	-	28,010	-	28,010

Cycle 5 Lifeline Transportation Program of Projects (FY2016-17 and FY2017-18)

#	Project	Project Sponsor	Project Description				TOTAL Lifeline Funding	Notes
				STA (95%) ¹	STA (5% Conting.) ¹	5307		
Multi-County & Regional Projects ³								
29	Participatory Budget Pilot Reserve - San Francisco Bayview Hunter's Point Community Based Transportation Plan	TBD	Reserve funds for Participation Budgeting pilot projects that are recommended through SFMTA's Bayview Hunter's Point Community Based Transportation Plan and PB Pilot program.	600,000			600,000	
30	Participatory Budget Pilot Reserve - City of Vallejo Community Based Transportation Plan	TBD	Reserve funds for Participation Budgeting pilot projects that are recommended through Solano Transportation Authority's City of Vallejo Community Based Transportation Plan and PB Pilot program.	400,000			400,000	
Multi-County & Regional Target				1,000,000		-		
Proposed Programming				1,000,000	-	-	1,000,000	
Unprogrammed Balance				-	-	-	-	
Regional Grand Totals								
Lifeline Program Revenue Sources				15,190,842	363,006	6,805,264	22,359,112	
Total Proposed Programming				11,647,867	136,922	5,223,782	17,008,571	
Unprogrammed Balance				3,542,975	226,084	1,581,482	5,350,541	

Notes

- (1) Because the FY 18 actual STA amounts will be confirmed by the State Controller after July 2018, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their county's STA amount, and then developed a contingency plan for the remaining five percent should it be available. Some agencies have contingencies unprogrammed.
- (2) Santa Clara County projects are pending Santa Clara Valley Transportation Authority Board and County Board of Supervisors approval.
- (3) Funds are being reserved for each PB Pilot program as listed. Specific projects will be amended and add into this Cycle 5 program, once projects have been recommended through the PB Pilot program process.



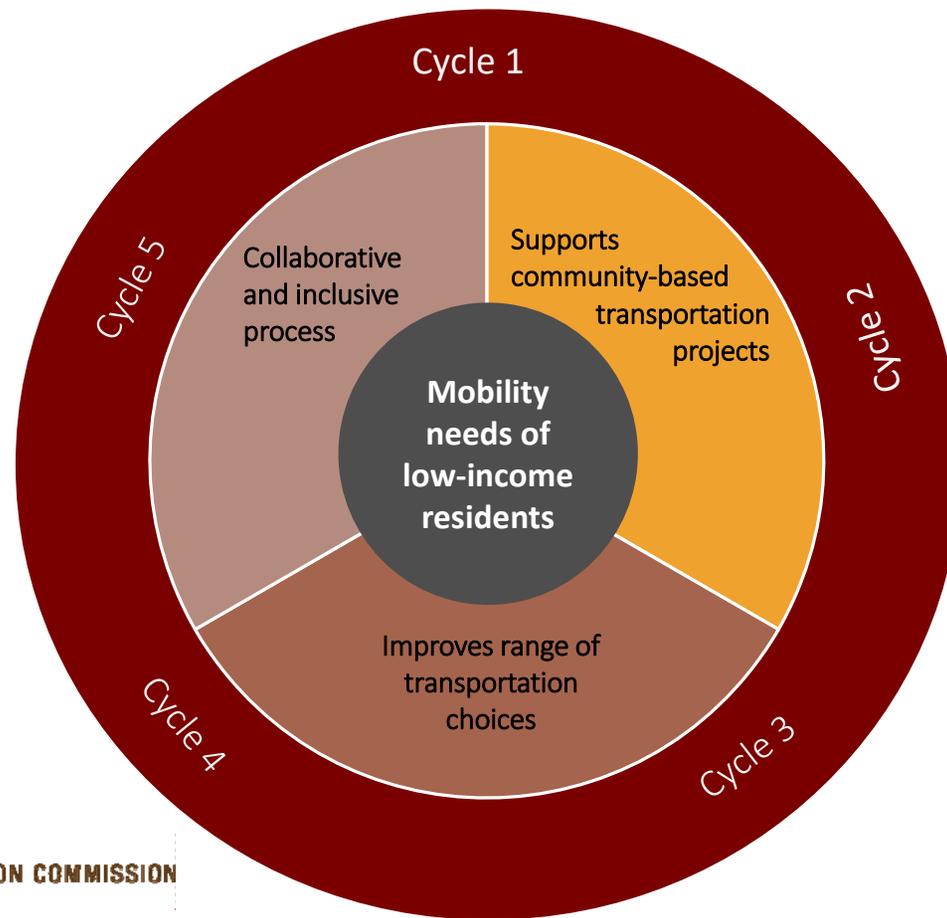
Cycle 5 - Lifeline Transportation Program

Programming and Allocations Committee

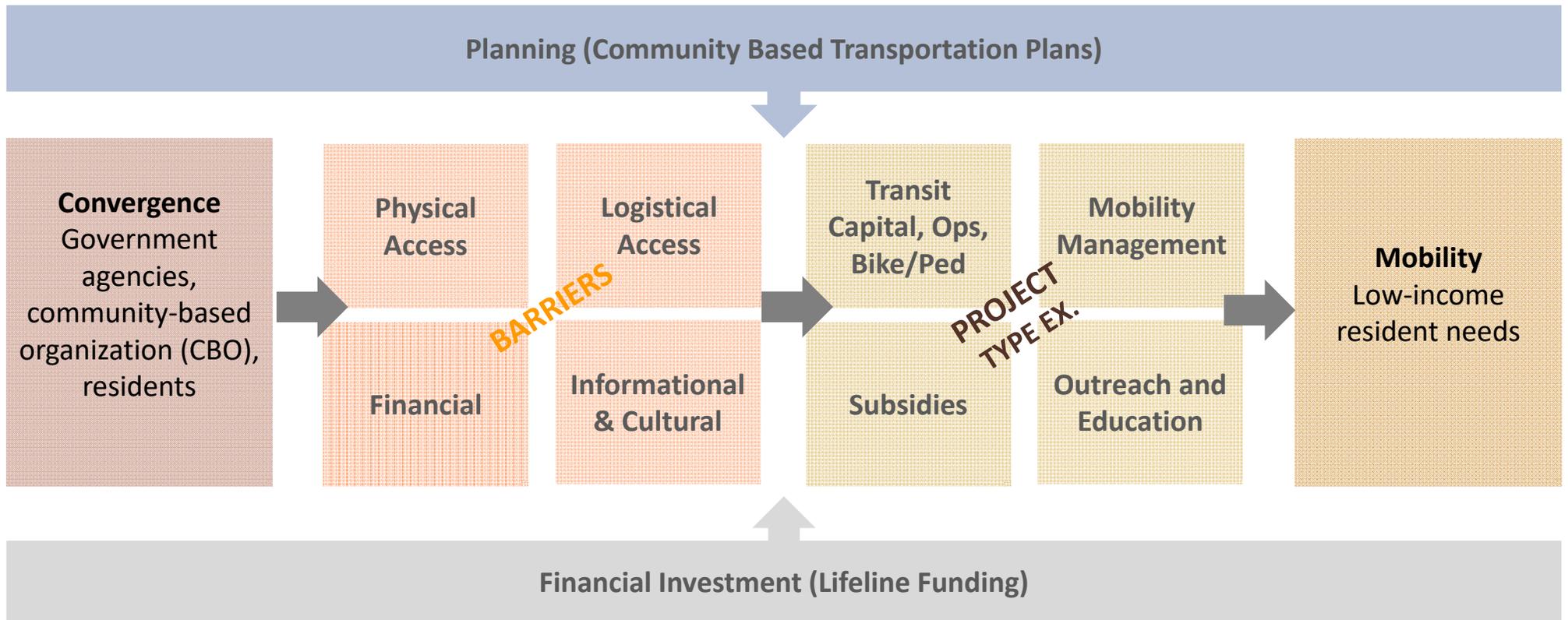
July 11, 2018



Lifeline Transportation Program Goals



Framework



Program Objectives

1. Collaborative and inclusive
2. Improves range of transportation choices
3. Supports Community Based Transportation Plans
4. Cycle 5 includes \$1M set-aside for participatory budgeting pilots

Distribution

County	Cycle 5 (2 Years) \$22.4 M
Alameda	\$4.9 M
Contra Costa	\$3.1 M
Marin	\$560 K
Napa	\$453 K
San Francisco	\$2.6 M
San Mateo	\$1.8 M
Santa Clara	\$4.9 M
Solano	\$1.6 M
Sonoma	\$1.5 M

Process for County Programs

MTC approves program guidelines	January 2018
CMAAs conduct calls for projects (county policies, outreach, project selection)	Spring 2018
CMAAs submit Program of Projects for CMA Board approval and concurrence	Spring 2018
MTC Commission considers County Program recommendations	Summer 2018
Funding available to projects	State funds – Summer 2018 Federal – October 2018

Local Priorities - Types of Projects

Cycles 1-4

Cycle 5

■ Transit Operations

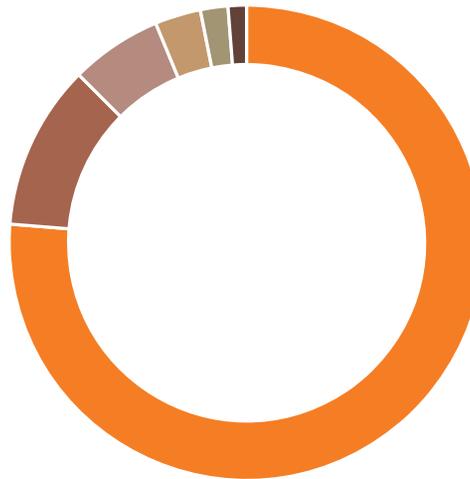
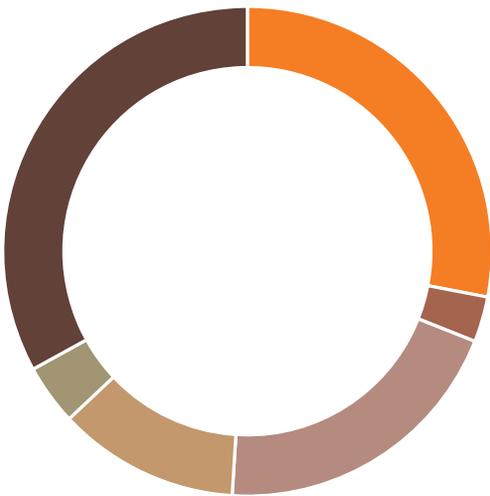
■ Improvements at Transit Stations

■ Community Shuttles, Door-to-Door, Taxi Vouchers

■ Pedestrian/Bicycle

■ Auto Based/Loan Program

■ Bus and Equipment



\$255 Million Total
285 Projects

\$16 Million Total
28 Projects

Trends – Cycle 5

- Majority of projects are fixed route transit service in Communities of Concern
- Other projects include community shuttles, reduced fare taxi, BART elevator replacement and a vehicle loan program
- Does not include Santa Clara County, unprogrammed Marin County and Participatory Budgeting Pilot projects

Participatory Budgeting (PB) Pilot

Voluntary pilot with \$1M set-aside for projects identified through the PB process

- 2 Counties volunteered
- In process, expected to be complete by December 2019
- \$1 Million split
 - \$600,000 SF
 - \$400,000 Solano
- Program White Paper in 2020

Design the Process

Brainstorm Ideas

Develop Proposals

Cast a Vote

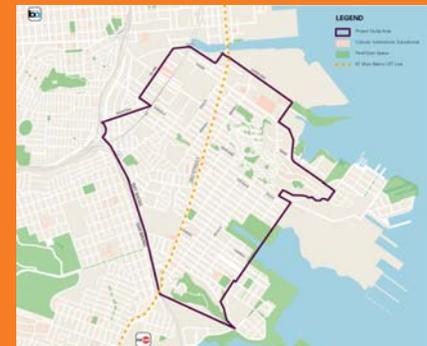
Fund Winning Projects

Participating CMAAs

Solano Transportation Authority
Vallejo Community Based Transportation Plan



San Francisco County Transportation Authority/
San Francisco MTA
Bayview Community Based Transportation Plan



Recommendation

Recommend that the Programming and Allocations Committee refer MTC Resolution No. 4347 to the Commission for approval.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0501 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 6/8/2018 **In control:** Programming and Allocations Committee

On agenda: 7/11/2018 **Final action:**

Title: MTC Resolution No. 4353. Approval of the FY2018-19 and FY2019-20 FTA Section 5311 Rural Transit Program of Projects.

Sponsors:

Indexes:

Code sections:

Attachments: [6l PAC 2i Reso-4353 Rural Transit Program of Projects.pdf](#)
[2i Reso-4353 Rural Transit Program of Projects.pdf](#)

Date	Ver.	Action By	Action	Result
7/11/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4353. Approval of the FY2018-19 and FY2019-20 FTA Section 5311 Rural Transit Program of Projects.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 11, 2018

Agenda Item 2i

MTC Resolution No. 4353

Subject: MTC Resolution No. 4353. Approval of the FY2018-19 and FY2019-20 FTA Section 5311 Rural Transit Program of Projects.

Background: The Federal Transit Administration (FTA) Rural Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in rural areas. MTC annually develops a regional Program of Projects for submittal to Caltrans. Caltrans then submits a statewide program to FTA for approval. MTC's objective is to program capital and operating funds to maintain needed transit services in the rural areas of the MTC region.

Funding Availability

Caltrans has provided FY2018-19 fund estimates for the 5311 program based on the apportionment amounts for FY2017-18. MTC staff developed fund estimates for FY2019-20 based on increases from FY2018-19 to FY2019-20 in the FAST Act authorization. The estimated amount of Rural Area funds available for the MTC region is approximately \$1.6 million in each fiscal year, or \$3.2 million over the two-year period. Should the actual regional apportionments be different than the amount estimated to be available, project sponsors will be notified and adjustments may be made in order to financially constrain the program.

Programming Process

MTC Resolution No. 4036, the FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria, states that the region's Section 5311 funds will be distributed to transit operators using a formula based on rural area population and rural area route miles. Consistent with the Funding Objectives and Criteria, MTC requires recipients to give the highest priority to the replacement of capital equipment. If recipients request funds for operations, they are required to submit documentation explaining why the funds are not needed for capital replacement. Furthermore, if an operator does not want to participate in the Section 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to the operator), then they are able to opt out of the program, and their share of the funds is then redistributed to other eligible operators.

Per the request of the Solano Transportation Authority (STA), MTC provides a target programming amount for all of Solano County, and STA works with the Solano County transit operators to determine individual shares.

Recommended Program of Projects

MTC conducted a call for projects in May of 2018. Some eligible operators did elect to opt out. Most operators who applied for funds are requesting operating rather than capital support, and submitted the required justification. Attachment A lists the amounts recommended for the FY2018-19 and FY2019-20 programs of projects.

Issues: None.

Recommendation: Refer MTC Resolution No. 4353 to the Commission for approval.

Attachments: Attachment A – Program Summaries
MTC Resolution No. 4353.

J:\COMMITTEE\PAC\2018 PAC Meetings\07 Jul'2018 PAC\2i_Reso-4353_FTA_5311_Program_Summary.docx

Attachment A Program Summaries

Proposed FY2018-19 Program of Projects

Sponsoring Agency	Project Title	Purpose	5311 Amount (\$)
County Connection	Rural Contra Costa County	Operating	52,524
Marin Transit	West Marin Stagecoach	Operating	215,087
NVTA	Northern Napa County	Operating	214,413
SamTrans	Coastside, Rt. 17	Operating	158,411
<i>Solano County</i>			
Dixon	Readi-Ride	Operating	203,235
Rio Vista	Delta Breeze	Operating	135,000
Rio Vista	Vehicle Replacements	Capital	75,000
Sonoma County Transit	Vehicle Replacements	Capital	490,750
VTA	Route 68	Operating	81,816
<i>Total</i>			<i>1,626,236</i>

Proposed FY2019-20 Program of Projects

Sponsoring Agency	Project Title	Purpose	5311 Amount (\$)
County Connection	Rural Contra Costa County	Operating	53,741
Marin Transit	West Marin Stagecoach	Operating	220,071
NVTA	Northern Napa County	Operating	219,381
SamTrans	Coastside, Rt. 17	Operating	162,082
<i>Solano County</i>			
Dixon	Readi-Ride	Operating	222,811
Dixon	SolanoExpress Bus Stop	Capital	50,000
Rio Vista	Delta Breeze	Operating	150,000
Sonoma County Transit	Vehicle Replacements	Capital	502,122
VTA	Route 68	Operating	83,711
<i>Total</i>			<i>1,663,920</i>

Date: July 25, 2018
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4353

This resolution adopts the FY2018-19 and FY2019-20 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Programs of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Rural Area Formula Program for FY2018-19

Attachment B - FTA Section 5311 Rural Area Formula Program for FY2019-20

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 11, 2018.

Date: July 25, 2018
W.I.: 1512
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY2018-19 and FY2019-20 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4353

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act) provides for a Federal Transit Administration (FTA) formula grant program for public transportation projects in rural areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, FY2018-19 and FY 2019-20 FTA Rural Area Formula (Section 5311) Programs of Projects for the San Francisco Bay Area, attached hereto as Attachments A, and B, respectively, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2018-19 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that MTC adopts the FY2019-20 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment B; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2018-19 and FY2019-20 Program of Projects as listed on Attachments A and B to match the actual FTA Rural Area Formula fund appropriation if needed; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to Caltrans, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION
COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, on July 25, 2018.

