



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Scott Wiener, Chair Federal D. Glover, Vice Chair

Jason Baker, Tom Bates, David Campos,

Mark Luce, Libby Schaaf,

Adrienne J. Tissier, Amy Rein Worth

Non-Voting Member: Bijan Sartipi

Wednesday, February 10, 2016

9:40 AM

Lawrence D. Dahms Auditorium

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:40 a.m. or immediately following the 9:35 a.m. Administration Committee meeting.

1. Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [15-1208](#) Minutes of the January 13, 2016 meeting.
- Action: Committee Approval
- Attachments: [2a 01-13-2016 Draft PAC Minutes.pdf](#)
-
- 2b. [15-1242](#) MTC Resolution No. 4078, Revised. Revisions to MTC's Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.
- Action: Commission Approval
- Presenter: Christina Hohorst
- Attachments: [2b MTC Reso-4078 PTAP Guidelines.pdf](#)
-
- 2c. [15-1234](#) MTC Resolution No. 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG1) Program.
- Action: Commission Approval
- Presenter: Ross McKeown
- Attachments: [2c MTC Reso-4035 STP-CMAQ-OBAG1 Revisions.pdf](#)

- 2d. [15-1239](#) MTC Resolution No. 4108, Revised. Revise the Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Policies and Procedures to make Pedestrian Safety education projects eligible for funding to conform to Senate Bill 508 (2015-16).

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [2d MTC Reso-4108 Ped Safety Education.pdf](#)

3. State

- 3a. [15-1238](#) MTC Resolution No. 4218. Adoption of the 2017 Regional Active Transportation Program (ATP) Cycle 3 Guidelines.

The 2017 Regional ATP Cycle 3 will provide about \$20 million in new programming, covering the years FY 2019-20 and FY 2020-21. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 3 funds.

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: [3a MTC Reso 4218 ATP Guidelines.pdf](#)

4. Regional

- 4a. [15-1210](#) MTC Resolution Nos. 4170, Revised, 4222 and 4223. Cap and Trade Framework Update and Interim Operating Program Adoption.

Update on proposed revisions to the region's Cap and Trade Funding Framework and adoption of an Interim FY2015-16 Cap and Trade Transit Operating Program framework and program of projects.

Action: Commission Approval

Presenter: Kenneth Folan

Attachments: [4a MTC Reso-4170-4222-4223 Cap&Trade Framework.pdf](#)

- 4b. [15-1211](#) MTC Resolution No. 4220. FY2016-17 Fund Estimate

The FY2016-17 Fund Estimate includes the proposed apportionments and distribution of approximately \$626 million in Transportation Development Act (TDA), State Transit Assistance (STA), Assembly Bill (AB) 1107 sales tax and transit related bridge toll funds for FY2016-17.

Action: Commission Approval

Presenter: William Bacon

Attachments: [4b MTC Reso-4220 Fund Estimate.pdf](#)

5. Information

- 5a. [15-1213](#) MTC Resolution No. 4202. OBAG2 Framework Status Update
- Updates on Cycle 2 of the One Bay Area Grant Program (OBAG2) including new revenue estimates from the new federal surface transportation authorization and look-ahead at potential approaches for anti-displacement and affordable housing policies.
- Action: Information
- Presenter: Anne Richman
- Attachments: [5a MTC Reso-4202 OBAG2 Update.pdf](#)
- 5b. [15-1214](#) California Transportation Commission
- Action: Information
- Presenter: Kenneth Kao
- Attachments: [5b CTC Update.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on March 9, 2016 at 9:40 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.

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

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

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) 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 510.817.5757 or 510.810.5769 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 510.817.5757 或 510.817.5769 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 Titulo 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 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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

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



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1208 **Version:** 1 **Name:**

Type: Minutes **Status:** Committee Approval

File created: 1/8/2016 **In control:** Programming and Allocations Committee

On agenda: 2/10/2016 **Final action:**

Title: Minutes of the January 13, 2016 meeting.

Sponsors:

Indexes:

Code sections:

Attachments: [2a_01-13-2016_Draft_PAC_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the January 13, 2016 meeting.

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Programming and Allocations Committee

Committee Members:

Scott Wiener, Chair Federal D. Glover, Vice Chair

*Jason Baker, Tom Bates, David Campos,
Mark Luce, Libby Schaaf,
Adrienne J. Tissier, Amy Rein Worth
Non-Voting Member: Bijan Sartipi*

Wednesday, January 13, 2016

9:40 AM

Lawrence D. Dahms Auditorium

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Baker, Commissioner Bates, Commissioner Campos, Vice Chair Glover, Commissioner Tissier, Chairperson Wiener, and Commissioner Rein Worth
Absent: 2 - Commissioner Luce, and Commissioner Schaaf

Non-Voting Member Present: Commissioner Sartipi

Ex Officio Voting Member Present: Commission Vice Chair Mackenzie

Ad Hoc Non-Voting Members Present: Commissioner Aguirre, Commissioner Giacomini, Commissioner Haggerty, Commissioner Pierce, and Commissioner Spering

2. Consent Calendar

Approval of the Consent Calendar

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

Aye: 7 - Commissioner Baker, Commissioner Bates, Commissioner Campos, Vice Chair Glover, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth

Absent: 2 - Commissioner Luce and Commissioner Schaaf

2a. [15-1137](#) Minutes of the December 9, 2015 meeting.

Action: Committee Approval

2b. [15-1138](#) Quarterly report of the Executive Director's Delegation of Authority actions.

Action: Information

Presenter: Cheryl Chi

- 2c. [15-1142](#) MTC Resolution No. 4216. FTA Section 5311 Rural Area Program of Projects for FY2015-16 and FY2016-17.
Action: Commission Approval
Presenter: Glen Tepke
- 2d. [15-1139](#) MTC Resolution No. 3882, Revised. Approval of \$4 million in allocation requests for Proposition 1B Transit Security population-based funds.
Action: Commission Approval
Presenter: Kenneth Folan
- 2e. [15-1144](#) MTC Resolution No. 3914, Revised. Rescission of \$2.2 million in AB 1171 capital funds from the construction phase of the I-80/680/12 Interchange Initial Construction Package #1 (I-80/SR-12 Interchange) project, and allocation of \$2.2 million in AB 1171 capital funds to the right-of-way phase of I-80/680/12 Interchange Initial Construction Package #2 (Red Top Road Interchange) project, both in Solano County.
Action: Commission Approval
Presenter: Kenneth Kao
- 2f. [15-1145](#) MTC Resolution No. 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG1) Program.
Action: Commission Approval
Presenter: Ross McKeown
- 2g. [15-1140](#) MTC Resolution No. 4172, Revised. Revision to the Cycle 2 Regional Active Transportation Program (ATP) Program of Projects.
Action: Commission Approval
Presenter: Kenneth Kao
- 2h. [15-1146](#) MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-24.
Action: Commission Approval
Presenter: Adam Crenshaw
- 2i. [15-1141](#) MTC Resolution No. 4187, Revised. Transportation Development Act

(TDA) allocation to Santa Rosa for transit operations.

Action: Commission Approval

Presenter: Cheryl Chi

3. Federal

3a. [15-1053](#) MTC Resolution Nos. 3738, Revised, 4035, Revised, 4084, Revised, 4123, Revised, 4126, Revised, 4162, Revised, 4163, Revised, 4165, Revised, 4169, Revised, 4212, 4213, and 4219. FY2015-16 Transit Capital Priorities (TCP) and Bridge Toll Revenues Preliminary Programs, Partial FY2016-17 and FY2017-18 TCP Preliminary Programs, Revisions to FY2013-14 and FY2014-15 TCP Programs and FY2014-15 AB664 Program, and Revisions to the BART fleet replacement funding plans in the Core Capacity Challenge Grant Program and BART Rail Car Replacement Program.

(i) This item programs roughly \$494 million in Federal Transit Administration (FTA) Sections 5307, 5337, and 5339 funds, One Bay Area Grant Program (OBAG 1) Surface Transportation Program (STP) funds, and Bridge Toll Funds in FY2015-16, \$24 million in FTA funds in FY2016-17, and \$24 million in FTA funds in FY 2017-18, all to support transit capital replacement and rehabilitation projects, and maintenance and operating costs. This item also updates the FY2013-14 and FY2014-15 TCP Programs to program previously reserved funds to Caltrain fixed guideway rehabilitation projects, and amends the FY2014-15 AB664 program to re-allocate prior-year lapsed funds.

(ii) This item also revises funding plans for BART fleet replacement and expansion in the Core Capacity Challenge Grant Program and the BART Rail Car Replacement Program Phase 1 to address timing and eligibility issues.

Action: Commission Approval

Presenter: Shruti Hari

Roland Lebrun was called to speak.

Upon the motion by Vice Chair Glover and the second by Commissioner Tissier, the Committee unanimously referred MTC Resolution Nos. 3738, Revised, 4035, Revised, 4084, Revised, 4123, Revised, 4126, Revised, 4162, Revised, 4163, Revised, 4165, Revised, 4169, Revised, 4212, 4213, and 4219 to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Baker, Commissioner Bates, Commissioner Campos, Vice Chair Glover, Commissioner Tissier, Chairperson Wiener and Commissioner Rein Worth

Absent: 2 - Commissioner Luce and Commissioner Schaaf

4. California Transportation Commission Update

4a. [15-1143](#) California Transportation Commission Update

Action: Information

Presenter: Kenneth Kao

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on Wednesday, February 10, 2016 at 9:40 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
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Legislation Details (With Text)

File #: 15-1242 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 1/14/2016 **In control:** Programming and Allocations Committee

On agenda: 2/10/2016 **Final action:**

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

Sponsors:

Indexes:

Code sections:

Attachments: [2b MTC Reso-4078 PTAP Guidelines.pdf](#)

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

Presenter:
Christina Hohorst

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 10, 2016

Item Number 2b

Resolution No. 4078, Revised

- Subject:** Revisions to MTC's Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.
- Background:** P-TAP provides jurisdictions with assistance and expertise in implementing and maintaining a Pavement Management System and engineering design for pavement rehabilitation projects. Since 1999, MTC has programmed over \$16.6 million in STP funds to about 620 P-TAP projects and assisted all Bay Area cities and counties with their pavement needs.
- Attachment A: The Pavement Management Technical Assistance Program (P-TAP) Guidelines propose program goals, eligibility and project selection criteria for this program to benefit Bay Area jurisdictions' pavement management systems. The P-TAP Guidelines will inform the programming of federal Surface Transportation Program (STP) funds for FY2016-17, for P-TAP Round 18, totaling \$1.5 million, and subsequent rounds, subject to funding availability.
- The proposed project selection criteria was revised to hold harmless those jurisdictions that fund the update of their Pavement Management Systems (PMS) outside of the P-TAP program, by awarding points for scope of work consistent with PMS projects, to their applications for PS&E and Non-Pavement Asset Management projects. To receive this special scoring consideration, qualifying jurisdictions' PMS certification must remain current for the duration of the P-TAP round, and all inspections must have been performed by an MTC-certified PMS inspector.
- MTC staff proposes to formalize these criteria for PTAP project selection through Commission adoption.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4078, Revised, to the Commission for approval.
- Attachments:** MTC Resolution No. 4078, Revised

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

ABSTRACT

Resolution No. 4078, Revised

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

The following attachments are provided with this Resolution:

Attachment A— Pavement Management Technical Assistance Program Guidelines

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

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheets dated November 14, 2012 and February 10, 2015.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4078

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

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

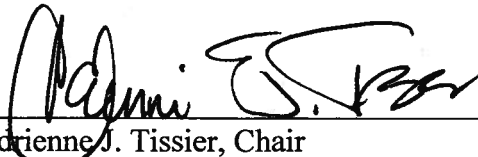
WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to develop a program of projects for the P-TAP; and

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

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

Attachment A
MTC Resolution No. 4078
Page 1 of 6

Pavement Management Technical Assistance Program (P-TAP) Guidelines

Pavement Management Technical Assistance
Program Guidelines

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

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

2. Funding

P-TAP is funded with federal Surface Transportation Program (STP) funds. MTC has secured \$1.5 million in STP funding for P-TAP Round 18. P-TAP funding is not guaranteed and is dependent upon fund availability.