Federal Transit Administration
Section 5311 Rural Area Formula Program
FY2018-19

FY2018-19 Funding Available:

Estimated Apportionments	\$ 1,626,236
Prior Year Carryover:	\$ -
Total Funding Available:	\$ 1,626,236

FY 2018-19 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311 Program</u>	<u>Local Match</u>	<u>Total Project Cost</u>
County Connection	Operating Assistance (Rural Contra Costa County)	\$ 52,524	\$ 42,405	\$ 94,929
Marin Transit	Operating Assistance (West Marin Stagecoach)	\$ 215,087	\$ 173,648	\$ 388,735
NVTA	Operating Assistance (Northern Napa Co.)	\$ 214,413	\$ 173,103	\$ 387,516
SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 158,411	\$ 127,892	\$ 286,303
VTA	Operating Assistance (Rt. 68)	\$ 81,816	\$ 66,053	\$ 147,868
Rio Vista Delta Breeze	Operating Assistance	\$ 135,000	\$ 108,991	\$ 243,991
Rio Vista Delta Breeze	Transit Vehicle Replacement	\$ 75,000	\$ 9,717	\$ 84,717
City of Dixon	Operating Assistance (Readi-Ride)	\$ 203,235	\$ 164,079	\$ 367,314
Sonoma County Transit	Transit Vehicle Replacement	\$ 490,750	\$ 63,582	\$ 554,332
Total Programming		\$ 1,626,236	\$ 929,469	\$ 2,555,705
Total Available		\$ 1,626,236		
Available for Carryover		\$ 0		

Federal Transit Administration
Section 5311 Rural Area Formula Program
FY2019-20

FY2019-20 Funding Available:

Estimated Apportionments	\$ 1,663,920
Prior Year Carryover:	\$ -
Total Funding Available:	\$ 1,663,920

FY 2019-20 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311 Program</u>	<u>Local Match</u>	<u>Total Project Cost</u>
County Connection	Operating Assistance (Rural Contra Costa County)	\$ 53,741	\$ 43,387	\$ 97,129
Marin Transit	Operating Assistance (West Marin Stagecoach)	\$ 220,071	\$ 177,672	\$ 397,743
NVTA	Operating Assistance (Northern Napa Co.)	\$ 219,381	\$ 177,115	\$ 396,496
SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 162,082	\$ 130,855	\$ 292,937
VTA	Operating Assistance (Rt. 68)	\$ 83,711	\$ 67,583	\$ 151,295
City of Dixon	Solano Express Bus Stop (Transit Capital)	\$ 50,000	\$ 6,478	\$ 56,478
City of Dixon	Operating Assistance (Readi-Ride)	\$ 222,811	\$ 179,884	\$ 402,695
Rio Vista Delta Breeze	Operating Assistance	\$ 150,000	\$ 121,101	\$ 271,101
Sonoma County Transit	TBD	\$ 502,122	\$ 405,382	\$ 907,505
Total Programming		\$ 1,663,920	\$ 1,309,457	\$ 2,973,378
Total Available		\$ 1,663,920		
Available for Carryover		\$ (0)		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0595 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 7/3/2018 **In control:** Programming and Allocations Committee
On agenda: 7/11/2018 **Final action:**
Title: MTC Resolutions Nos. 4202, Revised, and 4356.

Agreement for the exchange of \$1.2 million in Santa Clara Valley Transportation Authority Measure funds with an equal amount of Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for the State Route 85 Transit Guideway Study.

Sponsors:

Indexes:

Code sections:

Attachments: [6m HANDOUT Combined Correspondence SR85 TransitGuidewayStudy.pdf](#)
[6m PAC 3c Reso-4202-4356 VTA SR85 Transit Guideway Study.pdf](#)
[3c Reso-4202-4356 VTA SR85 Transit Guideway Studyx.pdf](#)

Date	Ver.	Action By	Action	Result
7/11/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolutions Nos. 4202, Revised, and 4356.

Agreement for the exchange of \$1.2 million in Santa Clara Valley Transportation Authority Measure funds with an equal amount of Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for the State Route 85 Transit Guideway Study.

Presenter:

Anne Richman

Recommended Action:

Commission Approval

HANDOUT - COMMISSION AGENDA ITEM 6m



CITY OF MOUNTAIN VIEW

Office of the Mayor and City Council • 500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540
650-903-6305 • FAX 650-903-6039

July 23, 2018

Jake Mackenzie, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

STATE ROUTE 85 TRANSIT GUIDEWAY STUDY FUNDING (AGENDA ITEM 6M – MTC RESOLUTION NOS. 4202, REVISED, AND 4356)

Dear Chairperson Mackenzie:

On July 25, 2018, the Metropolitan Transportation Commission (MTC) will consider an agreement with the Santa Clara Valley Transportation Authority (VTA) to provide \$1.2 million in Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for the State Route (SR) 85 Transit Guideway Study. The City of Mountain View is in full support of this agreement and funding allocation and respectfully requests MTC approval.

SR 85 is a vital commute corridor connecting much of Santa Clara County's housing centers to major employment destinations. It is also one of the most congested highways in Silicon Valley, and a transit solution to move people along this corridor is a high priority. VTA's 2016 Measure B Program includes funding for the SR 85 Transit Guideway Study and next steps in implementing the transit solution identified by the Study. Unfortunately, the lawsuit against Measure B resulted in the Study being put on hold. The proposed agreement and funding allocation will allow the Study to proceed and ensure that the lawsuit will not delay identifying and eventually implementing a transit plan to provide commute options for the SR 85 corridor.

Thank you for your support to complete the SR 85 Transit Guideway Study.

Sincerely,

A handwritten signature in black ink, appearing to read "Leonard M. Siegel".

Leonard M. Siegel
Mayor

cc: Supervisor Dave Cortese, County of Santa Clara
CC, CM, PWD, APWD – Cameron



HANDOUT - COMMISSION AGENDA ITEM 6m

TOWN OF LOS GATOS

OFFICE OF THE MAYOR AND TOWN COUNCIL
(408) 354-6801
Council@LosGatosCA.gov

CIVIC CENTER
110 E. MAIN STREET
LOS GATOS, CA 95030

Rob Rennie, Mayor
Steve Leonardis, Vice Mayor
Marcia Jensen, Council Member
Marico Sayoc, Council Member
Barbara Spector, Council Member

July 23, 2018

Chair Jake Mackenzie and the
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

RE: MTC Agenda Item 6m: Funding the State Route 85 Corridor Study

Dear Chair Mackenzie and Commissioners,

The Town of Los Gatos encourages the Commission to approve the funding for the State Route 85 Corridor Study.

The Santa Clara County Valley Transportation Authority (VTA) has been working with local officials to identify viable transit options for the heavily congested State Route 85 corridor. Santa Clara County voters approved Measure B in November 2016, which established a sales tax for funding traffic relief and other transportation improvements. Measure B included the provision of \$350 million for projects to relieve congestion in this corridor and required that a Transit Guideway Study be prepared to form the basis for VTA's future infrastructure investments within the corridor. Subsequently, a lawsuit challenged the validity of Measure B and has delayed disbursement of these funds. VTA has prevailed in trial court and the challenger has appealed. As a result, VTA has requested the assistance of MTC to expedite initiation of the State Route 85 Transit Guideway Study by providing \$1.2 million in MTC discretionary funds now, to be repaid in full once the lawsuit is resolved and VTA is able to disburse funds.

MTC has Federal Surface Transportation Program/Congestion Management and Air Quality (STP/CMAQ) funds available and this short-term arrangement would enable the Study to move forward in a timely manner. Transportation projects take many years and the sooner the Study is complete, the sooner VTA can select the preferred improvements and encumber funds for these needed investments.



HANDOUT - COMMISSION AGENDA ITEM 6m

Page 2
MTC
July 20, 2018

For the reasons stated above, the Town of Los Gatos appreciates the Commission's approval of the funding request for the State Route 85 Corridor Study.

Sincerely,

A handwritten signature in black ink that reads "Rob Rennie". The signature is written in a cursive, slightly slanted style.

ROB RENNIE
Mayor

RR:jj

cc: Town Council
Scott Heminger, MTC
Nuria Fernandez, VTA

HANDOUT - COMMISSION AGENDA ITEM 6m



CITY OF CUPERTINO – OFFICE OF THE MAYOR

CITY HALL

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255

TELEPHONE: (408) 777-3195 • FAX: (408) 777-3366

dpaul@cupertino.org

The Honorable Jake Mackenzie, Chair
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

July 23, 2018

Subject: July 25, 2018 MTC Meeting Agenda Item 6m (Agreement in support of continuation of funding for State Route 85 Transit Guideway Study)

Dear Chair Mackenzie and Members of the Commission:

I write to strongly encourage you to adopt Resolution Nos. 4202, Revised, and 4356 – Agreement for the exchange of \$1.2 million in Santa Clara Valley Transportation Authority Measure funds with an equal amount of Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for the State Route 85 Transit Guideway Study.

Santa Clara Measure B, approved by the voters of Santa Clara on November 8, 2016, established a sales tax for funding traffic relief and other transportation improvements. The voters recognized the need for long-term congestion relief on the State Route 85 corridor by providing \$350 million within the sales tax measure for transit studies and improvements that would benefit communities and employers along the corridor. The Measure requires that a comprehensive Transit Guideway Study, including modern, state-of-the-art and forward-looking transit options, be prepared to form the basis for VTA's future infrastructure investments within the State Route 85 corridor. Cupertino and other cities have invested greatly in the process, through the Santa Clara Valley Transportation Authority's State Route (SR) 85 Corridor Policy Advisory Board. Advancing funds to continue the momentum that has been generated for the project, subject to being curbed by the pending Santa Clara County Measure B lawsuit, is of critical importance to beginning a process that will ultimately result in maintaining and growing the economic vitality in the south bay area by relieving congestion in this corridor.

Sincerely,

A handwritten signature in blue ink, appearing to read "Darcy Paul", is written over a light blue circular stamp or watermark.

Darcy Paul
Mayor
City of Cupertino

HANDOUT - COMMISSION AGENDA ITEM 6m

From: Debbie Bretschneider [mailto:debbieb@saratoga.ca.us]
Sent: Wednesday, July 25, 2018 8:33 AM
To: Kimberly Ward <KWard@bayareametro.gov>
Cc: Rosy Leyva <rleyva@bayareametro.gov>
Subject: Letter in support of State route 85 Transit Guideway Study
Importance: High

To Kim Ward,

The following letter of support is for today's (July 25, 2018) 10:00 a.m. meeting and is from the City of Saratoga Mayor.

Support for Agenda Item 6m: State Route 85 Transit Guideway Study

Dear Metropolitan Transportation Commission Chair Jake Mackenzie and fellow Commission Members,

I am writing to urge you to support funding for the State Route 85 Transit Guideway Study on the Metropolitan Transportation Commission (MTC) July 25, 2018 agenda (item 6m). State Route 85 serves as a critical link in Santa Clara County between the largest Silicon Valley employers and segments of the County that have become residential hubs, such as southern Santa Clara County. With the economic boom and increase in housing prices in recent years, State Route 85 corridor has seen an ever increasing number of vehicles.

The Transit Guideway Study serves as a critical step for improving traffic conditions on State Route 85. The study will assess different options for relieving congestion on State Route 85 and provide recommendations for the Valley Transportation Authority Board of Directors to consider in development of a transit improvement plan for the corridor.

The study was originally to be funded through 2016 Measure B funds. However, due to pending litigation on Measure B, the funding for the project has been placed on hold. MTC's support for the State Route 85 Transit Guideway Study will ensure that we do not lose momentum in improving this major thoroughfare and thereby the lives of countless commuters who rely on State Route 85 every day.

Sincerely,

Mary-Lynne Bernald, Mayor
City of Saratoga

Thank you,

Debbie Bretschneider
Executive Assistant to City Manager / Deputy City Clerk
City of Saratoga / City Manager's Office
13777 Fruitvale Ave, Saratoga, CA
408.868.1216
Debbieb@saratoga.ca.us

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 11, 2018

Agenda Item 3c

MTC Resolutions Nos. 4202 and 4356

- Subject:** Agreement for the exchange of \$1.2 million in Santa Clara Valley Transportation Authority (VTA) measure funds with an equal amount of Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds, for the State Route 85 Transit Guideway Study.
- Background:** Santa Clara Measure B, approved by the voters of Santa Clara on November 8, 2016, established a sales tax for funding traffic relief and other transportation improvements. The voters recognized the significance of State Route 85 by providing \$350 million within the sales tax measure for improvement projects to relieve congestion in the corridor. The Measure requires that a Transit Guideway Study be prepared to form the basis for VTA's future infrastructure investments within the State Route 85 corridor.
- Subsequent to approval by the voters, a lawsuit challenging the validity of Measure B was filed and has delayed disbursement of these funds. VTA has prevailed in trial court and the challenger has appealed.
- VTA has requested the assistance of MTC to expedite initiation of the State Route 85 Transit Guideway Study by providing \$1.2 million in MTC discretionary funds now, to be repaid in full once the lawsuit is resolved and VTA is able to disburse funds. MTC has STP/CMAQ funds available for such an exchange.
- Issues:** Repayment of Santa Clara Measure B funds by VTA is contingent upon a finding by the courts in VTA's favor. Under the terms of this agreement, VTA is not required to re-pay the advance if the courts ultimately rule against VTA. Of course if VTA loses the challenge to the Measure, the region would have much more significant problems to deal with than this \$1.2 million advance.
- Recommendation:** Refer MTC Resolution Nos. 4202 and 4356 to the Commission for approval. Because Resolution 4202 is proposed for revision under item 2e, it is included under that item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.
- Attachments:** MTC Resolution No. 4356
Letter from VTA
MTC Resolution No. 4202, Revised, can be found under Agenda Item 2e to this packet.

Date: July 25, 2018
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4356

Establishes conditions for the exchange of Santa Clara Valley Transportation Authority (VTA) unrestricted Measure funds with Surface Transportation Block Grant Program (STP) and /or Congestion Mitigation and Air Quality Improvement (CMAQ) funds. An agreement for the conditions of this exchange of funds between MTC and VTA is included.

The resolution includes the following attachments:

Attachment A – Funding Exchange Agreement

Further discussion of this action is contained in the Programming and Allocation summary sheet dated July 11, 2018.

Date: July 25, 2018
W.I.: 1515
Referred by: PAC

RE: Agreement to Exchange Santa Clara Valley Transportation Authority Measure funds with MTC Regional Discretionary Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4356

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, the Santa Clara Valley Transportation Authority (VTA) is the sponsoring agency for the State Route 85 (SR 85) Transit Guideway Study which will study one of the most congested stretches of highway in Silicon Valley; and

WHEREAS, the voters in Santa Clara County recognized the significance of SR 85 with the passage of Measure B in 2016, which provides \$350 million for improvements projects to relieve congestion in the corridor; and

WHEREAS, as required by the local sales tax measure, the SR 85 Transit Guideway Study will form the basis for VTA's future infrastructure investments within the corridor; and

WHEREAS, VTA has requested the assistance of MTC to expedite delivery of the SR 85 Transit Guideway Study by providing \$1.2 million in Surface Transportation Block Grant Program and /or Congestion Mitigation and Air Quality Improvement funds (STP/CMAQ) in fiscal year 2018-19, in exchange for Santa Clara Valley Transportation Authority Measure funds; and

WHEREAS, the VTA has agreed to repay MTC for the STP/CMAQ funds pursuant to the terms set forth in an agreement between MTC and VTA; and

WHEREAS, the agreement is substantially in the form set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the exchange of STP/CMAQ funds with VTA Measure funds for the purposes and within the maximum amount established, and subject to the conditions, set forth in Attachment A; and, be it further

RESOLVED, that the exchanged Measure funds shall be placed into an exchange account for programming to project(s) at the discretion of the Commission; and, be it further

RESOLVED, that MTC's Executive Director is authorized to execute Attachment A, and to make non-substantive changes or minor amendments as deemed appropriate: and, be it further

RESOLVED, that upon execution of Attachment A by the signatory agencies, MTC staff shall implement the exchange of the STP/CMAQ funds with VTA Measure Funds.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on July 25, 2018.

Agreement between the Metropolitan Transportation Commission and the Santa Clara Valley Transportation Authority for the exchange of MTC regional discretionary Surface Transportation Block Grant Program and/or Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds, for VTA Measure funds

This AGREEMENT is entered into on the first day of August 2018, by and between the SANTA CLARA VALLEY TRANSPORTATION AUTHORITY, (“VTA”), created under California Public Utility Code 180000 et seq. and the METROPOLITAN TRANSPORTATION COMMISSION (“MTC”), a regional transportation agency created under California Government Code Sections 66500 et seq.

RECITALS

- (1) As authorized by a ballot measure (“Measure B”) approved by the voters in the County of Santa Clara on November 8, 2016, VTA established a sales tax (the “Measure B Sales Tax”) to establish a source of funding for traffic relief and other transportation improvements.
- (2) The voters in Santa Clara County recognized the significance of State Route 85 (“SR85”) with the passage of Measure B in 2016, which provides \$350 million for improvement projects to relieve congestion in the corridor.
- (3) As required by the local sales tax measure, an SR85 Transit Guideway Study (“PROJECT”) is to be prepared to form the basis for VTA’s future infrastructure investments within the corridor.
- (4) VTA is the sponsoring agency for the PROJECT which is part of the SR85 corridor improvements projects to relieve congestion in the corridor.
- (5) The validity of Measure B was challenged in a lawsuit filed in Santa Clara County. VTA prevailed in the lawsuit at the trial court level; however, the challenger has appealed, delaying disbursement of these funds until the action results in a final, non-appealable judgment.
- (6) VTA has requested the assistance of MTC to expedite initiation of the PROJECT by providing \$1.2 million in MTC discretionary Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds (“STP/CMAQ FUNDS”) for PROJECT in fiscal year 2018-19 in exchange for repayment of the \$1.2 million from Measure B funds (“MEASURE FUNDS”) if and when the lawsuit challenging Measure B results in a final, non-appealable judgment in VTA’s favor and VTA is able to disburse the Measure B funds.
- (7) MTC, the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, is eligible to program and assign STP/CMAQ FUNDS, and has discretionary funding authority of the \$1.2 million in STP/CMAQ FUNDS.