Single-Year Programming: each P-TAP Round starts and ends in the middle of the federal fiscal year, so each round covers two fiscal years (P-TAP Round 18 will cover FY2016-17 and FY2017-18, and so on).

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

3. Eligibility

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

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

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

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

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

4. Application and Grant Award Process

Application Process:

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

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

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

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

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

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

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

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

Criteria	Maximum Score
1) <u>Project scope:</u> Project Sponsors applying for PMS projects will receive higher scores than those applying for PS&E or Non-Pavement Asset Management projects. However, Project Sponsors that do not use the P-TAP Program to fund the update of their PMS and can demonstrate that, 1) they have used an MTC-certified inspection team to perform their PMS update; and 2) that the jurisdiction's certification status will remain current through the duration of the P-TAP Round, will receive points consistent with a PMS project for a PS&E or Non-Pavement Asset Management project.	25
2) <u>Number of centerline miles:</u> Project Sponsors with fewer centerline miles will receive higher scores	20
3) <u>Prior P-TAP recipient:</u> Project Sponsors that have not recently received P-TAP funds will receive higher scores	30
4) <u>Certification status:</u> Project Sponsors without current PMP certification will receive higher scores	25

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

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

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

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

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

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

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

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

Date: November 28, 2012
W.I.: 1233
Referred by: PAC
Revised: 2/24/16 - C

Attachment B
MTC Resolution No. 4078
Page 1 of 1

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

1. Project Oversight

MTC has developed a Data Quality Management Plan for P-TAP, which includes quality control and acceptance measures and describes MTC's inspector certification program (see Appendix A).

2. Project Assignment Criteria

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

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

MTC Resolution No. 4078
Page 1 of 4

Appendix A

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

October 2012

DATA QUALITY MANAGEMENT PLAN COMPONENTS

PRE-QUALIFICATION

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

Pre-qualification Sites

The pre-qualification sites should be residential streets in a small geographic area of the city near the office building where MTC is located. Specific segments should be selected so that as many of the standard MTC seven asphalt surfaced distress types at the three severity levels as possible are included in at least one of the segments. The segments must be carefully inspected using a walking survey conducted by very experienced surveyors. Extensive photographs and distress maps must be completed on all segments included in the pre-qualification sites. The inspection data from these sites will be used to calculate the reference or “ground truth” PCI values of the segments. These segments must be full width of the paved surface by 100 feet long for the manual survey segments and twelve feet wide by 200 feet long for the semi-automated survey segments. The beginning and ending of each segment must be marked on the street, and the corners must also be marked for the semi-automated segments. In all, two segments in very good condition (PCI greater than 75), two in very poor condition (PCI less than 20), and about fourteen in moderate condition (PCI less than 75 and greater than 20) should be selected to include in the pre-qualification process.

Data Collection by Potential Contractors

The potential contractors should inspect up to 20 segments within a short period of time after the reference inspection under the supervision of MTC or contracted staff. The distress data should be provided to MTC staff immediately after the inspections are completed so that they can be entered into the MTC StreetSaver[®] software by MTC or contracted staff to calculate the PCI values.

Acceptance Criteria

The following acceptance criteria should be used:

1. At least 50 percent of the PCI values for the inspected sections must be within +/- 5 PCI points of the reference, or “ground truth,” PCI values.

2. No more than in 12 percent of the PCI values for the inspected sections can be greater than +/- 15 PCI points of the reference, or “ground truth,” PCI values.

QUALITY CONTROL PLAN

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

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

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

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

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

QUALITY ACCEPTANCE PLAN

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

1) Administer Inspector Certification Program

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

2) Conduct Audits of Contractor's Quality Control Plan

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

3) Verify Data Collected by Contractors

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

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



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #:	15-1234	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	1/12/2016	In control:		Programming and Allocations Committee	
On agenda:	2/10/2016	Final action:			
Title:	MTC Resolution No. 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG1) Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2c MTC Reso-4035 STP-CMAQ-OBAG1 Revisions.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG1) Program.

Presenter:

Ross McKeown

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2016

Agenda Item 2c

MTC Resolution No. 4035, Revised

- Subject:** Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) One Bay Area Grant (OBAG1) Program.
- Background:** The OBAG1 Program adopted by the Commission establishes commitments and policies for investing Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Transportation Improvement Program (RTIP) funds for regional and local programs through FY2016-17.
- This month, staff recommends the following change:
- **OBAG 1 Regional Planning Activities Program:** Transfer \$75,000 from Bay Conservation and Development Commission (BCDC) Planning to MTC Planning. This transfer allows an equivalent amount of funding to support Bay Area Regional Collaborative (BARC) consulting work. The primary function of BARC is to provide regional planning to address climate change.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 4035, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4035, Revised, Appendix A-2 to Attachment A and 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

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) 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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 3

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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 4

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 Soscot 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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

\$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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 6

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.

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,

ABSTRACT

MTC Resolution No. 4035, Revised

Page 7

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, and February 10, 2016.

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

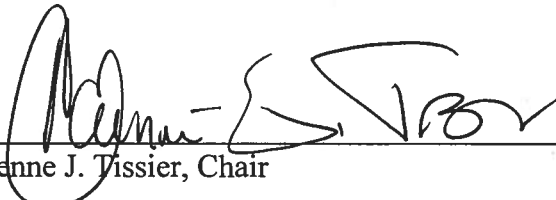
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

Appendix A-2

OBAG 1

Planning & Outreach

FY 2012-13 through FY 2016-17

February 2016

OBAG 1 - County CMA Planning

County	Agency	Cycle 2 / OBAG 1 County CMA Planning - Base					CMA-OBAG	SubTotal	2016-17 *	
		2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation		Supplemental	Total
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000	\$3,270,000	\$7,106,000	\$1,034,000	\$8,140,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000	\$1,214,000	\$4,250,000	\$818,000	\$5,068,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$418,000	\$3,091,000	\$720,000	\$3,811,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000	\$773,000	\$3,568,000	\$753,000	\$4,321,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$752,000	\$3,425,000	\$720,000	\$4,145,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000	\$1,754,000	\$6,000,000	\$1,145,000	\$7,145,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$333,000	\$3,006,000	\$720,000	\$3,726,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000	\$8,514,000	\$35,792,000	\$7,350,000	\$43,142,000

Regional Agency Planning

	Cycle 2 Regional Agency Planning - Base							2016-17 *	
Regional Agency	2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation	SubTotal	Supplemental	Total
ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000	\$0	\$1,341,000	\$285,000	\$1,626,000
MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$795,000	\$3,468,000
Regional Agencies Total:	\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000	\$0	\$6,687,000	\$1,800,000	\$8,487,000

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* 3% escalation from FY 2015-16 Planning Base

\$42,479,000

\$51,629,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

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		\$457,329,000	\$40,000,000	\$497,329,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,626,000	\$0	\$1,626,000
MTC Planning	MTC	\$3,468,000	\$0	\$3,468,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:		\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,800,000	\$0	\$57,800,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$79,200,000	\$0	\$79,200,000
Incident Management Program	MTC/SAFE	\$12,240,000	\$0	\$12,240,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$26,702,000	\$0	\$26,702,000
2. REGIONAL OPERATIONS (RO) TOTAL:		\$105,902,000	\$0	\$105,902,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	MTC/SAFE	\$9,200,000	\$0	\$9,200,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$24,950,000	\$0	\$24,950,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Caltrans	\$5,150,000	\$0	\$5,150,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$3,192,000	\$14,430,000	\$17,622,000
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 1	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,118,000	\$0	\$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$975,000	\$0	\$975,000
FPI - Various Corridors - Caltrans Preliminary Engineering (PE)	Caltrans	\$7,200,000	\$19,570,000	\$26,770,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI - MRN 101 - SF Co Line - Son Co Line	Caltrans	\$10,000,000	\$0	\$10,000,000
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
SUBTOTAL		\$40,078,000	\$34,000,000	\$74,078,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:		\$65,028,000	\$34,000,000	\$99,028,000
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	\$2,000,000	\$0	\$2,000,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Transit Oriented Affordable Housing (TOAH)				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$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
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
Local PDA Planning - Santa Clara	VTA	\$4,343,695	\$0	\$4,343,695
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
Local PDA Planning - Palo Alto	Palo Alto	\$265,000	\$0	\$265,000
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

Attachment B-1

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

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

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 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
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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		\$457,329,000	\$40,000,000	\$497,329,000
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	\$275,000	\$0	\$275,000
<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	\$300,000	\$0	\$300,000
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
<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
SUBTOTAL		\$8,000,000	\$0	\$8,000,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL: \$40,000,000	\$0	\$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	\$973,864	\$0	\$973,864
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
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Hayward Comprehensive Parking Mgmt Plan Implementation	Hayward	\$338,000	\$0	\$338,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
To Be Determined	TBD	\$6,000,000	\$0	\$6,000,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)		TOTAL: \$14,312,000	\$6,000,000	\$20,312,000

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

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
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01/27/16-C 02/24/16-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		\$457,329,000	\$40,000,000	\$497,329,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAs</i>				
Alameda County SRTS Program - Supplemental	ACTC	\$1,073,000	\$0	\$1,073,000
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	NCTPA	\$105,000	\$0	\$105,000
San Francisco County SRTS Program - Supplemental	SFCTA	\$360,000	\$0	\$360,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Program - Supplemental	STA	\$314,000	\$0	\$314,000
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Alameda County SRTS Program	ACTC	\$4,293,000	\$0	\$4,293,000
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
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
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
San Rafael Grand Ave Bike/Ped Imps	San Rafael	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	NCTPA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,439,000	\$0	\$1,439,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
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	\$1,256,000	\$0	\$1,256,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	TOTAL:	\$25,000,000	\$0	\$25,000,000
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>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
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
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
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Advanced Communications and Information System (ACIS)	GGBHTD	\$2,000,000	\$0	\$2,000,000
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - ACE Positive Train Control	SJRR/ACE	\$129,156	\$0	\$129,156
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
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01/27/16-C 02/24/16-C

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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$457,329,000	\$40,000,000	\$497,329,000
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$3,340,781	\$0	\$3,340,781
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - Caltrain - Control Point Installation	Caltrain	\$2,840,952	\$0	\$2,840,952
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$465,899	\$0	\$465,899
TPI - Petaluma - Transit Signal Priority, Phase I & II	Petaluma	\$287,902	\$0	\$287,902
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	\$171,388	\$0	\$171,388
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$116,728	\$0	\$116,728
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NCTPA - Bus Mobility Device Retrofits	NCTPA	\$120,988	\$0	\$120,988
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$992,535	\$0	\$992,535
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$177,060	\$0	\$177,060
TPI - CCCTA - TRANSITMIX Software Implementation Project	CCCTA	\$17,851	\$0	\$17,851
TPI - NCTPA - Am. Canyon Priority Signal Interconnection on SR 29	NCTPA	\$91,757	\$0	\$91,757
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	\$525,787	\$0	\$525,787
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$114,656	\$0	\$114,656
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	\$23,457,617	\$0	\$23,457,617
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-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,784,880	\$0	\$4,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$27,284,312	\$0	\$27,284,312
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 - Bayfront Park Recreational Bay Access	Mill Valley	\$100,000	\$0	\$100,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$80,000	\$0	\$80,000
Marin PCA - Thatcher Ranch Easement Acq. (pending exchange)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (pending exchange)	Novato	\$500,000	\$0	\$500,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
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 - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000

Attachment B-1

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

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

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 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

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		\$457,329,000	\$40,000,000	\$497,329,000
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: \$457,329,000	\$40,000,000	\$497,329,000

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Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #:	15-1239	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	1/12/2016	In control:		Programming and Allocations Committee	
On agenda:	2/10/2016	Final action:			
Title:	MTC Resolution No. 4108, Revised. Revise the Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Policies and Procedures to make Pedestrian Safety education projects eligible for funding to conform to Senate Bill 508 (2015-16).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2d MTC Reso-4108 Ped Safety Education.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4108, Revised. Revise the Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Policies and Procedures to make Pedestrian *Safety* education projects eligible for funding to conform to Senate Bill 508 (2015-16).