- (8) VTA and MTC desire to proceed with this funding exchange immediately, as nothing in this Agreement adversely affects MTC's responsibility to program regional discretionary funds to other programmed projects in the Bay Area.
- (9) VTA and MTC mutually desire to specify the terms and conditions under which MTC is to provide \$1.2 million in STP/CMAQ FUNDS to VTA, in exchange for VTA's agreement to reimburse MTC the \$1.2 million of MEASURE FUNDS if and when those funds are available for disbursement.

Now, therefore, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

Section I

MTC AGREES:

- (1) To perform such actions and to deliver such documents as are necessary to complete the delivery of STP/CMAQ FUNDS to VTA in accordance with this Agreement.
- (2) Upon execution of this Agreement, to program a maximum total of \$1.2 million of MTC-apportioned federal STP/CMAQ FUNDS, including authorizing apportionment and obligation authority, to VTA for implementation of PROJECT contingent upon the availability of federal apportionment and obligation authority.

Section II

VTA AGREES:

- (1) To request federal authorization/obligation of entire amount of the STP/CMAQ FUNDS by January 31, 2019, and to meet all federal, state and regional project funding delivery requirements associated with STP/CMAQ FUNDS.
- (2) To repay MTC the \$1.2 million of STP/CMAQ funds using MEASURE FUNDS within six months after entry of a final, non-appealable judgment in favor of VTA in the lawsuit challenging the validity of the Measure.
- (3) VTA shall indemnify, defend, protect, hold harmless, and release MTC's officers, commissioners, agents, and employees, from and against any and all claims, loss, proceedings, damages, causes of action, liability, costs, or expense, arising from the negligence of VTA and its officers, commissioners, agents, and employees in the performance of this Agreement.

Section III

IT IS MUTUALLY AGREED:

- (1) The term of this Agreement shall commence on August 1, 2018. This Agreement shall terminate upon the earlier of (a) satisfaction of VTA's obligation to pay in full the amount to MTC under Section II, subsection (2) or (b) six months after entry of a final, non-appealable judgment finding that Measure B is invalid.
- (2) Nothing in this Agreement shall preclude VTA from making a payment in advance of the payment schedule.
- (3) Repayment of Santa Clara Measure B funds by VTA is contingent upon a final and non-appealable decision rendered by a court of competent jurisdiction finding that the Measure is valid. Under the terms of this agreement, VTA is not required to re-pay MTC the \$1.2 million advance of STP/CMAQ funds if the court decides, in a final and non-appealable decision, that Measure B is invalid.
- (4) This Agreement shall bind and benefit the parties hereto and their heirs, successors, and permitted assigns.
- (5) MTC and VTA agree to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of the Agreement.
- (6) This Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.
- (7) Unless and until notified otherwise in writing, MTA and VTA shall send or deliver all such written communications relating to this Agreement to the following address:

Marcella Rensi
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose CA 95134-1906
Marcella.rensi@vta.org

Ross McKeown
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
rmckeown@bayareametro.gov

- (8) This Agreement is the entire agreement among MTC and VTA relating to the subject matter of this Agreement. MTC and VTA acknowledge they have not relied upon any promise, representation or warranty not expressly set forth in this Agreement in executing this Agreement.
- (9) Should any part of this Agreement be declared unconstitutional, invalid, or beyond the authority of MTC or AVTA to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement which shall continue in full force and effect; provided that the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.
- (10) No waiver by either party of any default or breach of any covenant by the other party shall be implied from any omission to take action on account of such default if such default persists or is repeated and no express waiver shall affect any default other than the default specified in such waiver and then such waiver shall be operative only for the time and to the extent stated in such waiver. Waivers of any covenant, term or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term or condition. No waiver of any provision under this Agreement shall be effective unless in writing and signed by the waiving party.
- (11) MTC and VTA represent and warrant that they are authorized to execute this Agreement.
- (12) This Agreement may be executed in counterparts.

IN WITNESS WHEREOF, MTC and VTA have executed this Agreement as of the date first written above.

SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY

METROPOLITAN TRANSPORTATION
COMMISSION

Nuria I. Fernandez, General Manager

Steve Heminger, Executive Director

Approved as to form:

Counsel for Santa Clara VTA



June 14, 2018

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear Mr. Heminger,

I am writing to you to request regional support to advance VTA's State Route 85 Transit Guideway Study, which focuses on a vital commute corridor. One of the most congested stretches of highway in Silicon Valley, SR 85 connects much of Santa Clara County's housing centers to major employment destinations featuring internationally recognized technology companies. The voters in Santa Clara County recognized the significance of SR 85 with the passage of Measure B in 2016, which provides \$350 million for improvements projects to relieve congestion in the corridor. As required by that local sales tax measure, the SR 85 Transit Guideway Study will ultimately form the basis for VTA's future infrastructure investments here, and will explore options for a dedicated transit lane on SR 85. The study will evaluate fixed-route transit and express lanes expansion projects along the 13-mile stretch of unused median right-of-way along SR 85. The tax payers of our county should be commended for stepping up to contribute toward congestion solutions in our community, and we ask that the region assist these efforts.

A lawsuit challenging the validity of Measure B has delayed the disbursement of these funds. However, VTA and the cities along the SR 85 corridor are confident that the plaintiff's appeal of the lower court ruling upholding our position will be rejected. As we await a decision, VTA advanced 2000 Measure A local sales tax funding for the initial phase of the study in 2017. However, the appeals process is lengthy, VTA can dedicate no additional Measure A funding to this study, and its first phase has since been completed. Continued delays to the study effectively defer project implementation, and threaten potential sources of outside funding.

We respectfully request that MTC work with VTA to identify \$1.2 million in MTC discretionary funds to allow completion of the study, as the lawsuit proceeds through the judicial process. It is our sincere intent that the funds would be repaid in full, provided the courts findings are in VTA's favor and thus making Measure B funds available for use. Without these funds VTA will not be able to provide reimbursement.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads 'Nuria I. Fernandez'.

Nuria I. Fernandez
VTA's General Manager/CEO

State Route 85 Transit Guideway Study

2016 Measure B State Route 85 Category

2016 Measure B provides an estimated \$350 million for noise mitigation and transit and congestion relief projects including a new transit lane on State Route 85. The measure requires that VTA undertake a study of transportation alternatives (the SR 85 Transit Guideway Study) that would provide direction to a transit lane project.

2016 Measure B Lawsuit

VTA has been unable to spend any 2016 Measure B revenues on transportation projects due to a lawsuit that challenges the validity of the measure. Rather, revenues are accruing in an escrow account until the lawsuit is resolved. The Santa Clara County Superior Court dismissed the lawsuit in 2017, but the plaintiff subsequently appealed the dismissal. VTA anticipates a judgment from the State Appellate Court in fall 2018, but the plaintiff could appeal that decision to the State Supreme Court, further delaying the availability of 2016 Measure B funding to needed transportation improvements in Santa Clara County by a year or more.

Silicon Valley Express Lane Program Relevance

A potential right-of-way conflict exists between a potential median transit lane project and the planned expansion of express lanes on State Route 85. Both efforts could use the same unused median space on SR 85 between SR 87 and I-280. VTA has agreed to complete the SR 85 Transit Guideway Study prior to making a decision about how the median space will be used. As such, delays to the SR 85 Transit Guideway Study are potential delays to the express lanes program, which could delay the start of SR 85 express lane revenue collection or result in VTA missing windows of outside funding availability for the project.

SR 85 Transit Guideway Funding Advance

Given the relevance to the express lanes project and the eagerness of SR 85 Corridor cities to address congestion, VTA advanced \$600,000 in 2000 Measure A funds to start work on the first phase of the study while 2016 Measure B is under lawsuit. The first phase of work is now complete and study progress has effectively paused as VTA waits for Measure B or another source of funding to become available to continue work. The remaining phases include developing project alternatives and undertaking an alternatives analysis, which have an estimated cost of \$1.4 million and 8-12 month duration.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0477 **Version:** 1 **Name:**
Type: Senate Bill **Status:** Commission Approval
File created: 6/7/2018 **In control:** Legislation Committee
On agenda: 7/13/2018 **Final action:**
Title: Senate Bill 1 Repeal Initiative: Proposition 6

November 2018 statewide ballot measure, which would repeal the transportation funding increase authorized by SB 1 (Beall, 2017) as well as provide that any tax on motor vehicle fuel or vehicles themselves must be subject to a vote of the people.

Sponsors:

Indexes:

Code sections:

Attachments: [7a LEGIS 3a SB 1 Repeal Initiative - Prop 6.pdf](#)
[3a SB 1 Repeal Initiative - Prop 6.pdf](#)
[3a handout No on Proposition 6 Coalition List.pdf](#)

Date	Ver.	Action By	Action	Result
7/13/2018	1	Legislation Committee		

Subject:

Senate Bill 1 Repeal Initiative: Proposition 6

November 2018 statewide ballot measure, which would repeal the transportation funding increase authorized by SB 1 (Beall, 2017) as well as provide that any tax on motor vehicle fuel or vehicles themselves must be subject to a vote of the people.

Presenter:

Randy Rentschler

Recommended Action:

Oppose / Commission Approval

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 6, 2018

FR: Executive Director

RE: Senate Bill 1 Repeal Initiative: Proposition 6

Background

On June 25, 2018, the state's Attorney General determined that the SB 1 repeal initiative backed by GOP gubernatorial candidate John Cox has obtained enough valid signatures to qualify for the November ballot. The repeal initiative, now known as Proposition 6, would provide that any tax on motor vehicle fuel or vehicles themselves must be subject to a vote of the people and would apply retroactively to January 1, 2017, as shown in Attachment A. As a result, this measure would not only repeal SB 1, it would also set a very high bar for any future effort to raise revenue from transportation user fees.

Recommendation: Oppose

SB 1 Background

In April 2017, the Legislature enacted Senate Bill 1 (Beall), a landmark transportation funding bill that provides approximately \$5 billion per year in ongoing state funding for transportation after decades of underinvestment by the state. The primary goal of SB 1 is to restore the condition of the state highway and local road systems after decades of deferred maintenance, resulting in funding shortfalls of \$59 billion and \$78 billion, respectively. While state and local roadway maintenance receives the vast majority of SB 1 funds, the bill also provides vital new funding for enhanced travel options and congestion reduction, establishing a Corridor Mobility Improvement Program, a Trade Corridors Improvement Program, a Local Partnership Program (which rewards local jurisdictions with voter-approved funding for transportation), plus funding increases for the existing Transit and Intercity Rail Capital, State Transit Assistance and Active Transportation programs.

SB 1 is funded by adjustments to roadway user fees assessed on motor vehicle fuel and motor vehicles. Proposition 69, approved by 81 percent of voters in June 2018, added a provision to the California Constitution ensuring that all of the SB 1 funding sources are protected from diversion to non-transportation purposes. The new revenue measures contained in SB 1 are as follows:

- A 12-cent/gallon increase in the state's gasoline excise tax. This adjustment amounts to an inflation adjustment to restore the tax's purchasing power since its most recent adjustment in 1994.
- A Transportation Improvement Fee, an annual vehicle registration surcharge which varies based on the value of the vehicle and depreciates over time.
- A zero-emission vehicle registration surcharge of \$100 per year
- A 20-cent/gallon increase in the diesel excise tax
- A 4 percent rate increase in the sales tax on diesel fuel

Bay Area Impacts of SB 1 Repeal Would Affect All Modes and All Jurisdictions

Repeal of SB 1 would be felt by every Bay Area resident and visitor. Funding levels for the maintenance and rehabilitation of the state's highways and local roads was woefully insufficient prior to SB 1; without it pavement condition can be expected to deteriorate at an ever-accelerating pace. Public transit systems would face tighter budgets that could require cuts in service and delays to vehicle procurements and to urgent state of good repair priorities. Priority congestion relief and transit expansion projects also would be significantly delayed due to funding gaps arising from the loss of SB 1.

Local Road Funding

The greatest negative impact on the region's transportation system resulting from an SB 1 repeal likely would be the condition of our local roads, 22 percent of which already are classified as being in poor or failed condition. Regionwide, we currently have a pavement condition index (PCI) of 67, which is considered "fair." However, conditions vary widely by county as well as within each county depending on the type of road; overall, local roads in Napa and Sonoma counties are classified as "at risk," but a sizeable portion of them are deemed "failed," with PCIs below 25. Whether driving, riding the bus, cycling or walking, Bay Area residents should expect to notice significantly worse local road conditions if Proposition 6 passes. In PCI terms, staff estimates repeal could bring the region's PCI down to 58 percent and increase poor or failed conditions to 36 percent by 2027.

SB 1 distributes road repair funding to every city and county in the state by formula. Bay Area cities and counties are forecast to receive \$208 million from SB 1 in FY 2018-19, a 73 percent increase in their baseline state gas tax funding, as shown in Attachment B. These funds may be spent on road maintenance and rehabilitation, but are also eligible to be spent on safety projects, railroad grade separations, and complete streets components, including pedestrian and bicycle safety projects and traffic control devices. Cities and counties have already submitted specific plans to CTC for use of these funds. All such plans would be shelved in the event of a repeal.

Transit Funding

Bay Area transit riders also have a lot to lose from a repeal of SB 1. Thanks to its significant boost in State Transit Assistance (STA) funding, the Bay Area anticipates receiving \$156 million more in additional STA funds in FY 2018-19 – more than *double* the baseline STA program. Of this amount, \$118 million augments the existing STA program and can be used on any transit agency needs, whether it be increasing service, paying for rising fuel and labor costs, boosting safety measures or expanding the system. Another \$38 million is anticipated for the new SB 1 State of Good Repair transit program, which is limited to capital improvements such as replacing vehicles and upgrading facilities. Examples of transit projects that could be in jeopardy include

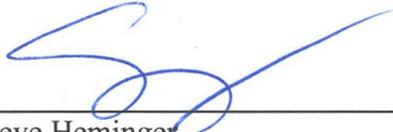
“quality of life” improvements at BART to improve the safety and cleanliness of stations, as well as the new transit fare discount program for low-income transit riders, known as the regional means-based fare program. Details of SB 1 transit operator funding shares are shown in Attachment C.

Congestion Relief Projects

In its first award of competitive funds from new SB 1 programs, the California Transportation Commission (CTC) awarded Bay Area projects \$660 million in funding, more than 25 percent of the statewide total. The region’s largest award was a \$233 million commitment to Caltrans and the Santa Clara Valley Transportation Authority (VTA) through the Solutions for Congested Corridors program to establish express lanes along both directions of U.S. 101 between State Route 237 in Mountain View through San Mateo County to Interstate 380 near San Francisco International Airport. The CTC also awarded Caltrans \$85 million through the Solutions for Congested Corridors program to complete the final Sonoma County portion of the multi-phase widening of U.S. 101 through the Marin-Sonoma Narrows. A complete list of Bay Area projects that were awarded competitive funding from SB 1 is included in Attachment D.

Summary

SB 1 offers the potential to greatly improve the condition of the Bay Area and state’s transportation system, with a fix-it-first emphasis on repairing our local roads and state highway system, but with funding for vital mobility and transit improvements as well. The bill includes strong accountability provisions requiring detailed reporting on how formula funds are spent at the local level. Finally, SB 1 provides for a sustainable and predictable funding stream that ensures the users of the transportation system help pay for it. Proposition 6 would likely require that transportation compete for funding as part of the annual state budget process with other General Fund programs, such as affordable housing, K-12 education, the University of California, social safety net programs, environmental protection and corrections. Staff requests your opposition to Proposition 6 so that we can help Bay Area residents understand what is at stake.



Steve Heminger

Attachments:

- Attachment A: Ballot Measure Text
- Attachment B: Local road funding
- Attachment C: Transit operator funding
- Attachment D: Bay Area competitive funding awards

SH:rl

J:\COMMITTEE\Legislation\Meeting Packets\Legis2018\07_LEGIS_Jul 2018\3ai_SB 1 Defense Memo.docx

Attachment A
Agenda Item 3a

17-0033 Amdt. # 1

BELL, MCANDREWS & HILTACHK, LLP
ATTORNEYS AND COUNSELORS AT LAW
455 CAPITOL MALL, SUITE 600
SACRAMENTO, CALIFORNIA 95814

(916) 442-7757
FAX (916) 442-7759
www.bmhlaw.com

RECEIVED

OCT 13 2017

INITIATIVE COORDINATOR
ATTORNEY GENERAL'S OFFICE

October 13, 2017

Initiative Coordinator
Office of the Attorney General
State of California
PO Box 994255
Sacramento, CA 94244-25550

Re: Amendment of Proposed Initiative No. 17-0033 "Voter Approval for Increases in Gas and Car Tax"

Dear Initiative Coordinator:

With this letter I submit an amendment to the above-referenced proposed statewide initiative measure in accordance with Elections Code section 9002. I am the proponent of the measure and a registered voter in the State of California. Please prepare a circulating title and summary of the measure using the amended language as provided by law.

Enclosed with this letter please find the text of the proposed measure as amended.

Thank you for your attention to processing my request.

Respectfully Submitted,



Thomas W. Hiltachk

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

SECTION 1. STATEMENT OF FINDINGS AND PURPOSES

- (a) California's taxes on gasoline and car ownership are among the highest in the nation.
- (b) These taxes have been raised without the consent of the people.
- (c) Therefore, the people hereby amend the Constitution to require voter approval of the recent increase in the gas and car tax enacted by Chapter 5 of the Statutes of 2017 and any future increases in the gas and car tax.

SECTION 2. VOTER APPROVAL FOR INCREASES IN GAS AND CAR TAX

Section 3.5 of Article XIII A of the California Constitution is added to read:

Sec. 3.5(a) Notwithstanding any other provision of law, the Legislature shall not impose, increase or extend any tax, as defined in section 3, on the sale, storage, use or consumption of motor vehicle gasoline or diesel fuel, or on the privilege of a resident of California to operate on the public highways a vehicle, or trailer coach, unless and until that proposed tax is submitted to the electorate and approved by a majority vote.