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 10, 2016

Item Number 2d

Resolution No. 4108, Revised

Subject: Revise the Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Policies and Procedures to make Pedestrian Safety education projects eligible for funding to conform to Senate Bill 508 (2015-16).

Background: Statutory changes were made to the TDA (Public Utilities Code Section 99200 et. seq.) through Senate Bill (SB) 508 (2015-16). SB 508 included a revision to TDA Article 3 to make pedestrian safety education projects eligible for funding. Previously, only bicycle safety education projects were specifically identified. This change to TDA law was supported by our local partners.

The proposed change to the Policies and Procedures to conform to the revised statute can be found on page 7 of Attachment A.

Issues: None

Recommendation: Refer MTC Resolution No. 4108, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 4108, Revised

Date: June 26, 2013
W.I.: 1514
Referred By: PAC
Revised: 2/24/16-C

ABSTRACT

Resolution No. 4108, Revised

This resolution establishes policies and procedures for the submission of claims for Article 3 funding for pedestrian and bicycle facilities as required by the Transportation Development Act in Public Utilities Code (PUC) Section 99401.(a). Funding for pedestrian and bicycle projects is established by PUC Section 99233.3.

This resolution supersedes MTC Resolution No. 875, Revised commencing with the FY2014-15 funding cycle.

This resolution was revised on February 24, 2016 to make pedestrian safety education projects eligible for funding, in accordance with recent state law changes.

Further discussion of these procedures and criteria are contained in the Programming and Allocations Summary Sheet dated June 12, 2013 and February 10, 2016.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC

RE: Transportation Development Act, Article 3. Pedestrian and Bicycle Projects.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4108

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., requires the Transportation Planning Agency to adopt rules and regulations delineating procedures for the submission of claims for funding for pedestrian and bicycle facilities (Article 3, PUC Section 99233.3); state criteria by which the claims will be analyzed and evaluated (PUC Section 99401(a); and to prepare a priority list for funding the construction of pedestrian and bicycle facilities (PUC Section 99234(b)); and

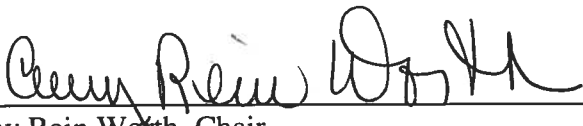
WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of claims for Article 3 funding for pedestrian and bicycle facilities; and

WHEREAS, MTC desires to update these procedures and criteria commencing with the FY2014-15 funding cycle, now therefore be it

RESOLVED, that MTC adopts its policies and procedures for TDA funding for pedestrian and bicycle facilities described in Attachment A ; and be it further

RESOLVED, that the prior policy governing allocation of funds contained in Resolution No. 875 is superseded by this resolution, effective with the FY 2014-15 funding cycle.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 26, 2013.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC
Revised: February 24, 2016

Attachment A
Resolution No. 4108
Page 1 of 7

TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3,
PEDESTRIAN/BICYCLE PROJECTS
Policies and Procedures

Eligible Claimants

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for the exclusive use of pedestrian and bicycle projects. MTC makes annual allocations of TDA Article 3 funds to eligible claimants after review of applications submitted by counties or congestion management agencies.

All cities and counties in the nine counties in the MTC region are eligible to claim funds under TDA Article 3. Joint powers agencies composed of cities and/or counties are also eligible provided their JPA agreement allows it to claim TDA funds.

Application

1. Counties or congestion management agencies will be responsible for developing a program of projects not more than annually, which they initiate by contacting the county and all cities and joint powers agencies within their jurisdiction and encouraging submission of project applications.
2. Claimants will send one or more copies of project applications to the county or congestion management agency (see "Priority Setting" below).
3. A project is eligible for funding if:
 - a. The project sponsor submits a resolution of its governing board that addresses the following six points:
 1. There are no legal impediments regarding the project.
 2. Jurisdictional or agency staffing resources are adequate to complete the project.
 3. There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
 4. Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.
 5. Adequate local funding is available to complete the project.

6. The project has been conceptually reviewed to the point that all contingent issues have been considered.
- b. The funding requested is for one or more of the following purposes:
1. Construction and/or engineering of a bicycle or pedestrian capital project
 2. Maintenance of a multi-purpose path which is closed to motorized traffic
 3. Bicycle safety education program (no more than 5% of county total).
 4. Development of a comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years).
 5. Restriping Class II bicycle lanes.
- Refer to Appendix A for examples of eligible projects.
- c. The claimant is eligible to claim TDA Article 3 funds under Sections 99233.3 or 99234 of the Public Utilities Code.
- d. If it is a Class I, II or III bikeway project, it must meet the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual (Available via Caltrans headquarters' World Wide Web page); or if it is a pedestrian facility, it must meet the mandatory minimum safety design criteria published in Chapter 100 of the California Highway Design Manual (Available via Caltrans headquarters' World Wide Web page).
- e. The project is ready to implement and can be completed within the three year eligibility period.
- f. *If the project includes construction, that it meets the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor submits an environmental document that has been stamped by the County Clerk within the past three years.*
- g. A jurisdiction agrees to maintain the facility.
- h. The project is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.

Priority Setting

1. The county or congestion management agency (CMA) shall establish a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding.
2. Each county and city is required to have a Bicycle Advisory Committee (BAC) to review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the

development and review of comprehensive bicycle plans. BACs should be composed of both bicyclists and pedestrians.

A city BAC shall be composed of at least 3 members who live or work in the city. More members may be added as desired. They will be appointed by the City Council. The City or Town Manager will designate staff to provide administrative and technical support to the Committee.

An agency can apply to MTC for exemption from the city BAC requirement if they can demonstrate that the countywide BAC provides for expanded city representation.

A county BAC shall be composed of at least 5 members who live or work in the county. More members may be added as desired. The County Board of Supervisors or Congestion Management Agency (CMA) will appoint BAC members. The county or congestion management agency executive/administrator will designate staff to provide administration and technical support to the Committee.

3. All proposed projects shall be submitted to the County or congestion management agency for evaluation/prioritization. Consistent with the county process, either the Board of Supervisors or the Congestion Management Agency (CMA) will adopt the countywide list and forward it to MTC for approval.
4. The county or congestion management agency will forward to MTC a copy of the following:
 - a) Applications for the recommended projects, including a governing body resolution, stamped environmental document, and map for each, as well as a cover letter stating the total amount of money being claimed; *and confirmation that each project meets Caltrans' minimum safety design criteria and can be completed before the allocation expires.*
 - b) The complete priority list of projects with an electronic version to facilitate grant processing.
 - c) A Board of Supervisors' or CMA resolution approving the priority list and authorizing the claim.

MTC Staff Evaluation

MTC Staff will review the list of projects submitted by each county. If a recommended project is eligible for funding, falls within the overall TDA Article 3 fund estimate level for that county, and has a completed application, staff will recommend that funds be allocated to the project.

Allocation

The Commission will approve the allocation of funds for the recommended projects. The County Auditor will be notified by allocation instructions to reserve funds for the approved projects. Claimants will be sent copies of the allocation instructions and funds should be invoiced in accordance with the “Disbursement” section below.

Eligible Expenditures

Eligible expenditures may be incurred from the start of the fiscal year of award plus two additional fiscal years. Allocations expire at the end of third fiscal year following allocation. For example, if funds are allocated to a project in October 2014, a claimant may be reimbursed for eligible expenses that were incurred on or after July 1, 2014. The allocation expires on June 30, 2017 and all eligible expenses must be incurred before this date. All disbursement requests should be submitted by August 31, 2017.

Disbursement

1. The claimant shall submit to MTC the following, no later than two months after the grant expiration date:
 - a) A copy of the allocation instructions along with a dated cover letter referring to the project by name, dollar amount and allocation instruction number and the request for a disbursement of funds;
 - b) Documents showing that costs have been incurred during the period of time covered by the allocation.
 - c) With the final invoice, the claimant shall submit a one paragraph summary of work completed with the allocated funds. This information may be included in the cover letter identified in bullet “a” above and is required before final disbursement is made. If the project includes completion of a Class I, II or III bicycle facility, this information should be added to Bikemapper or a request should be made to MTC to add it to Bikemapper.
2. MTC will approve the disbursement and, if the disbursement request was received in a timely fashion and the allocation instruction has not expired, been totally drawn down nor been rescinded, issue an authorization to the County Auditor to disburse funds to the claimant.

Rescissions and Expired Allocations

Funds will be allocated to claimants for specific projects, so transfers of funds to other projects sponsored by the same claimant may not be made. If a claimant has to abandon a project or cannot complete it within the time allowed, it should ask the county or congestion management

agency to request that MTC rescind the allocation. Rescission requests may be submitted to and acted upon by MTC at any time during the year. Rescinded funds will be returned to the county's apportionment.

Allocations that expire without being fully disbursed will be disencumbered in the fiscal year following expiration. The funds will be returned to county's apportionment and will be available for allocation.

Fiscal Audit

All claimants that have received an allocation of TDA funds are required to submit an annual certified fiscal and compliance audit to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not expended (that is, costs incurred) during a given fiscal year. However, the applicant should submit a statement for MTC's records certifying that no TDA funds were expended during the fiscal year. Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an outstanding audit. Until the audit requirement is met, no new Article 3 allocations will be made.

TDA Article 3 funds may be used to pay for the fiscal audit required for this funding.

Appendix A: Examples of Eligible Projects

1. Projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use. For example, roadway widening, shoulder paving, restriping or parking removal to provide space for bicycles; a bicycle/pedestrian bridge across a stream or railroad tracks on an otherwise useful route; a segment of multi-purpose path to divert young bicyclists from a high traffic arterial; a multi-purpose path to provide safe access to a school or other activity center; replacement of substandard grates or culverts; adjustment of traffic-actuated signals to make them bicycle sensitive. Projects to improve safety should be based on current traffic safety engineering knowledge.
2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous. For example, development of Multi-purpose paths on continuous rights-of-way with few intersections (such as abandoned railroad rights-of-way) which lead to activity centers; an appropriate combination of Multi-purpose paths, Class II, and Class III bikeways on routes identified as high demand access routes; bicycle route signs or bike lanes on selected routes which receive priority maintenance and cleaning.
3. Secure bicycle parking facilities, especially in high use activity areas, at transit terminals, and at park-and-ride lots. Desirable facilities include lockers, sheltered and guarded check-in areas; self-locking sheltered racks that eliminate the need to carry a chain and racks that accept U-shaped locks.
4. Other provisions that facilitate bicycle/transit trips and walk/transit. For example, bike racks on buses, paratransit/trailer combinations, and bicycle loan or check-in facilities at transit terminals, bus stop improvements, wayfinding signage.
5. Maintenance of multiple purpose pathways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes (provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation).
6. Funds may be used for construction and plans, specification, and estimates (PS&E) phases of work. Project level environmental, planning, and right-of-way phases are not eligible uses of funds.
7. Projects that enhance or encourage bicycle or pedestrian commutes, including Safe Routes to Schools projects.

8. Intersection safety improvements including bulbouts/curb extensions, transit stop extensions, installation of pedestrian countdown or accessible pedestrian signals, or pedestrian signal timing adjustments. Striping high-visibility crosswalks or advanced stop-back lines, where warranted.
9. Purchase and installation of pedestrian traffic control devices, such as High-intensity Activated crossWalK (HAWK) beacons, rectangular rapid flashing beacons (RRFB), or pedestrian safety “refuge” islands, where warranted.
10. Projects that provide connection to and continuity with longer routes provided by other means or by other jurisdictions to improve regional continuity.
11. The project may be part of a larger roadway improvement project as long as the funds are used only for the bicycle and/or pedestrian component of the larger project.
12. Bicycle and Pedestrian Safety Education Programs. Up to five percent of a county's Article 3 fund may be expended to supplement monies from other sources to fund public bicycle and pedestrian safety education programs and staffing.
13. Comprehensive Bicycle and Pedestrian Facilities Plan. Funds may be allocated for these plans (emphasis should be for accommodation of bicycle and walking commuters rather than recreational uses). A city or county may not receive allocations for these plans more than once every five years. Environmental documentation and approval necessary for plan adoption is an eligible expense.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1238 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/12/2016 **In control:** Programming and Allocations Committee
On agenda: 2/10/2016 **Final action:**
Title: MTC Resolution No. 4218. Adoption of the 2017 Regional Active Transportation Program (ATP) Cycle 3 Guidelines.

The 2017 Regional ATP Cycle 3 will provide about \$20 million in new programming, covering the years FY 2019-20 and FY 2020-21. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 3 funds.

Sponsors:

Indexes:

Code sections:

Attachments: [3a MTC Reso 4218 ATP Guidelines.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4218. Adoption of the 2017 Regional Active Transportation Program (ATP) Cycle 3 Guidelines.

The 2017 Regional ATP Cycle 3 will provide about \$20 million in new programming, covering the years FY 2019-20 and FY 2020-21. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 3 funds.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2016

Agenda Item 3a

Resolution No. 4218

- Subject:** Adoption of the 2017 Regional Active Transportation Program (ATP) Cycle 3 Guidelines
- Background:** The Legislature approved SB 99 and AB 101 in September 2013, establishing the Active Transportation Program (ATP). The ATP funding is distributed as follows:
- 50% to the state for a statewide competitive program (“Statewide Competitive ATP”);
 - 10% to the small urban and rural area competitive program to be managed by the state; and
 - 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (“Regional ATP”).
- MTC is responsible for developing the guidelines for the Regional ATP, and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption. Resolution No. 4218 establishes MTC’s policies, procedures, and project selection criteria for the Cycle 3 Regional ATP. MTC’s large urbanized area share of the ATP provides about \$20 million in new funding to the nine-county MTC region for two years, FY2019-20 and FY2020-21.
- MTC’s Regional ATP Guidelines are based on CTC’s ATP Guidelines, scheduled for adoption on March 17, 2016. MTC staff recommends several changes from the Statewide Guidelines as summarized in Attachment 1. The proposed changes generally concern additional screening and evaluation criteria, local match requirement, the scoring for projects benefiting Disadvantaged Communities, and a set-aside for funding small projects.
- Upon CTC approval of MTC’s Regional ATP Guidelines, expected in March 2016, MTC will issue a call for projects for the regional program. Applications for the Regional ATP are due to MTC on June 15, 2016. MTC staff will recommend programming of projects from the Regional ATP in Fall 2016 via amendment to MTC Resolution No. 4218.
- Issues:** MTC staff has raised concern to the CTC regarding programming ATP Cycle 3 funds three to five years before the funds are available. Further, the Statewide Guidelines and Fund Estimate are still being developed and have not yet been adopted by CTC. CTC expects to adopt these documents in March. MTC’s proposed Guidelines are based on the released draft of the Statewide Guidelines.
- Recommendation:** 1) Refer MTC Resolution No. 4218 to the Commission for approval; 2) direct staff to submit MTC’s Regional ATP Guidelines to the California

Transportation Commission; and 3) authorize a call for projects consistent with the guidelines upon CTC's approval of MTC's Guidelines.

Attachments: Attachment 1 – Regional ATP Guidelines Highlights
MTC Resolution No. 4218

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Regional ATP Guidelines Highlights

Proposed Regional ATP Guidelines

MTC will follow the State Competitive ATP Guidelines, with the main differences from the Statewide ATP Guidelines noted below:

1. Additional screening criteria focused on project readiness.
2. Add additional evaluation criteria, as follows:
 - a. Consistency with Regional Priorities and Planning Efforts (such as Bay Trail and Regional Bike Network build-out and gap closures, and multi-jurisdictional projects). **Up to 5 points.**
 - b. Completion of Approved Environmental Document. Met by proof of an approved environmental document, and does not apply to planning activities or stand-alone non-infrastructure projects. **0 or 3 points.**
 - c. Consistency with OneBayArea Grant (OBAG) Complete Streets Policy. Met by updated General Plan Circulation Element after January 1, 2010 or adopted complete streets policy resolution incorporating MTC's complete streets requirements by June 1, 2016. **0 or 2 points.**
 - d. Countywide Plans/Goals Consistency. Met by Congestion Management Agency determination of consistency with countywide plans and/or goals. Inconsistent projects will receive a 2 point penalty. **0 or -2 points.**
 - e. Deliverability. Evaluators will review the project's proposed schedule for deliverability. Projects deemed undeliverable or that have significant delivery risks will receive a 5 point penalty. **0 or -5 points.**
 - f. Consistency with Community-Based Transportation Plan (CBTP). Additional points in the Disadvantaged Communities portion of the Statewide Application for projects identified in an adopted CBTP. **See item 3 below.**
3. Revise the Disadvantaged Communities portion of the Statewide Application as follows:
 - a. Assign the statewide score value for Disadvantaged Communities to 60% of the statewide value (Statewide application and point values are still being developed), with the remaining 40% of the statewide value awarded for projects identified in an approved Community-Based Transportation Plan (CBTP). Proof of CBTP consistency will be provided in the supplemental regional application.
 - b. Use MTC's Communities of Concern definition to meet the 25% requirement for projects benefiting "Disadvantaged Communities," rather than other measures prescribed by CTC (such as Cal-Enviro-Screen and percent of subsidized school lunches), as allowed by state guidelines.
4. Maintain an 11.47% match requirement, with waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. Also, MTC will waive local match for construction if pre-construction phases are funded entirely with non-federal and non-ATP funds.
5. Establish a target for smaller funding requests to encourage smaller project applications.
 - a. Target approximately 20% of Regional ATP funds (about \$4 million) for project requests \$1 million and under, and prioritize these projects for state-only funds. If this target is not met based on score order, projects requesting \$1 million and under which score five or less points under the lowest scoring funded projects may be added to the program to meet the 20% target. Remaining Regional ATP funds (about \$16 million) may be for projects requests of any size.

- b. Existing minimum project size requirements from the state still apply (\$250,000 minimum except for non-infrastructure, Safe Routes to School, and plans).
6. Contingency Project List. MTC will also adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 3 Regional ATP that occur prior to the adoption of Cycle 4. This will ensure that the Regional ATP will fully use all ATP funds, and minimize the loss of ATP funds to the region.

In addition to the above changes, all projects in the Regional ATP must comply with regional policies, including Resolution 3606 deadlines, and must submit a resolution of local support for all selected projects by April 1, 2017.

Other Information

Funding Amount:

The funding amounts for the Statewide and Regional ATP are below.

<u>Program</u>	<u>Programming Agency</u>	<u>Amount Available for Cycle 3</u>
Statewide Competitive ATP	CTC, Caltrans	\$120 million
Regional ATP	MTC	\$ 20 million

Schedule:

The current estimated schedule for the Cycle 3 ATP is below.

Milestone	Statewide ATP	Regional ATP
MTC Guideline Adoption	N/A	February 24, 2016
CTC Guideline Approval	March 17, 2016	March 17, 2016
Call for Projects	March 30, 2016	March 30, 2016
Application Due Date	June 15, 2016	June 15, 2016
Staff Recommendations	October 28, 2016	December 7, 2016
MTC Adoption	N/A	December 21, 2016
CTC Approval	December 8, 2016	March 2017

Application and Evaluation:

MTC staff will prepare a supplemental application for projects competing for the Regional ATP that will address the above changes. The base application will remain the statewide application to avoid duplication. An evaluation committee will be formed to score and rank the submitted applications.

Programming in the TIP:

Project sponsors will be able to add the projects into the TIP following CTC approval of the Regional ATP program in March 2017.

ATP Contacts:

For additional information, please go to the State ATP website (<http://www.catc.ca.gov/programs/ATP.htm>), MTC's ATP website (<http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>), or Kenneth Kao, ATP Program Manager, 510-817-5768, kkao@mtc.ca.gov.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4218

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 3 Guidelines and Program of Projects for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures and Project Selection Criteria
- Attachment B – Regional Active Transportation Program of Projects

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 10, 2016.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 3 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4218

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

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

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

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

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 24, 2016.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4218
Page 1 of 13

2017 Regional Active Transportation Program (ATP)

Cycle 3

Guidelines

February 24, 2016

**MTC Resolution No. 4218
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://mtc.ca.gov/our-work/fund-invest>**

**2017 Regional Active Transportation Program (ATP) Cycle 3
Guidelines
Table of Contents**

Background.....	3
Development Principles.....	3
CTC Guidelines.....	4
ATP Development Schedule	4
ATP Regional Shares.....	4
Public Involvement Process	4
ATP Projects in the Transportation Improvement Program (TIP).....	4
Deviations from Statewide Policies.....	4
1. Application Process and Additional Regional Screening/Evaluation Criteria	4
2. Definition and Evaluation of Disadvantaged Communities.....	5
3. Two-Tiers of Funding by Project Request Size	6
4. Match Requirement	6
5. Contingency Project List.....	7
Application Process.....	7
Project Application.....	7
Additional Project Screening Criteria, Including Readiness.....	7
Additional Project Evaluation Criteria	8
Additional Regional Policies	9
Title VI Compliance	9
MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy	9
MTC Resolution No. 3765 Compliance – Complete Streets Checklist.....	10
Appendix A-1: ATP Development Schedule	11
Appendix A-2: MTC ATP Regional Shares	12
Appendix A-3: Regional ATP Project Application	13

2017 Regional Active Transportation Program Cycle 3 Guidelines

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 3 ATP, expected to be approved on March 17, 2016. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided the regional guidelines are approved by CTC.