(b) This section does not apply to taxes on motor vehicle gasoline or diesel fuel, or on the privilege of operating a vehicle or trailer coach at the rates that were in effect on January 1, 2017. Any increase in the rate of such taxes imposed after January 1, 2017 shall cease to be imposed unless and until approved by the electorate as required by this section.



Current State Funding for Local Street & Roads, FY 2018-19

Senate Bill 1 (Beall) and Baseline Gas Tax

ALAMEDA COUNTY	BASELINE	SB 1	TOTAL
ALAMEDA	\$1,735,563	\$1,337,356	\$3,072,919
ALBANY	\$418,185	\$317,708	\$735,893
BERKELEY	\$2,628,715	\$2,028,555	\$4,657,270
DUBLIN	\$1,299,142	\$998,667	\$2,297,809
EMERYVILLE	\$263,375	\$198,341	\$461,716
FREMONT	\$5,009,521	\$3,876,204	\$8,885,725
HAYWARD	\$3,486,854	\$2,694,523	\$6,181,377
LIVERMORE	\$1,945,128	\$1,499,991	\$3,445,119
NEWARK	\$990,107	\$760,001	\$1,750,108
OAKLAND	\$9,201,038	\$7,129,074	\$16,330,112
PIEDMONT	\$251,064	\$188,787	\$439,851
PLEASANTON	\$1,649,064	\$1,270,227	\$2,919,291
SAN LEANDRO	\$1,915,505	\$1,477,001	\$3,392,506
UNION CITY	\$1,595,939	\$1,229,000	\$2,824,939
CITY TOTAL	\$32,389,200	\$25,005,435	\$57,394,635
COUNTY TOTAL	\$25,782,062	\$17,040,682	\$42,822,744
GRAND TOTAL	\$58,171,262	\$42,046,117	\$100,217,379

CONTRA COSTA COUNTY	BASELINE	SB 1	TOTAL
ANTIOCH	\$2,500,327	\$1,911,481	\$4,411,808
BRENTWOOD	\$1,340,666	\$1,021,573	\$2,362,239
CLAYTON	\$253,305	\$188,804	\$442,109
CONCORD	\$2,807,730	\$2,147,888	\$4,955,618
DANVILLE	\$954,069	\$725,416	\$1,679,485
EL CERRITO	\$545,019	\$411,608	\$956,627
HERCULES	\$569,407	\$429,594	\$999,001
LAFAYETTE	\$559,051	\$421,630	\$980,681
MARTINEZ	\$830,120	\$630,094	\$1,460,214
MORAGA	\$371,618	\$279,023	\$650,641
OAKLEY	\$907,161	\$689,342	\$1,596,503
ORINDA	\$420,766	\$316,821	\$737,587
PINOLE	\$421,636	\$317,490	\$739,126
PITTSBURG	\$1,531,321	\$1,168,195	\$2,699,516
PLEASANT HILL	\$764,828	\$579,881	\$1,344,709
RICHMOND	\$2,446,892	\$1,870,388	\$4,317,280
SAN PABLO	\$686,416	\$519,579	\$1,205,995
SAN RAMON	\$1,764,816	\$1,347,763	\$3,112,579
WALNUT CREEK	\$1,556,472	\$1,187,538	\$2,744,010
CITY TOTAL	\$21,231,620	\$16,164,108	\$37,395,728
COUNTY TOTAL	\$21,694,182	\$14,228,986	\$35,923,168
GRAND TOTAL	\$42,925,802	\$30,393,094	\$73,318,896

MARIN COUNTY	BASELINE	SB 1	TOTAL
BELVEDERE	\$53,476	\$36,342	\$89,818
CORTE MADERA	\$215,019	\$158,720	\$373,739
FAIRFAX	\$172,984	\$126,678	\$299,662
LARKSPUR	\$283,757	\$210,355	\$494,112
MILL VALLEY	\$335,077	\$249,474	\$584,551
NOVATO	\$1,209,065	\$912,262	\$2,121,327
ROSS	\$61,619	\$42,550	\$104,169
SAN ANSELMO	\$291,769	\$216,462	\$508,231
SAN RAFAEL	\$1,347,791	\$39,831	\$1,387,622
SAUSALITO	\$167,629	\$122,595	\$290,224
TIBURON	\$215,502	\$159,088	\$374,590
CITY TOTAL	\$4,353,688	\$2,274,357	\$6,628,045
COUNTY TOTAL	\$5,353,629	\$3,855,323	\$9,208,952
GRAND TOTAL	\$9,707,317	\$6,129,680	\$15,836,997

NAPA COUNTY	BASELINE	SB 1	TOTAL
AMERICAN CANYON	\$437,265	\$344,177	\$781,442
CALISTOGA	\$115,651	\$87,642	\$203,293
NAPA	\$1,687,830	\$1,349,068	\$3,036,898
SAINT HELENA	\$132,172	\$100,944	\$233,116
YOUNTVILLE	\$66,792	\$49,108	\$115,900
CITY TOTAL	\$2,439,710	\$1,930,939	\$4,370,649
COUNTY TOTAL	\$3,574,221	\$2,716,184	\$6,290,405
GRAND TOTAL	\$6,013,931	\$4,647,123	\$10,661,054

SAN FRANCISCO COUNTY	BASELINE	SB 1	TOTAL
SAN FRANCISCO CITY	\$17,962,184	\$14,627,591	\$32,589,775
SAN FRANCISCO COUNTY	\$10,248,706	\$8,009,281	\$18,257,987
GRAND TOTAL	\$28,210,890	\$22,636,872	\$50,847,762

SB 1 requires cities and counties to submit an annual report to the California Transportation Commission on how they plan to spend SB 1 local street and road funds. This unprecedented level of **transparency** and **accountability** will ensure Bay Area residents can find out exactly how SB 1 is being put to work to improve their communities. A list of reports submitted to date can be found here:

catc.ca.gov/programs/sb1/l srp/



SAN MATEO COUNTY	BASELINE	SB 1	TOTAL
ATHERTON	\$164,956	\$119,600	\$284,556
BELMONT	\$621,343	\$461,703	\$1,083,046
BRISBANE	\$110,279	\$79,008	\$189,287
BURLINGAME	\$677,853	\$504,437	\$1,182,290
COLMA	\$39,122	\$25,198	\$64,320
DALY CITY	\$2,432,879	\$1,828,591	\$4,261,470
EAST PALO ALTO	\$682,101	\$507,649	\$1,189,750
FOSTER CITY	\$745,935	\$555,921	\$1,301,856
HALF MOON BAY	\$286,388	\$210,673	\$497,061
HILLSBOROUGH	\$267,846	\$196,651	\$464,497
MENLO PARK	\$800,033	\$596,831	\$1,396,864
MILLBRAE	\$522,414	\$387,647	\$910,061
PACIFICA	\$854,330	\$637,891	\$1,492,221
PORTOLA VALLEY	\$109,947	\$78,757	\$188,704
REDWOOD CITY	\$1,906,304	\$1,432,277	\$3,338,581
SAN BRUNO	\$1,012,995	\$757,876	\$1,770,871
SAN CARLOS	\$659,334	\$490,432	\$1,149,766
SAN MATEO	\$2,303,199	\$1,730,525	\$4,033,724
SOUTH SAN FRANCISCO	\$1,460,466	\$1,095,127	\$2,555,593
WOODSIDE	\$132,166	\$94,804	\$226,970
CITY TOTAL	\$15,789,890	\$11,791,598	\$27,581,488
COUNTY TOTAL	\$14,749,139	\$9,733,147	\$24,482,286
GRAND TOTAL	\$30,539,029	\$21,524,745	\$52,063,774

SANTA CLARA COUNTY	BASELINE	SB 1	TOTAL
CAMPBELL	\$939,379	\$714,892	\$1,654,271
CUPERTINO	\$1,292,763	\$985,800	\$2,278,563
GILROY	\$1,227,976	\$935,922	\$2,163,898
LOS ALTOS	\$693,270	\$525,419	\$1,218,689
LOS ALTOS HILLS	\$194,446	\$144,464	\$338,910
LOS GATOS	\$691,358	\$523,946	\$1,215,304
MILPITAS	\$1,651,211	\$1,261,761	\$2,912,972
MONTE SERENO	\$81,889	\$58,579	\$140,468
MORGAN HILL	\$970,219	\$738,635	\$1,708,854
MOUNTAIN VIEW	\$1,735,276	\$1,326,480	\$3,061,756
PALO ALTO	\$1,505,185	\$1,149,338	\$2,654,523
SAN JOSE	\$22,759,595	\$17,503,003	\$40,262,598
SANTA CLARA	\$2,709,365	\$2,074,485	\$4,783,850
SARATOGA	\$675,167	\$511,481	\$1,186,648
SUNNYVALE	\$3,271,129	\$2,506,974	\$5,778,103
CITY TOTAL	\$40,398,228	\$30,961,179	\$71,359,407
COUNTY TOTAL	\$32,051,280	\$21,466,715	\$53,517,995
GRAND TOTAL	\$72,449,508	\$52,427,894	\$124,877,402

SOLANO COUNTY	BASELINE	SB 1	TOTAL
BENICIA	\$615,518	\$463,393	\$1,078,911
DIXON	\$430,170	\$322,894	\$753,064
FAIRFIELD	\$2,507,408	\$1,910,076	\$4,417,484
RIO VISTA	\$203,729	\$150,906	\$354,635
SUISUN CITY	\$650,454	\$490,164	\$1,140,618
VACAVILLE	\$2,162,078	\$1,647,367	\$3,809,445
VALLEJO	\$2,597,434	\$1,979,062	\$4,576,496
CITY TOTAL	\$9,166,791	\$6,963,862	\$16,130,653
COUNTY TOTAL	\$8,486,589	\$6,263,985	\$14,750,574
GRAND TOTAL	\$17,653,380	\$13,227,847	\$30,881,227

SONOMA COUNTY	BASELINE	SB 1	TOTAL
CLOVERDALE	\$201,214	\$149,434	\$350,648
COTATI	\$165,100	\$121,675	\$286,775
HEALDSBURG	\$264,668	\$197,438	\$462,106
PETALUMA	\$1,338,892	\$1,019,665	\$2,358,557
ROHNERT PARK	\$926,534	\$703,865	\$1,630,399
SANTA ROSA	\$3,863,442	\$2,958,202	\$6,821,644
SEBASTOPOL	\$171,783	\$126,812	\$298,595
SONOMA	\$247,014	\$183,868	\$430,882
WINDSOR	\$606,625	\$457,972	\$1,064,597
CITY TOTAL	\$7,785,272	\$5,918,931	\$13,704,203
COUNTY TOTAL	\$13,134,277	\$9,288,325	\$22,422,602
GRAND TOTAL	\$20,919,549	\$15,207,256	\$36,126,805

REGION	BASELINE	SB 1	TOTAL
CITY TOTAL	\$151,516,583	\$115,638,000	\$267,154,583
COUNTY TOTAL	\$135,074,085	\$92,602,628	\$227,676,713
GRAND TOTAL	\$286,590,668	\$208,240,628	\$494,831,296

STATEWIDE	BASELINE	SB 1	TOTAL
CITY TOTAL	\$721,704,709	\$551,931,000	\$1,273,635,709
COUNTY TOTAL	\$760,033,117	\$551,931,000	\$1,311,964,117
GRAND TOTAL	\$1,481,737,826	\$1,103,862,000	\$2,585,599,826

Source: League of California Cities & California State Association of Counties

For more information, contact Rebecca Long, Government Relations Manager, rlong@bayareametro.gov



Estimate of State Transit Assistance Revenue-Based Funding, Including SB 1 Contribution

	FY2017-18	FY2017-18	FY2018-19	FY2018-19
	SB 1 Contribution	Estimated Total	SB 1 Contribution	Estimated Total
AC Transit	\$4,827,836	\$14,483,509	\$9,950,810	\$19,901,620
Altamont Commuter Express (ACE)	\$102,168	\$306,505	\$210,582	\$421,165
BART	\$9,353,673	\$28,061,019	\$19,279,158	\$38,558,316
Caltrain	\$1,908,845	\$5,726,536	\$3,934,383	\$7,868,766
City of Dixon	\$1,592	\$4,776	\$3,281	\$6,562
City of Fairfield	\$40,278	\$120,835	\$83,019	\$166,038
City of Petaluma	\$10,052	\$30,157	\$20,719	\$41,438
City of Rio Vista	\$567	\$1,701	\$1,169	\$2,338
City of Santa Rosa	\$44,133	\$132,400	\$90,965	\$181,930
City of Union City	\$26,235	\$78,706	\$54,074	\$108,149
County Connection (CCCTA)	\$182,659	\$547,977	\$376,484	\$752,969
Golden Gate Transit	\$886,398	\$2,659,195	\$1,826,984	\$3,653,968
Marin Transit	\$314,411	\$943,233	\$648,043	\$1,296,086
SamTrans	\$1,879,680	\$5,639,040	\$3,874,269	\$7,748,539
San Francisco MTA	\$14,561,026	\$43,683,077	\$30,012,201	\$60,024,403
Santa Clara Valley Transit Authority (VTA)	\$6,638,048	\$19,914,144	\$13,681,895	\$27,363,791
Sonoma-Marín Area Rail Transit (SMART)	\$235,665	\$706,994	\$485,736	\$971,472
Solano County Transit	\$90,088	\$270,265	\$185,684	\$371,368
Sonoma County Transit	\$52,051	\$156,152	\$107,283	\$214,567
Tri Delta Transit (ECCCTA)	\$84,549	\$253,647	\$174,267	\$348,533
Vacaville City Coach	\$6,774	\$20,322	\$13,962	\$27,925
Vine Transit (Napa)	\$20,616	\$61,847	\$42,492	\$84,983
WestCat (WCCTA)	\$109,451	\$328,354	\$225,594	\$451,187
SF Bay Ferry (WETA)	\$424,996	\$1,274,988	\$875,973	\$1,751,945
Wheels (Livermore Amador Valley Transit)	\$85,289	\$255,866	\$175,791	\$351,583
REVENUE-BASED GRAND TOTAL	\$41,887,082	\$125,661,245	\$86,334,819	\$172,669,638
POPULATION-BASED FUNDS	\$15,708,094	\$47,124,283	\$32,376,461.17	\$64,752,922
GRAND TOTAL SF BAY AREA	\$57,595,176	\$172,785,528	\$118,711,280.02	\$237,422,560

SB 1 State of Good Repair Program Funding



	FY2017-18	FY2018-19
	Estimated Total (100% SB 1-Funded)	Estimated Total (100% SB 1-Funded)
AC Transit	\$3,149,541	\$3,149,541
Altamont Commuter Express (ACE)	\$66,652	\$66,652
BART	\$6,102,066	\$6,102,066
Caltrain	\$1,245,276	\$1,245,276
City of Dixon	\$1,039	\$1,039
City of Fairfield	\$26,276	\$26,276
City of Petaluma	\$6,558	\$6,558
City of Rio Vista	\$370	\$370
City of Santa Rosa	\$28,791	\$28,791
City of Union City	\$17,115	\$17,115
County Connection (CCCTA)	\$119,162	\$119,162
Golden Gate Transit	\$578,261	\$578,261
Marin Transit	\$205,113	\$205,113
SamTrans	\$1,226,249	\$1,226,249
San Francisco MTA	\$9,499,192	\$9,499,192
Santa Clara Valley Transit Authority (VTA)	\$4,330,471	\$4,330,471
SMART	\$153,741	\$153,741
Solano County Transit	\$58,771	\$58,771
Sonoma County Transit	\$33,956	\$33,956
Tri Delta Transit (ECCCTA)	\$55,157	\$55,157
Vacaville City Coach	\$4,419	\$4,419
Vine Transit (Napa)	\$13,449	\$13,449
WestCat (WCCTA)	\$71,403	\$71,403
Wheels (Livermore Amador Valley Transit)	\$55,640	\$55,640
SF Bay Ferry (WETA)	\$277,255	\$277,255
REVENUE-BASED GRAND TOTAL	\$27,325,923	\$27,325,923
POPULATION-BASED FUNDS	\$10,247,507	\$10,247,507
TOTAL SGR PROGRAM	\$37,573,430	\$37,573,430

SB1 Competitive Programs - Bay Area Projects (FY 2018–2021)*

Solutions for Congested Corridors (SCC)

Project	County	Sponsor	SCC Award
San Mateo US-101 Express Lanes / Santa Clara US-101 Express Lanes Phase 3	San Mateo / Santa Clara	Caltrans / VTA	\$233
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans	\$85
Total			\$318

Trade Corridor Enhancement Program (TCEP)

Project	County	Sponsor	SCC Award
Port of Oakland 7th Street Grade Separation (East)	Alameda	Port of Oakland	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	Port of Oakland	\$12
At-Grade Rail Crossing Improvements (Emeryville)	Alameda	Emeryville	\$4
Solano I-80/I-680/SR-12 Interchange (phase 2a)	Solano	Caltrans/STA	\$53
US-101 / SR 25 Interchange (design)	Santa Clara	VTA	\$4
Total			\$249

Local Partnership Program (LPP) Competitive Program

Project	Applicant	LPP Amount
Purchase Hybrid Buses	AC Transit	\$15
I-680/SR4 Interchange Improvements – Phase 3	CCTA	\$34
Complete Streets	San Pablo	\$3
Jefferson Street Improvements Phase II	SF PW	\$7
US-101 Managed Lanes	C/CAG, SMCTA	\$20
Mathilda Avenue Improvements at SR 237 and US-101	VTA	\$17
Total		\$96

Transit and Intercity Rail Capital Program (TIRCP)

Project	Sponsor	TIRCP	Multi-Year Funding Agreement*
Transbay Core Capacity Project	BART	\$144	\$174
SFTMA's Transit Capacity Expansion Program	SFMTA	\$27	
Purchase Zero Emission Buses to Support Transbay Tomorrow, Clean Corridors	AC Transit	\$14	
BART Silicon Valley Extension Phase 2	VTA	\$238	\$492
Caltrain Electrification – Full Fleet Conversion and Expansion	Caltrain	\$123	\$41
SamTrans US-101 Express Bus Pilot Project	SamTrans	\$15	
Northern California Corridor Enhancement Program	Capitol Corridor	\$80	
SMART Larkspur to Windsor Corridor Project	SMART	\$21	
Solano Regional Transit Improvements	STA, et al.	\$11	
Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program	LAVTA	\$21	
Total		\$695	\$707

*Funding extends beyond 2021 for the TIRCP multi-year funding agreement.

No on Proposition 6 Coalition List
Updated July 6, 2018

Infrastructure/Transportation Agencies and Operators

California Alliance for Jobs	Mendocino Transit Authority
Alameda Corridor – East Construction Authority (ACE)	Monterey-Salinas Transit District
American Council of Engineering Companies – California	Move LA
American Public Works Association – Southern California Chapter	Napa Valley Transportation Authority
American Society of Civil Engineers – California	Northern California Chapter, National Electrical Contractors Association (NECA)
Associated General Contractors – California	Peninsula Corridor Joint Powers Board (Caltrain)
Associated General Contractors – San Diego	Placer County Transportation Planning Agency
California Asphalt Pavement Association (CalAPA)	Riverside Transit Agency
The California Chapters of the American Public Works Association (APWA)	San Diego Metropolitan Transit System (MTS)
California Construction & Industrial Materials Association (CalCIMA)	San Joaquin Joint Powers Authority
Alameda-Contra Costa Transit District (AC Transit)	San Joaquin Regional Rail Commission
California Nevada Cement Association	San Joaquin Regional Transit District
California PATH	San Mateo County Transit District (SamTrans)
California Transit Association	San Mateo County Transportation Authority (TA)
Coastal Rail Santa Cruz	Santa Cruz County Regional Transportation Commission
El Dorado County Transportation Commission	Santa Cruz Metropolitan Transit District
Foothill Transit	Solano Transportation Authority
Fresno County Transportation Authority	Sonoma County Transportation Authority
Golden Gate Bridge, Highway and Transportation District	Sonoma-Marín Area Rail Transit District (SMART)
Golden State Gateway Coalition	Southern California Contractors Association
Intelligent Transportation Society of California	Southern California Partnership for Jobs
Lake Area Planning Council	Southwest Concrete Pavement Association
Los Angeles County Metropolitan Transportation Authority	Transportation Authority for Monterey County
	Transportation California
	United Contractors

Local Government

California State Association of Counties (CSAC)	California Contract Cities Association
League of California Cities	City/County Association of Governments of San Mateo County
California Association of Councils of Governments (CALCOG)	City of Alameda
	City of Albany

Local Government continued

City of Arcata
City of Artesia
City of Bell
City of Blue Lake
City of Brisbane
City of Burlingame
City of Carson
City of Cathedral City
City of Clayton
City of Cloverdale
City of Compton
City of Concord
City of Delano
City of Downey
City of Duarte
City of East Palo Alto
City of El Centro
City of El Cerrito
City of Fortuna
City of Hawaiian Gardens
City of Indian Wells
City of Ione
City of King City
City of Lathrop
City of Malibu
City of Manteca
City of Martinez
City of Modesto
City of Morgan Hill
City of National City
City of Norwalk
City of Pacifica
City of Palos Verdes Estates
City of Piedmont
City of Placerville
City of Pleasant Hill
City of Salinas
City of San Pablo
City of San Rafael
City of Santa Cruz
City of Santa Maria

City of Santa Monica
City of Scotts Valley
City of Soledad
City of Sonoma
City of South Gate
City of Stockton
City of Suisun City
City of Union City
City of Waterford
City of Willits
Contra Costa County Board of Supervisors
Gateway Cities Council of Governments
Humboldt County Association of
Governments
Imperial County Board of Supervisors
Lake County Board of Supervisors
League of California Cities Latino Caucus
Los Angeles County Division, League of
California Cities
Marin County Council of Mayors and
Councilmembers
Mendocino Council of Governments
Mono County Board of Supervisors
Monterey County Board of Supervisors
Peninsula Division, League of California
Cities
Rural County Representatives of California
Sacramento Area Council of Governments
San Benito County Board of Supervisors
San Joaquin Council of Governments
Sonoma County Mayors' and
Councilmembers' Association
Southern California Association of
Governments
Stanislaus Council of Governments
Town of Fairfax
Town of Portola Valley
Town of Yountville
Urban Counties of California
Ventura Council of Governments

Business

Bay Area Council
Business Council of San Joaquin County

CalAsian Chamber of Commerce
California Building Industry Association

Business continued

California Hispanic Chamber of Commerce
California Trucking Association
California Chamber of Commerce
Camarillo Chamber of Commerce
Chamber of Commerce Alliance of Ventura
and Santa Barbara Counties
Chamber of Commerce of the Santa Barbara
Region
East Bay Economic Development Alliance
East Bay Leadership Council
Fairfield-Suisun Chamber of Commerce
Flasher Barricade Association
Fremont Chamber of Commerce
Greater Los Angeles African American
Chamber of Commerce (GLAAACC)
Greater Merced Chamber of Commerce
Greater San Fernando Valley Chamber of
Commerce
Lake Tahoe South Shore Chamber of
Commerce
Latin Business Association
Los Angeles Area Chamber of Commerce

Los Angeles County Business Federation
(LA BizFed)
Northern California Engineering Contractors
Association
Orange County Business Council
Oxnard Chamber of Commerce
Regional Economic Association Leaders of
California (R.E.A.L. Coalition)
Ripon Chamber of Commerce
Sacramento Asian-Pacific Chamber of
Commerce
Sacramento Metro Chamber of Commerce
San Gabriel Valley Economic Partnership
San Rafael Chamber of Commerce
Santa Clara Chamber of Commerce
Santa Cruz Area Chamber of Commerce
Santa Cruz County Business Council
Silicon Valley Leadership Group
South Gate Chamber of Commerce
Traffic Management Inc.
Vacaville Chamber of Commerce

Businesses (individual)

AnchorCM
Brosamer & Wall, Inc.
BYD America
Chaudhary & Associates, Inc.
Compass Engineering Contractors, Inc.
Ghilotti Bros., Inc.
GILLIG LLC
Granite Construction Inc.
Griffith Company
Harris & Associates, Inc.
HNTB Corporation
HSG Safety Supplies, Inc.
Joseph J. Albanese, Inc.
Knife River Construction
MNS Engineers, Inc.
MuniServices, an Avenu company
NCE
Nossaman LLP

Pavement Recycling Systems, Inc.
Reliance Business Park
Rick Engineering Co.
Riley's Compliance Consulting
Royal Electric Company
Safety Striping Service, Inc.
Steelhead Constructors, Inc.
Surfa Slick, LLC
Teichert Construction
Teichert Materials
Tolar Manufacturing Company, Inc.
Towill, Inc.
Vintage Paving Company
Vulcan Materials Company
Way Sine LLC
Western Emulsions, Inc.
WKE, Inc.

Environment

California League of Conservation Voters
Climate Resolve
Environmental Defense Fund
Natural Resources Defense Council (NRDC)

Planning and Conservation League
Sierra Club California
TransForm

Political

Contra Costa Young Democrats

West Hollywood-Beverly Hills Democratic
Club

Public Interest

League of Women Voters of California
Breathe California Sacramento Region

Sonoma County Alliance

Public Safety

California Professional Firefighters
American Traffic Safety Services
Association – California Chapter

California Association of Highway
Patrolmen

Senior

Congress of California Seniors

California Alliance for Retired Americans

Social Justice

California League of United Latin American
Citizens (LULAC)

California State Conference NAACP



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0478 **Version:** 1 **Name:**

Type: Assembly Bill **Status:** Commission Approval

File created: 6/7/2018 **In control:** Legislation Committee

On agenda: 7/13/2018 **Final action:**

Title: Propositions 1 and 2: Affordable Housing and Homelessness Bonds - Support

November 2018 statewide ballot measures to approve \$6 billion in housing and homelessness bonds.

Sponsors:

Indexes:

Code sections:

Attachments: [7b LEGIS 3b Housing and Homelessness Bonds.pdf](#)
[3b Housing and Homelessness Bonds.pdf](#)

Date	Ver.	Action By	Action	Result
7/13/2018	1	Legislation Committee		

Subject:

Propositions 1 and 2: Affordable Housing and Homelessness Bonds - Support

November 2018 statewide ballot measures to approve \$6 billion in housing and homelessness bonds.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / Commission Approval

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3b

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 6, 2018

FR: Executive Director

W.I. 1131

RE: Propositions 1 and 2: Affordable Housing and Homelessness Bonds– Support

Background

This November, California voters will consider two bond measures, the Veterans and Affordable Housing Bond Act of 2018 and No Place Like Home Act of 2018, which would together provide \$6 billion for permanent supportive housing, affordable housing, veterans housing and housing-related infrastructure. These bond measures are described in more detail below.

Veterans and Affordable Housing Bond Act of 2018 (Proposition 1)

The Veterans and Affordable Housing Bond Act/Proposition 1 is a \$4 billion general obligation bond authorized by SB 3 (Beall, 2017) – a bill MTC supported – which was passed as part of the 2017 housing package. Similar to Proposition 46 (2002) and Proposition 1C (2006), bond proceeds would fund a range of affordable housing preservation and construction activities, including park and infrastructure investments to facilitate transit-oriented development and infill development. It would also subsidize veteran’s home loans. If approved, funds would be allocated to existing programs as follows:

- Multifamily Housing Program (\$1.5 billion)
- Cal-Vet Home Loan Program (\$1 billion)
- Local Housing Trust Fund Matching Grant Program (\$300 million)
- Infill Incentive Grant Program (\$300 million)
- Joe Serna, Jr. Farmworker Housing Grant Fund (\$300 million)
- CalHome Program (\$300 million)
- Transit-Oriented Development Implementation Program (\$150 million)
- Home Purchase Assistance Program (\$150 million)

No Place Like Home Act of 2018 (Proposition 2)

The No Place Like Home Act/Proposition 2 would approve \$2 billion in revenue bonds to finance the construction and rehabilitation of permanent supportive housing for homeless individuals with mental illnesses. The \$2 billion would be awarded through the existing Department of Housing and Community Development (HCD) No Place Like Home Program

(NPLH), with \$1.8 billion reserved for a county competitive grant program. The remaining \$200 million would be available to counties based on each county's share of the state's homeless population or in the amount of \$500,000, whichever is greater. Bonds would be funded from Proposition 63 Mental Health Services Act (MHSA) revenues.

Although the NPLH program and issuance of bonds were authorized by the Legislature in 2016, legal challenges regarding whether or not the program is a valid use of MHSA revenues have tied up the funds. This ballot measure, if approved by the voters, would affirm the use of MHSA revenues for the No Place Like Home Program.

Recommendation: Support Proposition 1 and Proposition 2

Discussion

Like many areas throughout the state, high housing costs in the Bay Area are driving workers further and further away from job centers, degrading their quality of life and hindering our efforts to achieve state climate goals. With San Francisco and East Bay rental rates and housing prices reaching historical highs and homelessness affecting increasing numbers of Bay Area residents, the need for more affordable housing in the region could not be more apparent.

Propositions 1 and 2 would augment the \$500 million in homelessness funding set aside in the fiscal year 2018-19 Budget and the ongoing state housing revenue stream authorized by SB 2 (Atkins, 2017), which was also part of the 2017 housing package. SB 2 is expected to generate \$250 million annually through a new document recording fee. The Bay Area has also increased investments in homelessness and affordable housing in recent years through voter approval of more than \$1.5 billion in housing bonds in 2016. These recent actions to reinvest in affordable housing and homelessness follow years of steep cuts in state and federal support.

Propositions 1 and 2, though not a panacea, would invest in critical infrastructure to help localities address immediate homelessness and housing needs while also providing funding for longer-term solutions, including the preservation and construction of more affordable housing. Consistent with our MTC/ABAG 2018 Joint Advocacy Program, staff recommends a support position on both propositions.



Steve Heminger

SH:ggd

J:\COMMITTEE\Legislation\Meeting Packets\Legis2018\07_LEGIS_Jul 2018\3b_Housing and Homelessness Bonds.docx



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0532 **Version:** 1 **Name:**
Type: Senate Bill **Status:** Commission Approval
File created: 6/18/2018 **In control:** Legislation Committee
On agenda: 7/13/2018 **Final action:**
Title: SB 1376 (Hill): Transportation Network Companies: Accessibility - Support

SB 1376 would require the California Public Utilities Commission (CPUC) to adopt regulations requiring that transportation network company (TNC) services be fully accessible to persons with disabilities, including wheelchair users. The bill would also require that TNCs unable to meet this standard pay a fee that would fund alternative on-demand accessible services.

Sponsors:

Indexes:

Code sections:

Attachments: [7c LEGIS 3c SB 1376 TNC Accessibility.pdf](#)
[3c SB 1376 TNC Accessibility.pdf](#)
[3c handout 2018 07 Policy Advisory Council Recommendations SB1376.pdf](#)

Date	Ver.	Action By	Action	Result
7/13/2018	1	Legislation Committee		

Subject:

SB 1376 (Hill): Transportation Network Companies: Accessibility - Support

SB 1376 would require the California Public Utilities Commission (CPUC) to adopt regulations requiring that transportation network company (TNC) services be fully accessible to persons with disabilities, including wheelchair users. The bill would also require that TNCs unable to meet this standard pay a fee that would fund alternative on-demand accessible services.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / Commission Approval

Attachments:



COMMISSION AGENDA ITEM 7c

METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3c
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 6, 2018

FR: Executive Director

RE: SB 1376 (Hill): Transportation Network Companies: Accessibility – Support

Background

Senate Bill 1376 (Hill) would direct the California Public Utilities Commission (CPUC) to adopt regulations by January 1, 2020 requiring that transportation network company (TNC) services be fully accessible to persons with disabilities, including wheelchair users, and that TNCs unable to meet this accessibility standard be subject to a fee assessed by the CPUC. Fee revenues would be administered by CPUC on a competitive basis to fund on-demand accessible transportation programs or partnerships to serve persons with disabilities, including users who need a wheelchair accessible vehicle (WAV). Revenues would be required to be used in the counties in which the fees were generated. The bill would also require that CPUC conduct workshops and consult with stakeholders, including disability rights organizations, TNCs, local governments and transportation providers in developing the regulations.

TNCs have provided new mobility options for Californians with a range of disabilities, including persons who are deaf, blind, hard-of-hearing or low-vision individuals. However, according to Disability Rights California other persons with disabilities, especially those who rely on WAVs, have largely been excluded from the benefits of TNCs.

Existing state law and the Americans with Disabilities Act (ADA) provide that individuals with disabilities are entitled to full and equal access to transportation services, whether public, private or otherwise provided. CPUC verifies ADA compliance for most commission-regulated transportation services during the licensing process. However, accessibility requirements for TNCs – which are still a relatively new industry under CPUC's jurisdiction – are unclear. Since 2013, disability access has been on a list of issues for CPUC to consider through their multi-phase proceeding on TNCs but it has not been addressed thus far. In the meantime, TNCs continue to provide transportation services in California in a manner that may be inaccessible for certain individuals with disabilities.

Recommendation: Support

Discussion

Over the last decade, TNCs have improved mobility for a wide range of Bay Area residents. However, it is widely recognized that TNCs today are largely inaccessible for individuals who require a WAV. SB 1376 would elevate this issue by setting a deadline for CPUC to adopt regulations requiring that TNC services be accessible to persons with disabilities, including

wheelchair users. We are encouraged by this sense of urgency, given reports from San Francisco and around the country of recent declines in wheelchair accessible ramp taxi services – an important mobility option for wheelchair users – as taxi companies struggle to compete with TNCs.

We also support the bill's balanced approach of directing the CPUC to give TNCs the option to either provide accessible service directly or pay a fee that would fund alternative on-demand wheelchair accessible services. Though it may be challenging to ensure that WAVs are accessible through a TNC platform (since TNC rides are provided by drivers using their own personal vehicles), the fee option would support accessible on-demand programs and partnerships, with the end result of equal access.

For the reasons listed above, staff recommends a support position on SB 1376.

Known Positions

Support

Association of Regional Center Agencies
Center for Independent Living
California Transit Association
City and County of San Francisco
Disability Rights California
Disability Rights Education & Defense Fund
Independent Living Center of Southern California
Independent Living Resource Center San Francisco
Marin Transit
Placer Independent Resources Services
San Francisco Municipal Transportation Agency
San Francisco Mayor's Office of Disability
San Francisco Paratransit Coordinating Council
San Mateo County Transit District
Senior and Disability Action
The Arc California
United Cerebral Palsy California Collaboration

Opposition

None on file



Steve Heminger

SH:ggd

J:\COMMITTEE\Legislation\Meeting Packets\Legis2018\07_LEGIS_Jul 2018\3c_SB 1376_TNC Accessibility.docx



METROPOLITAN
TRANSPORTATION
COMMISSION

Handout
Agenda Item 3c

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee
FR: MTC Policy Advisory Council
RE: Senate Bill 1376 (Hill): Transportation Network Companies: Accessibility

DATE: July 12, 2018
W.I. 1114

On Wednesday, July 11, 2018, the MTC Policy Advisory Council adopted a support position on Senate Bill 1376 (Hill) and urges MTC to support the bill when it comes before the Commission in July.

Background

Senate Bill 1376 (Hill) would direct the California Public Utilities Commission (CPUC) to adopt regulations by January 1, 2020 requiring that transportation network company (TNC) services be fully accessible to persons with disabilities, including wheelchair users. The bill would also require the CPUC to conduct workshops with stakeholders in order to determine community demand, transportation provider supply, and educational outreach objectives and to develop programs for on-demand services, service alternatives, and partnerships.