This document serves as MTC’s Cycle 3 Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 24, 2016, for final consideration by the CTC in March 2016.

Development Principles

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Congestion Management Agencies (CMAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CMAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings

and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines are expected to be adopted on March 17, 2016, and are available at: <http://www.catc.ca.gov/programs/ATP.htm>. The most current CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

Development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 3 of ATP funding (FY 2019-20 and FY 2020-21), consistent with the ATP Fund Estimate expected to be approved by the CTC on March 17, 2016. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP prior to seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by May 1, 2017 in order to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed prior to the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Active Transportation Program, and has additional evaluation and screening criteria. Further information on these changes, as well as instructions on the application process are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or both. Sponsors applying to the State ATP program or to both the state and regional programs must submit a copy of their state application to MTC. In order to be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Communities of Concern". MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. For the purposes of meeting the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's COC definition.

MTC's Communities of Concern are defined as those census tracts that have concentration of both minority and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region's population is located in Communities of Concern. MTC's Communities of Concern definition of Disadvantaged Communities meets the State's legislative intent, and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area* Equity Analysis Report and associated Appendix, available online at: http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report.pdf and http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report-Appendices.pdf. Information regarding the 2016 update is available online at:

<https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057>. The last link also includes a static map of the COC locations. An interactive online map is not yet available; however, a list of census tracts is available upon request from MTC staff.

Community-Based Transportation Plans (CBTPs)

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, county congestion management agencies (CMAs), and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CMAs and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding and implementation discussions.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. The remaining 40% of the statewide scoring value will be awarded for projects identified in an approved Community-Based Transportation Plan (CBTP). Proof of CBTP consistency will be provided by the applicant in the supplemental regional application.

3. Establish a Target for Project Funding Requests \$1 million and Under

MTC elects to establish a target of 20% of rATP funds for project requests of \$1 million and under. The goal of the target is to encourage smaller project applications throughout the region. If the 20% target is not met based on score order, projects requesting \$1 million and under which score five or fewer points under the lowest scoring funded project may be added to the Program in order to meet the target.

Project requests over \$1 million must meet federal requirements and receive federal funds, while project requests \$1 million and will be prioritized for state-only funding. Exceptions may be granted on a case-by-case basis, subject to the federal/state funding availability identified in Appendix A-2.

4. Match Requirement

The CTC Guidelines do not require a match for Statewide ATP projects. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 3 Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy (via CD/DVD, portable hard drive, or USB thumb drive) must be physically received by MTC or postmarked no later than June 15, 2016 in order to be considered.

Additional Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for design and right of way, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier, shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606,

Revised), sponsors must submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1 of the programmed fiscal year, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with additional criteria for the Regional Active Transportation Program. The additional criteria are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 5 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area*. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area's* Healthy and Safe goals of reduction of particulate matter, collision reduction and encouragement of active transport
 - Consistency with MTC's Safe Routes to School Program
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
- **Completion of Approved Environmental Document. (0 or 3 points)**
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
 - Photocopy of the approved environmental document cover and executive summary;
 - Link to the approved environmental document available online;
 - Full soft copy of the environmental document provided on the electronic copy of the application (CD/DVD/USB drive);
 - Documentation from Caltrans regarding environmental approval; and/or
 - Other Council/Board action, such as resolutions and/or Planning Department approval of environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA or NEPA requirements to receive ATP funding.
- **Consistency with OBAG Complete Streets Policy. (0 or 2 points)**
Complete Streets are an essential part of promoting active transportation. To that end, additional points will be awarded to ATP project sponsors that supply documentation that

the jurisdiction(s) in which the project is located meets the One Bay Area Grant (OBAG) Complete Streets Policy by June 1, 2016. The policy may be met by the jurisdiction either having updated the General Plan after January 1, 2010 to be consistent with the Complete Streets Act of 2008, or adopting a complete streets policy resolution incorporating MTC's complete streets requirements. For further information regarding MTC's One Bay Area Grant (OBAG) Complete Streets Policy, refer to the OBAG 2 website at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.

A sample complete streets policy resolution is available at:

http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 points)**
Following the application due date, MTC will share the received applications with the County Congestion Management Agencies (CMAs) or Countywide Transportation Planning Agency (collectively referred to as "CMAs"). The CMAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CMAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than October 1, 2016. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**
The regional program evaluation committee, in consultation with MTC staff, will review each application's project delivery schedule for ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the two programming years of Cycle 3 (FY 2019-20 and 2020-21) shall receive a 5 point penalty. Projects that are deemed able to allocate within the two programming years of Cycle 3 will be held harmless.

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the

adoption of a Resolution of Local Support for selected projects by April 1, 2017. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2017 Regional Active Transportation Program (ATP) Cycle 3
Appendix A-1: ATP Development Schedule (Subject to Change)
February 24, 2016

January 2016	CTC releases draft ATP Guidelines
January-February 2016	Draft Regional ATP Guidelines presented to Working Groups
February 10, 2016	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed Regional ATP Guidelines
February 24, 2016	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 17, 2016	CTC scheduled adoption of State ATP Guidelines CTC scheduled approval of MTC's Regional ATP Guidelines
March 30, 2016	CTC scheduled release of ATP Call for Projects for Statewide Competitive Program MTC scheduled release of ATP Call for Projects for Regional Program
June 15, 2016	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
October 28, 2016	CTC releases staff recommendation for ATP Statewide Competitive Program
December 7, 2016	MTC releases staff recommendation for ATP Regional Program
December 2016	Working Group discussions of staff recommendations
December 8, 2015	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
December 14, 2016	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
December 21, 2016	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
March 2017	CTC Approval of ATP Regional Program: CTC scheduled to approve Regional Program
April 1, 2017	TIP Amendment Deadline: Successful ATP project sponsors to submit 2015 TIP Amendment, including Resolution of Local Support
May 24, 2017	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
June 30, 2017	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP
November 1, 2019	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2019-20
January 31, 2020	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2019-20
November 1, 2020	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2020-21
January 31, 2021	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2020-21

Shaded Area – Actions by State, CTC or Caltrans

Metropolitan Transportation Commission (MTC)
2017 Regional Active Transportation Program (ATP) Cycle 3

Appendix A-2: MTC ATP Regional Share Targets
FY 2019-20 and FY 2020-21
February 2016

ATP Regional Share

All numbers in thousands

Fund Source	FY 2019-20	FY 2020-21	Total
Federal TAP	\$5,252	\$5,252	\$10,504
Federal Other	\$1,915	\$1,915	\$3,830
State	\$2,908	\$2,908	\$5,816
Total ATP Regional Share	\$10,075	\$10,075	\$20,150

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2019-20	FY 2020-21	Total
25% - Benefiting Disadvantaged Communities	\$2,519	\$2,519	\$5,038
75% - Anywhere in the Region	\$7,556	\$7,556	\$15,112
Total ATP Regional Share	\$10,075	\$10,075	\$20,150

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2017 Regional Active Transportation Program (ATP) Cycle 3

Appendix A-3: Regional ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
 - a. Statewide ATP Application Form, available at <http://www.catc.ca.gov/programs/ATP.htm>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iii. OBAG Complete Streets Policy compliance
 - iv. Community-Based Transportation Plan evidence
3. Project Programming Request (PPR) form
 - a. Available at: http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects2_5_5_14.xls
4. Complete Streets Checklist
 - a. Available at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>
 - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2017.



Metropolitan Transportation Commission

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Legislation Details (With Text)

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Title:	MTC Resolution Nos. 4170, Revised, 4222 and 4223. Cap and Trade Framework Update and Interim Operating Program Adoption.				

Update on proposed revisions to the region's Cap and Trade Funding Framework and adoption of an Interim FY2015-16 Cap and Trade Transit Operating Program framework and program of projects.

Sponsors:

Indexes:

Code sections:

Attachments: [4a MTC Reso-4170-4222-4223 Cap&Trade Framework.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4170, Revised, 4222 and 4223. Cap and Trade Framework Update and Interim Operating Program Adoption.

Update on proposed revisions to the region's Cap and Trade Funding Framework and adoption of an Interim FY2015-16 Cap and Trade Transit Operating Program framework and program of projects.

Presenter:

Kenneth Folan

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2016

Agenda Item 4a

MTC Resolution Nos. 4170, Revised, 4222, and 4223

Subject: An update on proposed revisions to the region's Cap and Trade Funding Framework and adoption of an interim FY2015-16 Cap and Trade Transit Operating Program framework and program of projects.

Background: In October 2015, staff presented proposed revisions to the region's Cap and Trade framework for discussion to the Policy Advisory Council, the Partnership Board, and the Programming and Allocations Committee. The Committee directed staff to seek further input from partner agencies and interested parties.

The proposed revisions were based on legislation enacted in 2014, followed by program guidelines, the completion of the first rounds of the various Cap and Trade funding programs, and higher than projected Cap and Trade revenues. Estimated funding available statewide is summarized in Table 1 and a summary of the existing MTC framework by category is included in Table 2.

Table 1: Statewide Cap and Trade Programs, FY2015-16 and Beyond (\$ millions)

Statewide Revenue Framework		FY2015-16 and Beyond – Annual Funding*	State Agency
Total Generations	%	\$2,500	
Transit & Intercity Rail Capital Program	10%	\$250	CalSTA
Low Carbon Transit Operations Program	5%	\$125	Caltrans, CARB
Affordable Housing and Sustainable Communities Program	20%	\$500	SGC/HCD
Uncommitted Funding	40%	\$1,000	Unknown
High Speed Rail	25%	\$625	HSRA

* Assumes \$2.5 billion in statewide annual

Table 2: Summary of MTC Framework by Category, Amount, and State Cap and Trade Category (\$ millions, 2015-2040)

MTC Framework Category	MTC Framework Adopted Amount (28-years)	MTC Framework Proposed Amount (25-years)	Proposed Bay Area Share of Statewide Program
Core Capacity*	\$875	\$2,000	33% of TIRCP
Transit Operating	\$500	\$1,136	37% of LCTOP (54% of Rev and 19% of Pop-based)
OBAG	\$1,050	\$3,750	30% of AHSC
Climate Initiatives	\$275	TBD	TBD of 40% Uncommitted
Goods Movement	\$450	TBD	TBD of 40% Uncommitted
High Speed Rail	-	TBD	TBD of High Speed Rail
Total	\$3,150	\$6,886	

* 24-year estimate due to FY2015-16 advanced programming

Discussion on the October 2015 proposal has generally focused on the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program. More information on these programs is included below while a general update on all programs is included in the attached presentation slides.

Transit and Intercity Rail Capital Program

Background

The Transit and Intercity Rail Capital Program (TIRCP) is a statewide competitive program to fund capital and operational improvements to modernize California's transit systems and reduce emissions of greenhouse gases.

Proposed Revision

In October 2015, staff recommended increasing the region's Cap and Trade target amount for the TIRCP category from \$875 million to \$2 billion, as summarized in Table 3.

Table 3. Adopted and Proposed Transit and Intercity Rail Program (TIRCP) Framework (\$ millions, 24 years)

TIRCP	Adopted (MTC Res. 4030)	Proposed (24 years)
BART: Train Control	126	250
SFMTA: Fleet Enhance & Expand	400	481
SFMTA: Facilities	67	67
AC Transit: Fleet Expansion	45	90
AC Transit: Facilities	162	162
VTa: BART to San Jose	75	750
<i>Subtotal listed projects</i>	<i>875</i>	<i>1,800</i>
Potential other projects		200
Projected Revenue*		2,000

*Could increase to \$4 billion.

Two recent proposals, from Governor Brown and from Assemblymember Frazier, would add significant funding to TIRCP, potentially increasing the region's target amount as high as \$4 billion. Staff is continuing to work with the region's transit operators and the Bay Area Partnership on a recommended strategy given the potential for additional revenue. Staff will return in April with a recommendation on an expanded regional target as well as a project endorsement list for the Spring 2016 funding round, which will award at least \$440 million statewide.

Low Carbon Transit Operating Program

In October, staff released two Cap and Trade Transit Operating Program (LCTOP) proposed alternatives summarized on the next page and detailed in Attachment A. The alternatives on the next page are limited to population-based funds. The operators are expected to receive an additional estimated \$835 million in revenue-based funds. Based on input from partner agencies, Alternative 2 is generally preferred. The partner agencies also are seeking more detailed definition of the regional transit performance and coordination programs that are common to both

alternatives. The final recommendations will be presented to the Commission for consideration in April 2016.

Proposed Alternatives for LCTOP – \$302 Million – Population-based Funds

1. Maintain Existing Framework	
	<ul style="list-style-type: none"> \$89 million to existing framework as complement to revenue-based funds and maintain minimum \$500 million commitment
2. Distribution to North Counties/ Small Operators (Preferred Alternative)	
	<ul style="list-style-type: none"> \$102 million to North Counties/ Small Operators (distributed by population-based formula, as complement to revenue based funds)
Common to Both Alternatives	
	<ul style="list-style-type: none"> Approximately \$100 million to key transit corridors/hubs (i.e. Transit Performance Initiative) Approximately \$100 million to seamless transit/regional coordination programs (ex: Clipper® 2.0, low-income fares, hub signage and wayfinding, 511, other)

FY2015-16 Interim Distribution Formula

In late December, Caltrans instituted a new requirement that allocations for LCTOP Population-based funds must be requested by February 1, with no ability to defer to a future year, or sponsors risk losing their funds. Since discussions on the long-term distribution formula are ongoing, MTC staff is recommending an interim FY 2015-16 LCTOP distribution formula (Attachment B) for the \$7 million in available population-based funds, based on input from transit operators. Details of the proposal are included in the attached Powerpoint presentation but generally the interim formula attempts to maximize funding for all operators between Alternatives 1 and 2 described above. In coordination with eligible operators, staff has submitted provisional applications to Caltrans based on the amounts in Attachment B, subject to Commission approval.

Revisions to FY2014-15 Program Requests

Two project sponsors, VTA and Sonoma County Transit, are requesting to change their FY2014-15 LCTOP projects due to timing complications and project feasibility issues, respectively. As contributing sponsor, MTC is required to concur for these changes to take place. See Resolution No. 4170, Revised.

Issues:

Below is a summary of upcoming key dates related to Spring 2016 Cap and Trade funding rounds.

Low Carbon Transit Operating Program - \$75 million statewide (Bay Area = \$28 million; Revenue Based = \$21 million; Population Based = \$7 million)

2/1/2016 – Applications due to Caltrans

6/1/2016 – State Controller's Office releases approved amounts to recipients

**Transit and Intercity Rail Capital Program - \$440 million - \$1.2 billion
Statewide**

2/5/2016 – Call for Projects released by California State Transportation Agency

4/5/2016 – Applications due

8/1/2016 – Awards announced

**Affordable Housing and Sustainable Communities Program - \$400 million
Statewide (\$73 million for Agricultural Lands, \$32 million remaining)**

3/16/2016 – Concept Applications due to Strategic Growth Council

4/20/2016 – Notification of Invitation to Submit Full Application

6/20/2016 – Full Applications due to Strategic Growth Council

September 2016 – Strategic Growth Council Announces Awards

Attachment C includes comments received to date on the framework and various Cap and Trade programs.

Recommendation: Refer Resolution Nos. 4170, Revised, 4222, and 4223 – focused on the FY2015-16 interim year for the Transit Operating Program (LCTOP) and updates to the FY2014-15 program – to the Commission for approval.

Attachments: Attachment A: LCTOP Framework Alternatives
Attachment B: LCTOP FY2015-16 Interim Distribution Formula
Attachment C: Comment Letters Received
MTC Resolution 4170, Revised
MTC Resolution 4222
MTC Resolution 4223
Powerpoint Presentation

Attachment A
Low Carbon Transit Operations Program (LCTOP) - Population-based Funding
Framework Alternatives

Low Carbon Transit Operations Program Population-based Funds - 25 Year Options, Millions \$

Assumes \$2.5 billion Annual Revenue Statewide

		PREFERRED
	Option 1*	Option 2*
	LCTOP Pop.-based funding: Maintain existing framework with remaining funds for regional initiatives	LCTOP Pop.-based funding: 1/3 for North County/ Small Op., 1/3 for Clipper/Seamless Transit, 1/3 for TPI-like investment program
Low Carbon Transit Operations Program Pop.-based	\$ 302	\$ 302
ACCMA - Corresponding to ACE***	\$ -	\$ -
Caltrain	\$ -	\$ -
CCCTA	\$ 5.3	\$ 20.4
City of Dixon***	\$ -	\$ -
ECCTA	\$ 5.8	\$ 12.3
City of Fairfield	\$ 2.0	\$ -
GGBHTD	\$ -	\$ -
City of Healdsburg***	\$ -	\$ -
LAVTA	\$ 3.3	\$ 8.4
NCPTA	\$ 2.1	\$ 5.8
City of Petaluma***	\$ -	\$ -
City of Rio Vista***	\$ -	\$ -
SamTrans	\$ 11.6	\$ -
City of Santa Rosa	\$ 8.6	\$ -
Solano County Transit	\$ 2.5	\$ -
Sonoma County Transit	\$ 3.0	\$ -
City of Union City	\$ 1.1	\$ 3.0
City of Vacaville**	\$ 1.3	\$ -
VTA	\$ 40.9	\$ -
VTA - Corresponding to ACE	\$ -	\$ -
WCCTA	\$ 1.2	\$ 2.7
WETA	\$ -	\$ -
Marin County Operators (TBD)	\$ -	\$ 10.8
Solano County Operators (TBD)	\$ -	\$ 17.5
Sonoma County Operators (TBD)	\$ -	\$ 20.6
SUBTOTAL	\$ 89	\$ 102
AC Transit	\$ -	\$ -
BART	\$ -	\$ -
SFMTA	\$ -	\$ -
SUBTOTAL	\$ -	\$ -
MTC Regional Coordination Program	\$ 112.9	\$ 100.0
Clipper	\$ 62.9	\$ 50.0
Seamless Transit (511, Wayfinding, Means-based fares, etc.)	\$ 50.0	\$ 50.0
MTC Discretionary TPI-like Program	\$ 100.0	\$ 100.0

* LCTOP Revenue-based funds are distributed per STA current revenue factors, Options 1 and 2 describe the distributions for LCTOP Population-based funds. Projects will be expected to be coordinated within corridors and consistent with the recommendations of the Transit Sustainability Project. \$302 million distribution to be revised to reflect FY2015-16 distribution.

** Vacaville does not receive STA Revenue-based funds

***Operator without funding commitment through MTC Resolution 4130

Attachment B
Low Carbon Transit Operations Program Funds
Interim Distribution Formula for FY 2015-16

Estimated revenues based on State Controller's Office Letter dated 10/30/2015

	FY 2015-16 Estimated Low Carbon Transit Operations Program		Total Funding (Revenue-based and Pop.-based)
	Revenue-based Funding	Pop.-based Funding	
Operator / Entity / Program	\$ 20,890,977	\$ 7,275,276	\$ 28,166,253
ACTC - Corresponding to ACE	\$ 52,342	\$ -	\$ 52,342
Caltrain	\$ 1,089,039	\$ -	\$ 1,089,039
CCCTA	\$ 123,087	\$ 492,491	\$ 615,578
ECCTA	\$ 57,005	\$ 297,455	\$ 354,460
LAVTA	\$ 49,753	\$ 203,612	\$ 253,365
NCPTA	\$ 12,433	\$ 140,397	\$ 152,830
SamTrans	\$ 669,751	\$ 279,772	\$ 949,523
City of Union City	\$ 8,417	\$ 71,301	\$ 79,718
VTA	\$ 2,576,819	\$ 985,763	\$ 3,562,582
VTA - Corresponding to ACE	\$ 56,032	\$ -	\$ 56,032
WCCTA	\$ 64,506	\$ 65,666	\$ 130,172
WETA	\$ 264,976	\$ -	\$ 264,976
<i>Marin County</i>			
GGBHTD	\$ 964,017	\$ -	\$ 964,017
Marin Transit	\$ 179,550	\$ -	\$ 179,550
Marin County Operators (TBD)	\$ -	\$ 259,722	\$ 259,722
<i>Solano County</i>			
City of Dixon	\$ 955	\$ -	\$ 955
City of Fairfield	\$ 24,054	\$ -	\$ 24,054
City of Rio Vista	\$ 220	\$ -	\$ 220
City of Vacaville	\$ -	\$ -	\$ -
Solano County Transit	\$ 56,158	\$ -	\$ 56,158
Solano County Operators (TBD)	\$ -	\$ 422,905	\$ 422,905
<i>Sonoma County</i>			
City of Healdsburg	\$ 101	\$ -	\$ 101
City of Petaluma	\$ 2,792	\$ -	\$ 2,792
City of Santa Rosa	\$ 27,337	\$ -	\$ 27,337
Sonoma County Transit	\$ 29,599	\$ -	\$ 29,599
Sonoma County Operators (TBD)	\$ -	\$ 496,902	\$ 496,902
SUBTOTAL	\$ 6,308,943	\$ 3,715,986	\$ 10,024,929
AC Transit	\$ 1,948,597	\$ -	\$ 1,948,597
BART	\$ 4,476,845	\$ -	\$ 4,476,845
SFMTA	\$ 8,156,592	\$ -	\$ 8,156,592
SUBTOTAL	\$ 14,582,034	\$ -	\$ 14,582,034
MTC Regional Coordination Program -- Clipper	\$ -	\$ 3,559,290	\$ 3,559,290



November 30, 2015

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Heminger:

We are writing with respect to the various processes currently used in the Bay Area to prioritize transit capital projects and to share with you our ardent interest in creating and formalizing a consistent process for prioritizing transit capital projects irrespective of the funding source.

Now we all know too well that the transit capital needs within the region greatly exceed the available resources. This dynamic creates a host of challenges as well as spirited competition. We also recognize that while technical scoring is the cornerstone criteria, this oftentimes must be balanced with a myriad of political pressures and challenges as MTC makes its funding decisions. In that regard we want to work with MTC to build upon the existing regional framework to implement a consistent, inclusive and transparent transit capital priorities process for all available pots of money.