While acknowledging that ongoing litigation may affect the final bill, the Council noted that SB 1376 is in accord with the Council's expectation that access to transit mobility be extended to all Bay Area residents. As such, the Policy Advisory Council voted to recommend that MTC's Legislation Committee approve a support position on SB 1376.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0509 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 6/11/2018 **In control:** Planning Committee
On agenda: 7/13/2018 **Final action:**
Title: Diesel Free by '33 Statement of Purpose

Approval of Diesel Free by 2033 Memorandum of Understanding (MOU). The purpose of this MOU is to reduce diesel emissions in communities from stationary and mobile sources to zero by December 31, 2033.

Sponsors:

Indexes:

Code sections:

Attachments: [8a PLNG 5a Diesel Free Pledge.pdf](#)
[5a Diesel Free Pledge.pdf](#)
[5a Handout-Air District Diesel Free by 33 TechAssessmentReport.pdf](#)

Date	Ver.	Action By	Action	Result
7/13/2018	1	Planning Committee		

Subject:

Diesel Free by '33 Statement of Purpose

Approval of Diesel Free by 2033 Memorandum of Understanding (MOU). The purpose of this MOU is to reduce diesel emissions in communities from stationary and mobile sources to zero by December 31, 2033.

Presenter:

Krute Sing, MTC and
Abby Young, Bay Area Air Quality Management District

Recommended Action:

Commission Approval

Attachments:

COMMISSION AGENDA ITEM 8a



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Planning Committee
FR: Executive Director
RE: Diesel Free by '33 Statement of Purpose

DATE: July 6, 2018

Summary

Two of the key objectives of Plan Bay Area 2040 were climate protection and healthy and safe communities. Staff has been working closely with the Bay Area Air Quality Management District on these objectives and proposes that we support the Diesel Free by '33 *Statement of Purpose*.

Background

Governor Jerry Brown announced in 2017 that he would be hosting a Governor's Climate Summit this year in September. The Bay Area Air Quality Management District responded to the call for speakers, affiliated events, and sessions by proposing an affiliated event at the Bay Area Metro Center. The theme of the proposed event is "Diesel Free by 33," a call for the 101 cities throughout the Bay Area and cities beyond to commit to going diesel free in their cities by 2033. MTC/ABAG staff is working with the Air District, and planning has begun on this event during the summit week, September 10 -14, 2018.

Approach

The Air District is currently seeking commitments to sign on to the Diesel Free by '33 *Statement of Purpose* which joins signers together on a path to reduce and eliminate diesel emissions by '33 and embark on a collaborative process to share solutions and ideas. The Air District is developing a website where interested parties can review the *Statement of Purpose*, get additional information, and sign electronically.

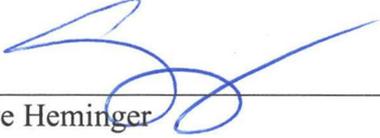
Staff recommends the committee refer to the Commission and authorize the Chair to sign the Bay Area Air Quality Management District's Diesel Free by '33 *Statement of Purpose* on behalf of MTC. The ABAG Executive Board will consider similar approval and authorization of the *Statement of Purpose* at its July 19th meeting. In addition, staff will develop implementation actions including:

- Promoting purchase of zero emission buses (ZEBs), recognizing the:
 - o Limited funding availability for buses and supportive ZEB infrastructure (chargers, fueling), though efforts will be made to secure additional funding
 - o Implementation requirements specified by the Innovative Clean Transit (ICT) regulation recently unveiled by the California Air Resources Board (CARB)
 - o Impact on fleets by automated technology in 2033
- Encouraging cities to sign the *Statement of Purpose* in connection to climate action planning efforts:
 - o Many cities address diesel emission reduction by planning to transition their municipal fleet or stationary sources to cleaner fuels in their climate action plans. These cities could consider signing the Diesel Free *Statement of Purpose* highlighting their diesel free actions
 - o Cities developing climate action plans could consider signing the *Statement of Purpose* by committing to eliminate their diesel use (mobile, stationary) by 2033

Next Steps

Staff will report back to the Commission on progress toward conversion to ZEBs, and will work with partner agencies, including the Air District, to provide technical assistance and funding as additional information becomes available.

Air District staff will review the *Statement of Purpose* with the Executive Committee at its July 23, 2018 meeting and will ask the full Board to adopt it at its August meeting.



Steve Heminger

Attachment:

- Attachment A: Diesel Free By 2033 Statement Of Purpose
- Presentation

SH:KS

J:\COMMITTE\Planning Committee\2018\07_PLNG_Jul 2018\5ai_Diesel Free Pledge_v2.docx

DIESEL FREE BY 2033
STATEMENT OF PURPOSE

The intention of this *Statement of Purpose* is to establish a goal to reduce diesel emissions in local communities throughout California and beyond. The need for this action is immediate. Diesel exhaust takes a tremendous toll on both the global climate and public health.

By signing the *Statement of Purpose*, mayors, city and county governments, industry and businesses leaders will join the Bay Area Air Quality Management District and the Metropolitan Transportation Commission to showcase our collective leadership to identify and adopt innovative solutions to eliminate diesel emissions and black carbon from our communities.

Diesel exhaust causes significant public health effects and accelerates climate change. The California Air Resources Board estimates that on-road diesel and off-road mobile engines comprise 54 percent of the State of California's total black carbon emissions, a short-lived climate pollutant that is contributing significantly to global climate change. Diesel air pollution is highly toxic and can have an immediate impact on the health of residents in communities where emissions are most concentrated. The impacts will fall most heavily on communities and populations already significantly impacted by air pollution, environmental hazards, and economic inequality.

The signatories may each develop their own individual strategies to achieve the goal of reaching zero diesel emissions in their communities. Signatories to this agreement express their intent to:

1. Collaborate and coordinate on ordinances, policies, and procurement practices that will reduce diesel emissions to zero within their jurisdictions, communities or companies;
2. Share and promote effective financing mechanisms domestically and internationally to the extent feasible that allow for the purchase of zero emissions equipment;
3. Share information and assessments regarding zero emissions technology;
4. Build capacity for action and technology adaptation through technology transfer and sharing expertise; and
5. Use policies and incentives that assist the private sector as it moves to diesel-free fleets and buildings.
6. Periodic reporting to all signers of progress towards the zero diesel emissions goal.

This *Statement of Purpose* is intended to accelerate action toward meaningful progress in support of all climate protection agreements. It is not the intent of the signatories to create through this *Statement of Purpose* any legally binding obligation. For purposes of this *Statement*, "diesel emissions" and "diesel exhaust" means emissions or exhaust emitted from the combustion of petroleum-based diesel fuel.

Signatories are committing to develop an implementation strategy to reduce diesel emissions in their jurisdictions, share solutions, and report progress. Together, we will forge a path toward a cleaner, healthier future by reducing diesel emissions in our communities, states, and beyond.

A scenic view of the Golden Gate Bridge in San Francisco, California, stretching across the water under a blue sky with light clouds. The bridge's red-orange towers and suspension cables are prominent. The foreground shows a grassy hillside.

Governor's Global Climate Action Summit

BAAQMD Affiliated Event Diesel Free Statement of Purpose

Planning Committee

July 13, 2018

Abby Young, Air District
Krute Singa, MTC/ABAG



Governor's Global Climate Action Summit

Governor's purpose:

- Event: September 12-14 in San Francisco
- Importance of city, county and state leadership and action in achieving int'l climate goals
- Inspire public commitments, calls to action by government leaders, businesses and organizations
- Showcase innovative solutions to reducing GHG emissions

What the event will look like:

- 15,000 attendees from government, business and civil society
- Main venue at Moscone Center
- “Affiliate” events” throughout SF, Bay Area and beyond



BAAQMD Affiliated Forum

Bay Area Climate Leadership Forum

- High profile, local govt. focused event at 375 Beale
- Audience:
 - Mayors, elected officials from Bay Area and beyond
 - Regional business, civic affiliations, community leaders
- Focus-Bay Area climate innovation and leadership
- Public release of pledge to go diesel-free
- Goal: drive momentum toward region-wide diesel free solutions as catalyst promoting further action



Forum Agenda

- Opening “Mayors Roundtable”
 - Bay Area, California and international mayors
- Pledge presentation, signing, media event
- Community-based solutions
 - Business leaders, NGO’s
- Inspiring, high profile keynote speakers
- Afternoon reception

7.4



Diesel-free by 33

*The **Diesel-free by 33** Statement of Purpose and Leadership Forum provide a perfect intersection between climate protection and reducing community exposure*

- Meets Governor's priorities:
 - Significant, public commitment to climate protection
 - Advances objectives of AB 617
- Achieves Air District's goals
 - Reduces an important source of GHG emissions (black carbon)
 - Reduces community exposure to particulate matter



Diesel-free by 33

Proposed MTC/ABAG Actions for the Diesel Free by '33 *Statement of Purpose*:

Promoting purchase of zero emission buses (ZEBs), recognizing the:

- ◆ Limited funding availability for buses and supportive ZEB infrastructure (chargers, fueling), though efforts will be made to secure funding
- ◆ Implementation requirements specified by the Innovative Clean Transit (ICT) regulation recently unveiled by California Air Resources Board (CARB)
- ◆ Impact on fleets by automated technology in 2033

Encouraging cities to sign the pledge in connection to climate action planning efforts:

- ◆ Many cities address diesel emission reduction by planning to transition their municipal fleet or stationary sources to cleaner fuels in their climate action plans. These cities could consider signing the Diesel Free *Statement of Purpose* highlighting their diesel free actions
- ◆ Cities developing climate action plans could consider signing the *Statement of Purpose* by committing to eliminate their diesel use (mobile, stationary) by 2033



Diesel-free by 33

Recommendation

Refer the Diesel Free by '33 Statement of Purpose to the:

- Commission to authorize the Chair to sign on behalf of MTC

Summary of Available Zero-Emission Technologies and Funding Opportunities



Prepared by the Bay Area Air Quality Management District



June 2018

Table of Contents

Availability of Zero-Emission Technologies	3
Buses	3
Light Duty Vehicles.....	4
Medium- and Heavy-Duty Trucks	4
Transport Refrigeration Units	5
Mobile Cargo Handling Equipment.....	5
Construction & Earthmoving Equipment.....	6
Locomotives	6
Ocean-Going Vessels.....	7
Commercial Harbor Craft.....	7
Stationary Engines	8
Upcoming California Regulations Requiring Zero Emissions Technology.....	9
Commitments to Adopt Zero-Emission Technologies and Reduce Petroleum Consumption Around the World	9
Attachment A: Funding Opportunities for Zero-Emission Vehicles and Fueling Infrastructure	11
Attachment B: Financing Opportunities for Zero-Emission Alternatives to Stationary Diesel Engines ..	14
Attachment C: Zero-Emission Trucks and Buses Available in California Eligible for Hybrid Voucher (HVIP) funding from Air Resources Board.....	16
Attachment D: Availability of Mobile Source Zero-Emission Technologies.....	18

Availability of Zero-Emission Technologies

The Bay Area Air Quality Management District (BAAQMD) recently assessed options for replacing diesel combustion vehicles and equipment with zero-emission technologies to help the San Francisco Bay Area region and other communities achieve the goal of “Diesel Free by 2033.” This document provides a summary of the status of these technologies based on a literature review and BAAQMD staff’s knowledge. Technology assessment reports from the California Air Resources Board (ARB) and the National Renewable Energy Laboratory are the primary sources of information used in this assessment¹.

Table 1 summarizes the status of zero-emission technologies for categories of equipment and vehicles that account for significant air pollution and greenhouse gases generated in the region. A technology readiness level of “commercially available” is assigned to categories that are readily available for purchase and have comparable costs to conventional technologies with or without incentives, “early commercialization” is assigned to technologies that are commercially available but have higher capital costs than similar conventional technologies due to low sales volumes, “demonstration phase” is a description of technologies that as of 2018 are being tested in very small quantities² and that may reach early or full commercialization level by 2033, and “not yet available” refers to categories of equipment and vehicles that have not yet been demonstrated and it is unknown when they will be commercialized.

Table 1: Summary of status of zero-emission technologies

Technology Readiness Level	Vehicle / Equipment Category
Commercially Available	Light-duty cars/SUVs
	Buses
	Cargo handling equipment
	Locomotives - switchers/yard goats
	Ocean going vessels (at berth)
	Transportation refrigeration units
	Medium-duty trucks
	Batteries for emergency or backup power (~5kW or shorter load durations)
	Fuel cell systems for emergency or backup power (~5-20kW)
Early Commercialization	Small construction equipment
	Batteries for emergency or backup power (>5kW)
Demonstration	Heavy-duty trucks
	Cargo handling equipment (container top/side picks)
Not Yet Available	Commercial harbor craft
	Large construction equipment
	Locomotive - line haul
	Ocean going vessels (at sea)

Buses

Buses are typically 35 to 45 ft. in length (or longer) and are primarily used to transport passengers³. Buses can range in size from small shuttles with



¹ <https://www.arb.ca.gov/msprog/tech/tech.htm>, <https://www.nrel.gov/docs/fy14osti/60732.pdf>

² https://www.arb.ca.gov/msprog/tech/techreport/ta_overview_v_4_3_2015_final_pdf.pdf

³ <https://law.justia.com/codes/california/2017/code-veh/division-1/section-233/>

seating for 10 to 20 passengers, to school and transit buses that can seat 40 to 80 passengers, to articulated and double-decker buses that can carry over 200 passengers. In the Bay Area, most buses are propelled by an internal combustion engine (ICE) that burns diesel or compressed natural gas, or as a hybrid that operates on a combination of diesel fuel and batteries.

Battery electric buses are commercially available for use as transit, school, and shuttle buses^{4,5,6}. Recent advancements in battery and wireless inductive charging technologies are also making wide adoption of battery electric buses more feasible and cost-effective. Other zero-emission bus technologies, including hydrogen fuel cells, are actively being tested and demonstrated in the Bay Area⁷.⁸ Many Bay Area transit agencies have started to test or deploy zero-emission buses, such as the San Francisco Municipal Transportation Agency and San Mateo County Transit District, or SamTrans, who have committed to fully electrify bus fleets by 2035 and 2033, respectively^{9,10}.

Light Duty Vehicles

Light-duty vehicles include motorcycles and four-wheeled passenger cars, i.e., sedans, crossovers, hatchbacks, vans, SUVs, and light-duty trucks that have a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or less¹¹. In the Bay Area, there are nearly six-million light-duty vehicles registered with more than 100,000 of these being zero-or near zero emissions. As of 2018, fully zero-emission battery electric cars are commercially available and the full lifecycle cost of ownership is nearly the same as conventional equivalent vehicles¹². Multiple manufacturers (e.g., General Motors, Nissan, Tesla, Toyota, Volkswagen) offer at least one vehicle model, and more models are expected to come into the market in the coming years¹³. Light-duty hydrogen fuel cell cars, fully electric vans, and light-duty trucks are in the early commercialization stage but are expected to be commercially available within the next few years^{14,15,16,17}.



Medium- and Heavy-Duty Trucks

Medium- and heavy-duty trucks are large motor vehicles that are primarily used to transport goods and equipment. Medium-duty trucks range in GVWR from 10,001 to 26,000 pounds (lbs.) and heavy-duty trucks have a GVWR of 26,001 lbs. and above. Medium- and heavy-duty trucks have historically been powered by diesel or natural gas internal combustion engines.



⁴ https://www.arb.ca.gov/msprog/tech/techreport/bev_tech_report.pdf

⁵ <https://www.californiahvip.org/eligible-technologies/#your-clean-vehicles>

⁶ <https://electrek.co/2018/05/07/all-electric-trucks-lion-electric/>

⁷ <http://www.actransit.org/environment/the-hyroad/>

⁸ https://www.arb.ca.gov/msprog/tech/techreport/fc_tech_report.pdf

⁹ <https://www.sfmta.com/press-releases/san-francisco-commits-all-electric-bus-fleet-2035>

¹⁰ <https://www.prnewswire.com/news-releases/samtrans-orders-10-proterra-catalyst-e2-buses-and-sets-a-100-percent-zero-emission-fleet-goal-by-2033-300613692.html>

¹¹ <https://www.epa.gov/emission-standards-reference-guide/vehicle-weight-classifications-emission-standards-reference-guide>

¹² <https://www.sciencedirect.com/science/article/pii/S030626191731526X?via%3Dihub>

¹³ <https://www.driveclean.ca.gov/>

¹⁴ <https://www.nissan.co.uk/vehicles/new-vehicles/e-nv200.html>

¹⁵ <http://www.businessinsider.com/electric-suvs-coming-to-market-soon-2018-4>

¹⁶ <http://workhorse.com/pickup/>

¹⁷ https://www.arb.ca.gov/msprog/acc/mtr/appendix_c.pdf

Today, medium-duty battery electric delivery trucks are commercially available^{18,19}. These trucks are well-suited for local applications as their typical 100-mile range allows the vehicle to return-to-base for refueling. Zero-emission technologies for other medium-duty applications and heavy-duty trucks are being developed and demonstrated with a limited number of models^{20,21,22,23,24}. In California, specifically the Bay Area, several early tests and demonstrations of zero-emission medium- and heavy-duty trucks are being conducted, including battery electric delivery trucks operating in urban areas²⁵ and battery electric heavy-duty trucks operating in and around the Port of Oakland²⁶.

Many vehicle manufacturers, both those long established in the industry and new start-up companies, are developing zero-emission medium- and heavy-duty vehicles, and some are already producing vehicles at low volume²⁷. Among the larger automotive companies, Daimler has announced that it expects to begin production on a fully electric heavy-duty truck in 2020²⁸.