In the mid-1990's, the region implemented a transit capital priorities (TCP) process for the prioritization of projects for Urbanized Area Formula Funds (5307) and Fixed Guideway Funds (5309). As part of the TCP, the Transit Finance Working Group (TFWG) was created to technically evaluate and score projects using consistent criteria. The underlying policy imbedded in the TFWG process is that maintaining and enhancing our existing system are higher priorities than system expansion. Clearly, replacing vehicles and rehabilitating aging facilities are needs that cannot be ignored. Also, investments in better utilizing our existing system to increase passenger capacity on our core system remains a high priority. This process has informed the Commission in their decision making, and the TFWG process has been well accepted in the region for prioritizing federal 5307, 5337 and 5339 monies. The process is, however, 20 years old and in need of re-evaluation, particularly in light of the fact that it consistently underfunds the core fixed guideway assets that generate the most FTA formula funding for the region.

Similarly MTC has long-standing adopted policy and process to guide the region's investment in large-scale transit expansion. MTC Resolution 1876 created the Regional Rail Expansion Program in 1988. In 2001, MTC, in consultation with the Partnership, developed the Regional Transit Expansion Program (RTEP) process and criteria to evaluate transit expansion projects. RTEP was adopted by MTC as Resolution 3357 and used to create the Resolution 3434 program of bus and rail transit expansion projects that was adopted in 2001 and subsequently updated in 2008. RTEP is neither as venerable as TCP, nor as active, but after 15 years, it too is in need of re-evaluation.

Correspondence to Mr. Steve Heminger, Executive Director
November 30, 2015
Page 2

We are proposing that we work together to re-evaluate the processes for prioritizing transit capital priorities across all funding sources and uses. This would include both those funding sources directly controlled by MTC (e.g. FTA Formula, STP/CMAQ, bridge-toll measures) and those funding sources controlled by others (e.g. TIRCP, New Starts/Core Capacity, HSR). Ideally, this process would commence with a re-evaluation of the technical scoring via clearly understood criteria, coupled with a collaborative political overlay that is understood in advance of decisions being finalized.

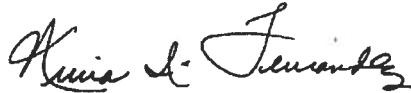
The first step is to revisit the charter of the TFWG and to provide it with adequate time to develop and review all funding priority processes. The results of the TFWG prioritization process should then inform a discussion between the transit general managers and MTC prior to any finalization of the prioritization process. While we understand that this will build months into the overall process for developing funding recommendations, it is critical to create and maintain a regional consensus on funding priorities. We anticipate that this change will address the current shortcoming wherein MTC sometimes brings policies and programs of projects to its Commission absent any genuine input from the transit general managers.

We look forward to further discussing this with you so that the region can implement an improved process.

Sincerely,



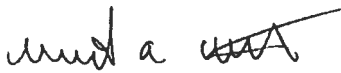
Grace Crunican
General Manager
BART



Nuria Fernandez
General Manager/CEO
Santa Clara Valley Transportation
Executive Director Caltrain



Jim Hartnett
General Manager/CEO
SamTrans



Michael A. Hursh
General Manager
AC Transit



Denis J. Mulligan
General Manager
Golden Gate Bridge, Highway
and Transportation District



Edward D. Reiskin
Director of Transportation
San Francisco Municipal
Transportation Authority



2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

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STEVEN ROSSI

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VantagePoint Capital Partners

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UPS

RICK WALLACE

KLA-Tencor

KEN XIE

Fortinet

JED YORK

San Francisco 49ers

Established in 1978 by

DAVID PACKARD

December 8, 2015

The Honorable Scott Wiener
Chair, Programming and Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Chair Wiener and Commissioners,

I write on behalf of the Silicon Valley Leadership Group to express support for including \$750 million for BART Phase II in MTC's Cap and Trade Funding Framework.

By way of background, the Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents nearly 400 of Silicon Valley's most respected employers on issues, programs and campaigns that affect the economic health and quality of life in Silicon Valley, including energy, transportation, education, housing, health care, tax policies, economic vitality and the environment. Leadership Group members collectively provide nearly one of every three private sector jobs in Silicon Valley and have more than \$3 trillion in annual revenue.

In order to support our members' continued growth here in the Bay Area, additional regional public transit infrastructure is needed. In particular, BART Phase II completes an important rail link around the Bay Area. We believe BART Phase II will compete well for Cap and Trade's Transit and Intercity Rail Capital Program, as it achieves several of the program's goals of reducing significant levels of greenhouse gas emissions, improving regional transit connectivity, and expanding service to improve ridership.

For these reasons, we urge MTC to support a \$750 million allocation from the Transit Intercity Rail Capital Program for BART Phase II. We look forward to working with you further on this important endeavor.

Sincerely,

Bena Chang
Vice President, Transportation

County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-1976 countyconnection.com

December 21, 2015

Steve Heminger
Executive Director
101 Eighth Street
Oakland, CA 94607

Dear Mr. Heminger, *Steve*:

I have been requested to send you this letter on behalf of the following small and/or suburban transit operators: Napa County Transportation & Planning Agency (NCTPA), Livermore-Amador Valley Transit Authority (LAVTA), Solano County Transit (Soltrans), Tri-Delta Transit, Santa Rosa City Bus, Petaluma Transit, Union City Transit, and County Connection.

We are writing to convey the small operator's comments on the proposed Cap and Trade framework. We are concerned that there is not enough time to develop a regionally acceptable framework within the February 1st deadline set by Caltrans for this round of funding. We propose that MTC adopt a temporary framework so there is more time to work out a long range plan in coordination with all the operators. There are small operators who are counting on this round of funding to support operations.

In the temporary framework, the small operators support distribution of the LCTOP funds in accordance with Option 2 as this option addresses the mistaken elimination of the City of Petaluma from the prior distribution formula. Eventually we'd like to see a third option developed whereby the small operators receive more than 1/3 of the funds.

We understand that the large operators have requested that MTC re-evaluate the processes for prioritizing transit capital priorities across all funding sources. If a wholesale examination of capital programming is undertaken, the small and suburban operators must be fully involved and our capital needs must be included.

We look forward to working with MTC and the large operators to develop a framework that addresses the needs of all operators.

Sincerely,



Rick Ramacier
General Manager

cc: Alix Bockelman, MTC
Kate Miller, NCTPA
Michael Tree, LAVTA
Nathaniel Atherstone, Fairfield Susisun Transit
Joe Rye, Petaluma
Jeanne Krieg, ECCTA
Mona Babauta, Soltrans
Anita Winkler, City of Santa Rosa
Wilson Lee, Union City
Anne Muzzini, CCCTA

Clayton • Concord • Contra Costa County • Danville • Lafayette • Martinez
Moraga • Orinda • Pleasant Hill • San Ramon • Walnut Creek

CENTRAL CONTRA COSTA TRANSIT AUTHORITY



490 MENDOCINO AVENUE, SUITE 206
SANTA ROSA, CA 95401
WWW.SCTAINFO.ORG (707) 565-5373



December 30, 2015

Anne Richman
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Ms. Richman:

Thank you for providing information at the December CMA Directors' meeting related to Cap and Trade revenues anticipated in the coming months and years. The discussion about transit funds available through Cap and Trade was very helpful.

As you work on the distribution model for the Low Carbon Transit Operations Program (LCTOP) please note that the SCTA has concerns about coming to consensus on a funding framework by February 1 as per the Caltrans deadline. Given that, the SCTA does support a temporary framework that aligns with the staff proposed "Option 2" as it is most equitable for small operators such as those in Sonoma County. Our support for Option 2 includes a request that Petaluma Transit be an eligible recipient of Cap and Trade revenues.

Any opportunity to help the North Bay transit operators meet their growing ridership and needs is greatly appreciated. We appreciate the formula funds and look forward to our small operators competing well under the regional initiatives as well.

Thanks again for providing the information.

Sincerely,

/s/

Suzanne Smith
Executive Director, SCTA/RCPA

Cc: Sonoma County Transit
Santa Rosa CityBus
Petaluma Transit
SMART
Golden Gate Bridge Highway and Transportation District



**BOARD OF
DIRECTORS**

January 29, 2016

Elizabeth Patterson
Chair
City of Benicia

Kenneth Folan
Principal - Programming and Allocations
MTC 101 Eighth Street
Oakland, CA 94607-4707

Jesus Malgapo
Vice Chair
City of Vallejo

RE: Solano County Transit's (SolTrans) Comments on MTC's Proposed Cap and Trade Framework

Dear Mr. Folan,

Tom Campbell
City of Benicia

Solano County Transit (SolTrans) appreciates the opportunity to provide feedback on the proposed, new Cap and Trade framework. We recognize the extensive amount of work that MTC staff has done with the transit operators to develop a set of proposed policies that serve to reduce greenhouse gas (GHG) emissions, as well as deliver critical projects and services in our local communities, and we thank you for that. As you continue to refine your framework and policies, we ask that you consider the following comments:

Osby Davis
City of Vallejo

Jim Spering
MTC Representative

1) Regarding the Low Carbon Transit Operations Program Population-based (LCTOP -PB) funds, **SolTrans supports Option 2**. This Option would result in a projected \$17.5 million being allocated to Solano County over the next 25 years, which is greater than what Option 1 would offer the County.

Pete Sanchez
STA, Ex-Officio

2) The LCTOP program was created to provide operating and capital assistance for transit agencies with a priority on serving disadvantaged communities. Within SolTrans' service area resides a disadvantaged community in South Vallejo as designated in SB 535 (Census Tract: 6095250701), which is home to nearly 3,000 residents. **Please elaborate on any safeguards in place that may allow this community to be held harmless and continue to receive investments that could enhance their quality of life and close mobility gaps. SolTrans also requests clarification on how compliance with the State's 50% expenditure rule will be monitored by MTC should LCTOP-PB funds be allocated to projects outside of the SolTrans service area by the CMA and well beyond ½ mile of our disadvantaged community, resulting in no direct benefits to this community.**

Mona Babauta
Executive Director

Suzanne Fredriksen
Board Clerk

Ltr to Kenneth Folan, Principal– Programming and Allocations, MTC;

Dated: January 29, 2016

RE: Solano County Transit's (SolTrans) Comments on MTC's Proposed Cap and Trade Framework

- 3) Included in SolTrans' Short Range Transit Plan (approved by both the STA and SolTrans Boards in 2014) and our annual 10-year budget outlook, is new money such as Cap and Trade to meet capital and operating needs critical for maintaining a safe and reliable transit system and for meeting State greenhouse gas emission reduction targets. **SolTrans suggests that MTC emphasize that in counties where the CMAs are programming funds that "fix it first" types of projects be prioritized over others to ensure that transit systems remain safe and reliable, as they also serve to reduce greenhouse gas emissions.** This is consistent with the assertion that "a well-maintained and well-operated transportation system is crucial to the success of the growth envisioned by Plan Bay Area." This proposed approach is also similar to the approach taken through the Transit Capital Priorities (TCP) Process.

Thank you in advance for your consideration of our comments. If you have any questions or concerns regarding this letter, please feel free to contact Kristina Botsford, SolTrans Finance and Administration Manager via email (Kristina@soltransride.com) or phone (707-736-6990). You may also contact me via email (mona@soltransride.com) or phone (707-736-6994).

Sincerely,



MONA A. BABAUTA
Executive Director

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4222

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population- based Funds Project List

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated February 10, 2016.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4222

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, MTC adopted Resolution 4170 pertaining to allocation requests for the Cap and Trade Low Carbon Program for the San Francisco Bay Area for FY 2014-15; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on an interim FY2015-16 distribution formula, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director or designee; and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in FY 2015-16 LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions; 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 Caltrans and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 24, 2016.