Transport Refrigeration Units

A transport refrigeration unit (TRU) is defined as a refrigeration system powered by a diesel integral (inside housing) internal combustion engine designed to control the environment of temperature sensitive products that are transported in trucks and refrigerated trailers. TRUs may be capable of both cooling and heating. Zero-emission technologies (battery electric, plug-in electric, fuel cell, cryogenic, etc.) for TRU are commercially available; however, these options have specific infrastructure and operational requirements that need to be considered by fleet operators²⁹.



Mobile Cargo Handling Equipment

Mobile cargo handling equipment (CHE) is any mobile equipment used at ports, rail yards, and warehouse distribution centers to either handle freight or to perform other on-site activities, such as maintenance. Types of CHEs include yard trucks, top handlers, side handlers, reach stackers, forklifts, and gantry cranes, dozers, excavators, and loaders. In 2018, most CHEs, especially the larger vehicles, are powered by diesel internal combustion engines.

Today, there are several options for deploying zero-emission technologies for cargo handling equipment, such as automated electric equipment, electric rubber tired or rail mounted gantry (RTG or RMG) at container terminals, fuel cell and battery electric fork lifts, yard trucks at distribution centers, electric aircraft ground support equipment, battery electric belt



¹⁸ https://www.arb.ca.gov/msprog/tech/techreport/ta_overview_v_4_3_2015_final_pdf.pdf

¹⁹ <https://electrek.co/2018/06/15/ups-fleet-1000-electric-vans-workhorse/>

²⁰ <https://www.californiahvip.org/eligible-technologies/#your-clean-vehicles>

²¹ <https://www.californiahvip.org/vehicles/byd-6f-t7-class-6-cab-forward-truck/>

²² https://www.arb.ca.gov/msprog/tech/techreport/bev_tech_report.pdf

²³ <https://www.californiahvip.org/vehicles/motiv-all-electric-powertrain-for-ford-f59-4/>

²⁴ <http://www.zenith-motors.com/wp-content/uploads/2013/05/Brochure122017.pdf>

²⁵ http://www.cte.tv/wp-content/uploads/2018/05/ACT-BYD_Goodwill_press-release_FINAL1-1.pdf

²⁶ <https://www.portofoakland.com/press-releases/port-oakland-first-battery-powered-truck-enters-fleet/>

²⁷ <https://www.trucks.com/2018/05/01/research-group-electric-truck-technology-advancing/>

²⁸ https://www.theicct.org/sites/default/files/publications/Zero-emission-freight-trucks_ICCT-white-paper_26092017_vF.pdf

²⁹ https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf

loader, electric baggage tug, are commercially available^{30, 31, 32, 33}. Zero-emission technologies for container top/side picks currently are not commercially available^{34, 35} although two electric container top picks are currently being demonstrated at the Port of Los Angeles³⁶.

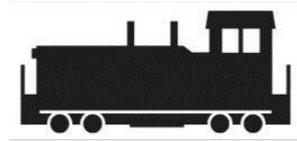
Construction & Earthmoving Equipment

Construction and earthmoving equipment refers to heavy-duty vehicles, specially designed to move, compact, haul, hoist, earth and other loose or bulk materials; and other types of construction equipment, such as bulldozers, graders, excavators, scrapers, loaders, trenchers, and backhoes³⁷. In 2018, most of these vehicles and equipment are powered by diesel internal combustion engines.

Zero-emission technologies are in the early commercialization stage for smaller construction equipment^{38,39,40}. The technology for providing full battery electric heavy-duty machinery will require further technological improvements as it has yet to meet parity with conventional powertrains⁴¹.

Locomotives

A locomotive is a self-propelled vehicle used to push or pull trains, and the combination of locomotive(s) pulling freight or passenger railcars forms a train. Most of the freight and passenger locomotives in the Bay Area are powered by a diesel-electric system whereby an internal combustion engine that is fueled by diesel drives an electrical generator or alternator, which in turn powers electric motor(s) that drive the wheels⁴².



While electric train and rail technology is commercially available, it would currently be cost prohibitive to widely deploy this technology for long haul freight and passenger use. Therefore, in the near-term, the most technologically feasible and cost-effective advanced technology available to reduce toxic and criteria pollutant emissions is the installation of a compact aftertreatment system (e.g., combination of Selective Catalytic Reduction and Diesel Oxidation Catalysts) onto new and remanufactured diesel-electric freight interstate line haul locomotives. Emissions in communities that are disproportionately impacted by diesel emissions can be further reduced by augmenting this control equipment with a combination of on-board batteries and geo-fencing technologies.

Zero-emission technologies are commercially available for switch (yard) operations (e.g., a railway electrification system that provides power through overhead or third line power line). Battery electric technologies are also being tested for switch (yard) locomotives in other parts of the United States⁴³.

³⁰ https://www.arb.ca.gov/msprog/tech/techreport/che_tech_report.pdf

³¹ <https://orangeev.com/>

³² <https://www.californiahvip.org/eligible-technologies/#your-clean-vehicles>

³³ https://www.arb.ca.gov/msprog/tech/techreport/ta_overview_v_4_3_2015_final_pdf.pdf

³⁴ <https://blog.hyster.eu/see-hyster-talk-zero-emissions-container-handling/>

³⁵ https://www.joc.com/regulation-policy/la-lb-officials-say-zero-emissions-cargo-equipment-viable-2030_20180504.html

³⁶ https://www.portoflosangeles.org/Board/2017/October%202017/101917_Regular_Agenda_Item_6_Transmittal_1.pdf

³⁷ <https://www.slideshare.net/SagarRadadiya/construction-equipments-introduction-and-classification>

³⁸ <https://www.zee crane.com/>

³⁹ <https://www.volvoce.com/global/en/news-and-events/news-and-press-releases/volvo-ce-unveils-100-percent-electric-compact-excavator-prototype/>

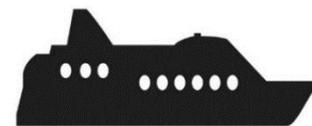
⁴⁰ <http://www.kramer-online.com/en/discover-kramer/zero-emission/the-kramer-5055e/>

⁴¹ <http://network.bellona.org/content/uploads/sites/3/2018/06/ZEC-Report-1.pdf>

⁴² https://www.arb.ca.gov/msprog/tech/techreport/final_rail_tech_assessment_11282016.pdf

Ocean-Going Vessels

Ocean-going vessels (OGV) are large vessels designed for deep water navigation. Types of OGVs include large cargo vessels such as container vessels, tankers, bulk carriers, and car carriers, as well as passenger cruise vessels. These vessels transport containerized cargo, bulk items such as vehicles, cement, and coke, liquids such as oil and petrochemicals, and passengers. OGV propulsion (main) engines are primarily fueled by residual fuel oil and auxiliary engines that are mainly powered by diesel fuel. The majority of vessels that visit California ports are foreign-flagged vessels⁴⁴.



As of 2018, technologies (e.g., shore-side power, fuel cells, and emissions capture and control systems) are commercially available that enable vessels at dockside to achieve zero and near-zero emissions. Other than nuclear power, no other zero-emissions technology has been developed for vessels at sea⁴⁵; however, an all-electric autonomous container ship is being planned in Norway⁴⁶.

Commercial Harbor Craft

Commercial harbor craft means any private, commercial, government, or military marine vessel including, but not limited to, passenger ferries, excursion vessels, tugboats, ocean-going tugboats, towboats, push-boats, crew and supply vessels, pilot vessels, fishing vessels, research vessels, U.S. Coast Guard vessels, hovercraft, emergency response harbor craft, and barge vessels that do not otherwise meet the definition of ocean-going or recreational vessels⁴⁷. Nearly all commercial harbor craft vessels are powered by diesel fuel.



While no zero-emission technologies are commercially available for harbor craft, dedicated battery electric systems are being developed for larger ships but have not yet been adopted for commercial harbor craft. Also, several demonstration and early commercialization projects are underway including a zero-emission hydrogen fuel cell ferry project funded by the ARB with funding from the “California Climate Investments” (CCI) program⁴⁸ that is being administered by the BAAQMD in partnership with Golden Gate Zero Emission Marine Inc. Another demonstration project funded by US Environmental Protection Agency (USEPA) will convert an existing ferry to full electric in Alabama. Proton Exchange Membrane or Polymer Electrolyte Membrane (PEMFC) systems have been used in harbor craft demonstrations in New York⁴⁹, electric ferries are being built and operated in Norway^{50,51}, and a hybrid tugboat has been demonstrated at the Ports of Los Angeles and Long Beach⁵².

⁴³ https://www.arb.ca.gov/msprog/tech/techreport/final_rail_tech_assessment_11282016.pdf

⁴⁴ https://www.arb.ca.gov/msprog/tech/techreport/ogv_tech_report.pdf

⁴⁵ https://www.arb.ca.gov/msprog/tech/techreport/ogv_tech_report.pdf

⁴⁶ <https://newatlas.com/autonomous-electric-shipping-container-vessel/49477/>

⁴⁷

<https://govt.westlaw.com/calregs/Document/I0FD137A0A3C111E0BACCB30E82542E24?viewType=FullText&originContext=documenttoc&transitionType=CategoryPageItem&contextData=%28sc.Default%29&bhcp=1>

⁴⁸ www.arb.ca.gov/ccifundingguidelines

⁴⁹ https://www.arb.ca.gov/msprog/tech/techreport/draft_chc_technology_assessment.pdf

⁵⁰ <https://www.workboat.com/news/shipbuilding/alabama-looks-first-u-s-electric-ferry/>

⁵¹ <https://electrek.co/2018/03/05/all-electric-ferries-battery-packs/>

⁵² <https://www.arb.ca.gov/newsrel/2010/hybridtug.htm>

Stationary Engines

According to the BAAQMD emissions inventory, there are approximately 7,600 stationary diesel engines registered in the Bay Area. Although particulate matter emissions from stationary diesel engines are typically higher than on-road diesel sources, the facilities using them are generally not required to upgrade to cleaner equipment. This is because many engines predate the BAAQMD’s permitting rules or because the equipment is meant for emergency or backup power and the hours in which it can operate outside of an emergency are extremely limited. For example, off-road diesel engines are generally exempt from fuel formulation requirements (such as sulfur content) and exhaust gas aftertreatment. However, there are alternatives to stationary diesel engines that are cost-competitive, especially when paired with financing and incentives.



Hydrogen fuel cells are a cost-competitive alternative to diesel engines for 5-10kW loads, especially when paired with currently available federal tax incentives. Batteries are appropriate alternatives for smaller or portable applications, particularly ones with lower power draws (~5kW) and shorter load durations (~8 hours); see Table 2 below.

While there are some cost-competitive zero emissions options in the lower kW range, it should be noted that most backup generators currently registered with the BAAQMD (92%) operate in the 35kW range and above. These generators are expected to become a more viable option for larger back-up applications within the next 15 years due to improved energy efficiency and management practices as well as lower costs for more reliable and energy dense batteries. This may also be accelerated when batteries are teamed with renewable power solutions and regulations requiring carbon pricing or market-based carbon control programs such as California’s AB32 Cap-and-Trade Program.

Table 2: Estimated Annual Cost of Ownership for Backup Generator Equipment in the 4 to 6kW Range

<i>Load Duration For power loads in 4-6kW range</i>	<i>Diesel</i>	<i>Fuel Cell System w/ Federal Tax Incentive</i>	<i>Battery</i>	<i>Incentives</i>
8 hours 30-50kWh	\$120/ kWh	\$115/kWh	\$160/kWh	Leverage existing federal tax incentives for fuel cells; Consider offering incentives for batteries
3 days 200-400kWh	\$16/ kWh	\$17/kWh	\$90/kWh	Leverage existing federal tax incentives for fuel cells; Support R&D for reducing battery costs and increasing lifetimes
1 week 700-1000kWh	\$6/ kWh	\$9/kWh	\$80/kWh	Not yet cost-effective to replace diesel for heavy demands; Support R&D for reducing battery costs and increasing lifetimes

■ Cost-competitive with diesel ■ Cost-competitive with additional incentives ■ R&D is recommended

Cost of ownership includes permitting and installation costs, annual maintenance costs, and annual fuel costs in backup scenarios. Source data: *Backup Power Cost of Ownership Analysis and Incumbent Technology Comparison*, National Renewable Energy Laboratory, September 2014.

Upcoming California Regulations Requiring Zero-Emission Technology

Mobile source vehicle and equipment emissions are regulated by the ARB and the USEPA. The following is a brief listing of categories of mobile sources that are being targeted for new regulatory requirements by ARB:

- Zero-emissions cargo handling equipment regulation for ARB Board consideration in 2022, with potential starting date of 2026
- Trucks: Advanced Clean Truck Rule (formerly last mile delivery rule) to be considered in 2019 and zero-emission drayage truck regulation to be developed for ARB Board consideration in 2022 (with 2026-2028 starting date)
- Commercial Harbor Craft at Seaports amendments for ARB Board consideration in 2020, with a potential starting date of 2023
- Zero-emission transportation refrigeration unit regulation for ARB Board consideration in 2019, with a potential starting date of 2020+
- School & Transit Buses
- Freight Facilities

Commitments to Adopt Zero-Emission Technologies and Reduce Petroleum Consumption Around the World

In California, the following zero-emission technology and petroleum goals have been identified by Governor Brown and other State and local agencies:

- Governor Brown identified reducing petroleum use in cars and trucks in 2015 by up to 50 percent by 2030 as one of the key climate change strategy pillars that are needed to reduce emissions to meet the 2030 greenhouse gas emissions target⁵³.
- In 2012, Governor Brown issued Executive Order B-16-12 directing state government to help accelerate the market for zero-emission vehicles (ZEVs) in California and sets targets for adoption of 1.5 million ZEVs in California by 2025.
- Assembly Bill 739 requires that 30% of newly purchased vehicles by state agencies be zero-emission by 2030⁵⁴.
- The California Sustainable Freight Action Plan has identified a goal of transitioning to zero-emission technology by deploying over 100,000 freight vehicles and equipment capable of zero-emission operation and maximizing near-zero emission freight vehicles and equipment powered by renewable energy by 2030⁵⁵.
- ARB is in the process of proposing a goal of achieving a zero-emission transit system by 2040⁵⁶ and a goal of replacing existing diesel airport ground support equipment with zero-emission equipment by 2032⁵⁷.
- The Bay Area Plug-In Electric Vehicle Readiness Plan (2013) adopted goals of 110,000 EVs on Bay Area roads by 2020 and 250,000 EVs by 2025. The BAAQMD's 2017 Clean Air Plan has set a longer-term goal of 90% of the Bay Area fleet being zero-emission by 2050.

⁵³ <https://www.arb.ca.gov/cc/pillars/pillars.htm#factsheets>

⁵⁴ <https://www.arb.ca.gov/msprog/actruck/mtg/180531presentation.pdf>

⁵⁵ http://dot.ca.gov/hq/tpp/offices/ogm/cs_freight_action_plan/Documents/CSFAP_Main%20Document_FINAL_07272016.pdf

⁵⁶ <https://arb.ca.gov/msprog/ict/meeting/mt180611/180611presentation.pdf>

⁵⁷ <https://www.arb.ca.gov/msprog/offroad/gse/presentationjune6.pdf>

Summary of Available Zero-Emission Technologies and Funding Opportunities: June 2018

- The San Pedro Bay Ports Clean Air Action Plan 2017 requires that, beginning in 2035, all trucks entering the port must be zero-emission or pay a fee⁵⁸.

The following map and Table 3 show petroleum reduction commitments made around the world.

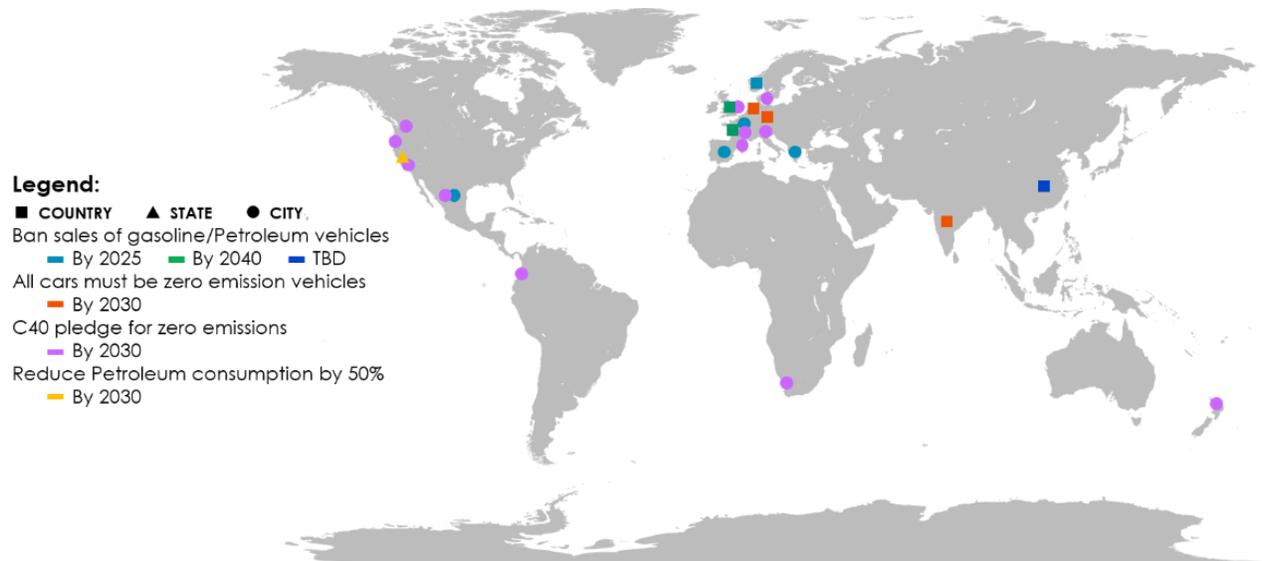


Table 3 – Commitments to Petroleum Reduction

Date	Country/State/City	Commitment
2025	Norway, Madrid, Athens	Ban sales of petroleum-fueled vehicles by 2025
	Paris, Mexico City	Ban sales of petroleum-fueled vehicles by 2025; C40 Pledge*
2030	Netherlands, Germany, India	All cars must be ZEVs by 2030
	London, Los Angeles, Copenhagen, Barcelona, Quito, Vancouver, Cape Town, Seattle, Auckland, Milan	C40 Pledge*
	California	Reduce petroleum consumption by 50% by 2030
2040	France, Britain	Ban sales of petroleum-fueled vehicles by 2040
TBD	China	Ban sales of petroleum-fueled vehicles by date TBD

*C40 Pledge to transition to “Fossil-Fuel-Free Streets” by: 1) procuring, with our partners, only zero-emission buses from 2025 and 2) ensuring a major area of our city is zero emission by 2030⁵⁹.

⁵⁸ <https://www.arb.ca.gov/msprog/actruck/mtg/180531presentation.pdf>

⁵⁹ http://c40-production-images.s3.amazonaws.com/other_uploads/images/1418_Fossil_Fuel_Free_Streets_Declaration.original.pdf?1508742654

Attachment A: Funding Opportunities for Zero-Emission Vehicles and Fueling Infrastructure

California Emissions Reduction Funding

This section summarizes funding opportunities that are currently available in most parts of California to help transition to zero-emission vehicles, equipment, and infrastructure.

- **Carl Moyer Program (CMP):** The CMP is a state-funded program offering grants to owners of heavy-duty vehicles and equipment, including trucks, buses, agricultural and marine equipment, and locomotives, to reduce air pollution from heavy-duty engines. Engine owners must operate CMP-funded vehicles and equipment within the BAAQMD's jurisdictional boundaries, and priority is given to projects that reduce emissions in impacted communities. More information can be found at www.baaqmd.gov/moyer.
- **Community Health Protection Grant (AB134/617):** AB 617 directed the California Air Resources Board, in conjunction with local air districts, to establish the Community Air Protection Program. AB 134 appropriated \$250 million from the Greenhouse Gas Reduction Fund to reduce mobile emissions in communities most affected by air pollution. The Bay Area has been allocated \$50 million of these funds for emission reduction projects. These funds will be used to implement projects under the Carl Moyer Program, and optionally under the Proposition 1B Goods Movement Emission Reduction Program. More information can be found at <http://www.baaqmd.gov/plans-and-climate/community-health-protection-program/grant-program>.
- **California Climate Investments (CCI) and Greenhouse Gas Reduction Fund (GGRF):** CCI is a statewide initiative that puts billions of Cap-and-Trade dollars, established by AB 1532 and SB 535 through the GGRF, to work by reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment—particularly in disadvantaged communities, low-income communities, and low-income households. More information can be found at <https://ww2.arb.ca.gov/our-work/programs/california-climate-investments>.
- **California Clean Vehicle Rebate Project (CVRP):** GGRF is the primary funding source for the CVRP, which promotes clean vehicle adoption in California by offering rebates of up to \$7,000 for the purchase or lease of new, eligible zero-emission vehicles, including electric, plug-in hybrid electric and fuel cell vehicles. More information about this program can be found at: <https://cleanvehiclerebate.org/eng/about-cvrp>.
- **Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP):** The HVIP was formed by the California Air Resources Board as a result of the Air Quality Improvement Program following the passing of the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (AB 118, Statutes of 2007, Chapter 750). HVIP offers point-of-sale incentives for clean trucks and buses. More information can be found at <https://www.californiahvip.org/about/#why-clean-vehicles>.
- **Enhanced Fleet Modernization Program (EFMP):** The EFMP is a voluntary car retirement (scrap) and replacement incentive program. The goal of the program is to incentivize lower-income California motorists to scrap their older, high-emitting cars and replace them with newer, cleaner and more fuel-efficient cars. The EFMP Plus-Up Program for the Bay Area is currently under development. More information can be found at: <https://www.arb.ca.gov/msprog/aqip/efmp/efmp.htm>.

- **Volkswagen (VW) Settlement Funds:**
 - Electrify America: The settlement requires VW to invest \$800 million in Zero-Emission Vehicle (ZEV) projects in California and more information about this program can be found at: <https://www.electrifyamerica.com/>.
 - Environmental Mitigation Trust (Trust): The settlement allocates about \$423 million from an Environmental Mitigation Trust (Trust) to California. The Trust will provide focus fund on “scrap and replace” projects for the heavy-duty sector, including on-road freight trucks, transit and shuttle buses, school buses, forklifts, and port cargo handling equipment, commercial marine vessels, and freight switcher locomotives.
More information can be found at https://www.arb.ca.gov/msprog/vw_info/vsi/vsi.htm.
- **California Energy Commission (CEC):** The CEC’s Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) invests in the energy innovation pipeline for the development and deployment of alternative and renewable fuels and advantage transportation technologies to help meet the state’s goals of reducing greenhouse gas emissions and petroleum dependence in the transportation sector. More information can be found at <http://www.energy.ca.gov/contracts/transportation.html>.

San Francisco Bay Area

- **Local Sources:** Local sources of funding in the Bay Area include the Transportation Fund for Clean Air (TFCA), which collect revenue from a \$4 surcharge fee on vehicles registered in the Bay Area to fund cost-effective clean air vehicle and trip reduction projects that reduce on-road motor vehicle emissions within the BAAQMD’s jurisdiction. More information can be found at: <http://www.baaqmd.gov/grant-funding/funding-sources>.
- **Pacific Gas & Electric (PG&E) Funds:**
 - PG&E provides \$500 clean fuel rebates to customers with EVs (more information at https://www.pge.com/en_US/residential/solar-and-vehicles/options/clean-vehicles/electric/clean-fuel-rebate-for-electric-vehicles.page?WT.mc_id=Vanity_cleanfuelrebate-ev).
 - PG&E also launched the EV Charge Network program to accelerate California’s transition to a clean transportation future by offering electric vehicle charger installation. More information can be found at https://www.pge.com/en_US/business/solar-and-vehicles/your-options/clean-vehicles/charging-stations/ev-charge-network.page.

Federal Funding Sources

- **Environmental Protection Agency’s (EPA) Diesel Emissions Reduction Act (DERA) Program:** The EPA’s DERA Program provides support for projects that protect human health and improve air quality by reducing harmful emissions from diesel engines. More information can be found at <https://www.epa.gov/cleandiesel>.
- **Federal Highway Administration’s (FHWA) Congestion Mitigation and Air Quality Program (CMAQ):** Administered by the FHWA, the CMAQ supports surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. More information can be found at https://www.fhwa.dot.gov/environment/air_quality/cmag/.

Attachment B: Financing Opportunities for Zero-Emission Alternatives to Stationary Diesel Engines

This section summarizes some of the financing opportunities that are currently available to businesses and agencies to help transition to zero-emission alternatives to stationary diesel engines.

San Francisco Bay Area

- **Pacific Gas & Electric Energy Efficiency Financing:** PG&E provides interest-free loans with on-bill financing to commercial customers to adopt new, energy-efficient equipment. Eligible project types include lighting, heating, ventilation and air conditioning (HVAC), electric motors, refrigeration, food service equipment and water pumps. Loans range from \$5,000 to \$100,000, and up to \$250,000 for government agencies. More information can be found at: https://www.pge.com/en_US/business/save-energy-money/financing/energy-efficiency-financing/energy-efficiency-financing.page.

California Funding Programs

- **California Hub for Energy Efficiency Financing (CHEEF):** CHEEF is a program of the California Alternative Energy and Advanced Transportation Financing Authority (CAEATFA). CHEEF's energy efficiency financing pilot programs offer loans and credit enhancements for eligible energy projects for residential (single-family and affordable multifamily units), small business, and commercial customers (including for-profit, non-profit, and government entities of any size). At least 70% of the financed amount must go towards energy efficiency or demand response measures. Up to 30% of the financed amount may fund non-energy efficiency improvements. More information can be found at <https://www.thecheef.com/commercial>.
- **California Infrastructure and Economic Development Bank (IBank):**
 - **California Lending for Energy and Environmental Needs (CLEEN):** CLEEN is a program of the IBank which provides financing, including direct loans and publicly-offered tax-exempt bonds, to help meet the state's goals for greenhouse gas reduction, water conservation, and environmental preservation. MUSH (municipalities, utilities, schools, and hospitals) are eligible for loans ranging between \$500,000 and \$30 million for projects spanning energy generation, energy conservation, and energy storage. More information can be found at: <http://www.ibank.ca.gov/cleen-center/>.
 - **Small Business Loan Guarantee Program (SBLGP):** SBLGP is a program of the California Infrastructure and Economic Development Bank (IBank) which provides loan guarantees of up to \$2.5 million or up to 80% of the loan amount to small businesses that experience barriers to capital access. Loan funds can be used for a variety of business-related purposes including construction, expansion, and disaster relief. More information can be found at: <http://www.ibank.ca.gov/small-business-finance-center/>.
- **Self-Generation Incentive Program (SGIP):** The California Public Utilities Commission's SGIP program offers rebates to commercial and residential customers for installing distributed energy systems such as stationary engines, fuel cells, and energy storage systems. For example, incentives for battery systems can be as high as \$400 per kWh. More information can be found at: <http://www.cpuc.ca.gov/sgip/>.

Federal Programs

- **Rural Energy for America Program (REAP):** USDA’s REAP program provides agricultural producers and small businesses located in eligible rural areas with guaranteed loan financing and grant funding for renewable energy systems or energy efficiency improvements. More information can be found at: <https://www.rd.usda.gov/programs-services/rural-energy-america-program-renewable-energy-systems-energy-efficiency>.
- **Property Assessed Clean Energy (PACE):** PACE financing programs provide loans to commercial and residential property owners to cover upfront costs of installing energy efficiency and renewable energy improvements, including energy generation with renewable fuels. Loans are repaid through property tax assessments over 5 to 25 years. PACE programs are currently available in 35 states. More information can be found at: <https://www.energy.gov/eere/slsc/property-assessed-clean-energy-programs>.

Attachment C: Zero-Emission Trucks and Buses Available in California Eligible for Hybrid Voucher (HVIP) funding from Air Resources Board

Category	OEM	Model
Bus	Blue Bird	Blue Bird Electric Powered All American School Bus
	Blue Bird	Blue Bird Electric Powered Vision School Bus 4x2 Configuration
	BYD Motors	BYD C10 45' All-Electric Coach Bus
	BYD Motors	BYD C6 23' All-Electric Coach Bus
	BYD Motors	BYD K11 60' Articulated All-Electric Transit Bus
	BYD Motors	BYD K7M 30' All-Electric Transit Bus
	BYD Motors	BYD K9 40' All-Electric Transit Bus
	BYD Motors	BYD K9S 35' All-Electric Transit Bus
	Complete Coach Works	Complete Coach Works Zero Emission Propulsion System
	Lion Bus	eLion School Bus Type C, 4x2 All-Electric
	Gillig	Gillig 29' ePlus Battery Electric Low Floor Bus
	Gillig	Gillig 35' ePlus Battery Electric Low Floor Bus
	Gillig	Gillig 40' ePlus Battery Electric Low Floor Bus
	Motiv Power Systems	Motiv EPIC 6 on Ford F59 Platform School Bus - 5 Battery
	Motiv Power Systems	Motiv EPIC 6 on Ford F59 Platform School Bus - 6 Battery
	New Flyer	New Flyer Xcelsior 35' All-Electric Transit Bus
	Proterra	Proterra 35' Catalyst XR+
	Bus, School Bus	GreenPower
Motiv Power Systems		Motiv EPIC 4 Dearborn on Ford E450 Platform School Bus
Shuttle Buses	GreenPower	GreenPower EV Star All-Electric Min-eBus
	GreenPower	GreenPower SYNAPSE All-Electric Shuttle Bus
	Motiv Power Systems	Motiv All-Electric Powertrain for Ford E450
	Phoenix	Phoenix Motor Cars ZEUS 300 Shuttle Bus
	GreenPower	GreenPower EV250 30' All-Electric Bus
	GreenPower	GreenPower EV350 40' All Electric Bus
	GreenPower	GreenPower EV550 45' All-Electric Double Decker Transit Bus
Shuttle Buses	New Flyer	New Flyer 60' Xcelsior All-Electric Transit Bus
	New Flyer	New Flyer Xcelsior 40' All-Electric Transit Bus
	Proterra	Proterra 35' Catalyst E2
	Proterra	Proterra 35' Catalyst FC
	Proterra	Proterra 35' Catalyst FC+
	Proterra	Proterra 35' Catalyst XR
	Proterra	Proterra 40' Catalyst E2
	Proterra	Proterra 40' Catalyst E2 Max
	Proterra	Proterra 40' Catalyst E2+

Summary of Available Zero-Emission Technologies and Funding Opportunities: June 2018

	Proterra	Proterra 40' Catalyst FC
	Proterra	Proterra 40' Catalyst FC+
	Proterra	Proterra 40' Catalyst XR
	Proterra	Proterra 40' Catalyst XR+
Bus, Truck	Motiv Power Systems	Motiv All-Electric Powertrain for Ford F59
	Motiv Power Systems	Motiv All-Electric Powertrain for Ford F59 Starcraft e-Quest XL School Bus
	Motiv Power Systems	Motiv All-Electric Powertrain for Ford F59 Starcraft e-Quest XL School Bus
Delivery	Chanje	Chanje V8070 All-Electric Panel Van
	Workhorse Group	Workhorse 4x2 E-100 All-Electric Step Van
	Zenith Motors	Zenith Motors Electric Cargo Van
Delivery, Truck	BYD Motors	BYD T5 Class 5 Cab-Forward Delivery Truck
	Motiv Power Systems	Motiv All-Electric Powertrain for Ford F59
Refuse	BYD Motors	BYD T9M Class 8 Refuse Truck
Shuttle Bus	Zenith Motors	Zenith Motors Electric Passenger Van
Terminal Truck	BYD Motors	BYD Q1M Electric Yard Tractor
	Orange EV	Orange EV T-Series 4x2 Terminal Truck Conversion of Kalmar Ottawa Truck, Extended Duty (N)
	Orange EV	Orange EV T-Series 4x2 Terminal Truck Extended Duty (N)
Terminal Truck, Truck	BYD Motors	BYD Q3M (8TT) Class 8 Battery-Electric Tractor Trailer
	Orange EV	Orange EV T-Series 4x2 Terminal Standard Duty
	Orange EV	Orange EV T-Series 4x2 Terminal Truck Conversion of Kalmar Ottawa Truck Standard Duty
Truck	BYD Motors	BYD T7 Class 6 Cab-Forward Truck
	Chanje	Chanje V8100 All-Electric Panel Van
	Lightning Systems	Lightning Systems Ford Transit 350HD with LightningElectric Drivetrain
	Phoenix	Phoenix Motor Cars ZEUS Electric Flat Bed Truck
Utility with Electric Power Take-off	Altec Industries, Inc	Altec 12E8 JEMS ePTO with Exportable Power
	Altec Industries, Inc	Altec JEMS 1820 and 18E20 ePTO

Attachment D: Availability of Mobile Source Zero-Emission Technologies

Availability	Vehicle/Equipment	References	Notes
Commercially Available	 Light-Duty Cars/SUVs	https://www.arb.ca.gov/msprog/acc/mtr/appendix_c.pdf	
	 Buses	https://www.arb.ca.gov/msprog/tech/techreport/bev_tech_report.pdf	
	 Cargo Handling Equipment	https://www.arb.ca.gov/msprog/tech/techreport/che_tech_report.pdf	Not available for container top/side picks
	 Locomotives: Switchers/Yard Goats, Passenger	https://www.arb.ca.gov/msprog/tech/techreport/final_rail_tech_assessment_11282016.pdf	Catenary and electrified third rail technologies are available
	 Ocean Going Vessels at Berth	https://www.arb.ca.gov/msprog/tech/techreport/ogv_tech_report.pdf	Shorepower, Bonnet
	 Transportation Refrigeration Unit (TRUs)	https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf	
	 Medium-Duty Trucks	https://www.arb.ca.gov/msprog/tech/techreport/bev_tech_report.pdf	Delivery trucks are commercially available

Summary of Available Zero-Emission Technologies and Funding Opportunities: June 2018

Availability	Vehicle/Equipment	References	Notes
Early Commercialization	 Small Construction Equipment	http://network.bellona.org/content/uploads/sites/3/2018/06/ZEC-Report-1.pdf , http://www.kramer-online.com/en/discover-kramer/zero-emission/the-kramer-5055e/	Available by 2020
Demonstration	 Heavy-Duty Trucks	https://www.arb.ca.gov/msprog/tech/techreport/bev_tech_report.pdf	Available by 2020
	 Commercial Harbor Craft	https://www.arb.ca.gov/msprog/tech/techreport/draft_chc_technology_assessment.pdf	Demonstration project in Bay Area 2018-2019 to demonstrate zero-emissions hydrogen fuel cell ferry
	 Container Top/Side Picks	https://www.joc.com/regulation-policy/la-lb-officials-say-zero-emissions-cargo-equipment-viable-2030_20180504.html ; https://www.portoflosangeles.org/Board/2017/October%202017/101917_Regular_Agenda_Item_6_Transmittal_1.pdf	Battery electric top picks demonstrated in Los Angeles
Not Yet Available	 Large Construction Equipment	http://network.bellona.org/content/uploads/sites/3/2018/06/ZEC-Report-1.pdf	
	 Ocean Going Vessels at Sea	https://www.arb.ca.gov/msprog/tech/techreport/ogv_tech_report.pdf	Vessel speed reduction is available; all-electric autonomous container ship to be built in Norway
	 Locomotive - Line Haul	https://www.arb.ca.gov/msprog/tech/techreport/final_rail_tech_assessment_11282016.pdf	No technologies are available other than catenary or 3rd rail electrification that are too costly to deploy