FY 2015-16 Low Carbon Transit Operations Program Requests**Based on State Controller's Office Letter dated 10/30/2015**

Agency	Project(s)	FY 2015-16 LCTOP Population-Based Funding	Date
CCCTA	Clean Fuels - Electric Trolleys (\$307,569); Martinez Shuttle (\$184,922)	\$ 492,491	2/24/16
ECCTA	Continue Expanded Service Route 201	\$ 297,455	2/24/16
LAVTA	Purchase Two (2) Hybrid Replacement Buses	\$ 203,612	2/24/16
NCPTA	ZEBs for Vine Commuter Service to SMART	\$ 140,397	2/24/16
SamTrans	Purchase of an Electric Bus	\$ 279,772	2/24/16
City of Union City	Solar Panels for Union Landing Transit Center	\$ 71,301	2/24/16
VTA	Battery Electric Zero Emission Bus and Infrastructure Project	\$ 985,763	2/24/16
WCCTA	Continued Expanded Service on Route 11	\$ 65,666	2/24/16
GGBHTD ¹	Purchase Three (3) 40-Foot Diesel-Electric Hybrid Buses	\$ 163,859	2/24/16
Marin Transit ¹	MCTD 2016 Transit Expansion	\$ 95,863	2/24/16
City of Fairfield ²	Local Bus Fleet Replacement	\$ 144,227	2/24/16
Solano County Transit ²	Purchase of Zero Emission Bus for New and Expanded Service	\$ 278,678	2/24/16
City of Petaluma ³	Petaluma Transit: Weekday Afternoon Service Enhancements	\$ 59,618	2/24/16
City of Santa Rosa ³	Reimagine CityBus Marketing & Implementation	\$ 419,172	2/24/16
Sonoma County Transit ³	Electric Bus Purchase for Route 24 Service Expansion	\$ 18,112	2/24/16
MTC	Clipper Fare Payment System	\$ 3,559,290	2/24/16
TOTAL		\$ 7,275,276	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$259,722, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$422,905, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$496,902, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted. Share distributed to City of Santa Rosa includes repayment of \$236,713 FY2014-15 share that was reassigned to Sonoma County, as noted in MTC Res. No. 4170, Revised.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4223

This resolution provides the authorization for the execution of the certifications and assurances, and identifies the authorized agent, for the Low Carbon Transit Operations Program (LCTOP).

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated February 10, 2016.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4223

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director or designee; now, therefore, be it

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that the Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; 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 Caltrans and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 24, 2016.

Date: January 28, 2015
W.I.: 1515
Referred by: PAC
Revised: 03/25/15-C 03/25/15-ED
06/24/15-ED 02/24/16-C

ABSTRACT

Resolution No. 4170, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population- based Funds Project List

Attachment A of this resolution was revised by the Commission and by Delegated Authority on March 25, 2015 to include additional allocation requests.

Attachment A of this resolution was revised Executive Director Administrative Authority on June 24, 2015 to revise the Santa Rosa CityBus and Sonoma County Transit allocation requests.

Attachment A of this resolution was revised by the Commission on February 24, 2016 to revise the VTA and Sonoma County Transit allocation requests.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated January 14, 2015, March 11, 2015, and February 10, 2016.

Date: January 28, 2015
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4170

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolutions 4123 and 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further


RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new allocations up to \$1,000,000 to conform to sponsor requests; and Caltrans and State Controller's actions; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that the Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; 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 Caltrans and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

FY 2014-15 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Allocation Summary of 11/26/2014

Agency	Project	FY 2014-15 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 145,385	1/28/15
ECCTA	Expanded Service - Route 201	\$ 160,083	1/28/15
City of Fairfield	Bus Stop Solar Improvements**	\$ 55,154	3/25/15
LAVTA	Vehicle Purchase	\$ 89,946	3/25/15
NCPTA	VINE Limited Bus Service to San Francisco Ferry in Vallejo	\$ 58,640	1/28/15
SamTrans	Peninsula Corridor Joint Powers Board - Peninsula Corridor Electrification Project	\$ 313,475	3/25/15 - DA
City of Santa Rosa	Vehicle Purchase		3/25/15
Solano County Transit	Curtola Park and Ride Transit Hub Photovoltaic Panels	\$ 67,421	1/28/15
Sonoma County Transit	Sonoma Valley Connector - Transit Service		3/25/15
Sonoma County Transit	Electric Powered Bus for Sebastopol SMART Connector	\$ 319,203	2/24/16
City of Union City	Heavy-Duty Transit Vehicle Replacement	\$ 31,314	3/25/15
City of Vacaville	City of Fairfield - Bus Stop Solar Improvements**	\$ 35,954	3/25/15
	VTA Light Rail - North First Street Improvements and 1st/Tasman Modifications - (Design Phase)		1/28/15
VTA	Battery Electric Zero Emission Bus and Infrastructure Project	\$ 1,107,878	2/24/16
WCCTA	Route 11 Enhancements	\$ 33,444	3/25/15 - DA
TOTAL		\$ 2,417,898	

* MTC approval conditioned on local support documentation submitted to Caltrans

** City of Vacaville FY2014-15 \$35,954 share reassigned to City of Fairfield. Repayment will occur in FY2015-16 or beyond, subject to availability of \$35,954 in LCTOP population-based funds assigned to City of Fairfield.

*** City of Santa Rosa FY2014-15 \$236,713 share reassigned to Sonoma County. Repayment will occur in FY2015-16 or beyond, subject to availability of \$236,713 in LCTOP population-based funds assigned to Sonoma County.

Cap & Trade Framework



February 10, 2016
Programming and Allocations Committee



Statewide Cap and Trade Programs: FY2015-16 and Beyond

Statewide Revenue Framework		FY2015-16 and Beyond Annual Funding (\$ millions)	State Agency
Total Generations	%	\$2,500	
Transit & Intercity Rail Capital Program	10%	\$250	CalSTA
Low Carbon Transit Operations Program	5%	\$125	Caltrans, CARB
Affordable Housing and Sustainable Communities Program	20%	\$500	SGC/HCD
Uncommitted Funding	40%	\$1,000	Unknown
High Speed Rail	25%	\$625	HSRA

- Assumes \$2.5 billion in statewide annual funding for FY2015-16 and beyond; actual revenues will be determined based on auctions. Programs and shares are based on current statute.



Revising the Region's Cap and Trade Framework

➤ **Staff proposes revising the framework based on:**

- Higher revenue projections
- Lessons learned from Round 1 awards
- Additional program guidance

➤ **Proposed Schedule:**

- Approve interim Low Carbon Transit Operations Program distribution at February PAC and Commission meetings
- February/March - Input from partner agencies and interested stakeholders; monitor funding developments
- April – Commission consideration of staff recommended LCTOP, TIRCP, AHSC framework updates, and project endorsements for TIRCP and AHSC funding applications



Regional Framework

- Plan Bay Area included \$3.1 billion in Cap & Trade Revenues over 25 year period
- Framework adopted in December 2013
- Proposed update to framework in April 2016

MTC Framework Category	MTC Framework Adopted Amount (28 years)	MTC Framework Proposed Amount (25 years)	Proposed Bay Area Share of Statewide Program
Core Capacity*	\$875	TBD	33% of TIRCP
Transit Operating	\$500	\$1,136	37% of LCTOP (54% of Rev and 19% of Pop-based)
OBAG	\$1,050	\$3,750	30% of AHSC
Climate Initiatives	\$275	TBD	TBD of 40% Uncommitted
Goods Movement	\$450	TBD	TBD of 40% Uncommitted
High Speed Rail	-	TBD	TBD of High Speed Rail
Total	\$3,150	TBD	

*24-years due to FY2015-16 advanced programming

Low Carbon Transit Operating Program

- Current MTC approved framework is \$500 million
- Updated revenue estimate based on adopted state program:

Estimated LCTOP Revenue-based funds:	\$ 835 million
Estimated LCTOP Population-based funds:	\$ 302 million
Total Estimated LCTOP Funding:	\$1,136 million

- MTC Proposal:
 - \$835 million revenue-based distributions to operators (formula)
 - \$302 million population-based funds distribution: 1/3 formula distribution to operators and 2/3 to regional discretionary programs



Low Carbon Transit Operating Program

\$302 million population-based fund distribution options:

- **Option 1:** \$89 million to existing framework
- **Option 2:** \$102 million to North Counties/ Small Operators
- **Common to both Options**
 - Approximately \$100 million to invest in key transit corridors (i.e. TPI)
 - Approximately \$100 million to seamless transit/regional coordination programs
 - Projects should be consistent with Transit Sustainability Project and local coordination efforts
- ***Based on feedback, Option 2 preferred after FY2015-16***



Low Carbon Transit Operating Program

2015-16 Distribution of Population-Based Funds:

- Interim distribution needed to avoid losing region's 2015-16 funds (\$7.3 million)
- Proposal: combine elements of the two long-term distribution options
 - Maximizes distribution to each operator from the two long-term options (\$3.7 million)
 - Balance goes to Clipper (\$3.6 million)
- Provisional applications submitted by February 1 Caltrans deadline
- Board approvals including MTC requested in February



Transit and Intercity Rail Capital

- Fall 2015 framework proposal had revenue of \$2 billion
- Two new state proposals would add significant funding:
 - Governor's FY2016-17 budget: add \$800 million to current funding cycle (FY2016-17 and FY2017-18)
 - Assembly Bill 1591 (Frazier): doubles TIRCP share to 20% of Cap and Trade revenues

	Base Amount	Potential Amount
Current Funding Round	\$440 million	\$1.2 billion
24 Year Framework	\$2 billion	\$4 billion

Transit and Intercity Rail Capital

TIRCP Projects (in \$million, 24 years)	Adopted (MTC Res. 4030)	Proposed Oct. 2015
BART: Train Control	\$126	\$250
SFMTA: Fleet Enhance & Expand	\$400	\$481
SFMTA: Facilities	\$ 67	\$ 67
AC Transit: Fleet Expansion	\$ 45	\$ 90
AC Transit: Facilities	\$162	\$162
VTA: BART to San Jose	\$ 75	\$750
Subtotal	\$875	\$1,800
Potential other projects		\$ 200
Projected Revenue*		\$2,000
* Could increase to \$4 billion		

- Based on partner agency feedback, staff will likely increase region's funding target and consider expanded project list/reserve



Affordable Housing and Sustainable Communities Program

- Tied to One Bay Area Grant Program in current MTC framework
- Bay Area could receive estimated \$3.7 billion from AHSC over 25 years, statewide discretionary program
- Current cycle Call for projects scheduled for release in January or February
- MTC Proposal:
 - Continue to advocate for Bay Area projects and provide assistance to potential Bay Area applicants
 - Focus on affordable housing and Transit-Oriented Development-related transportation projects
 - Update MTC principles used for FY14-15 program to reflect program changes and additional funding



Climate Initiatives and Goods Movement

- Current MTC framework includes these categories as placeholders, however, no corresponding state programs were enacted.
- 40% of state Cap and Trade funding remains “uncommitted”
- **Proposal:**
 - Continue to advocate for funding for specific projects or programs as opportunities arise
 - Potential guides will be Climate Pilot Program, Goods Movement Plan, and Freight Emission Reduction Plan
 - Frazier bill (AB 1591) would appropriate 20% of Cap and Trade to new program for major freight corridors



High Speed Rail

- 25% of state Cap and Trade funding for High Speed Rail
- High Speed Rail Authority is part of the 9-party agreement to fund the Caltrain Electrification Program through High Speed Rail bonds (Prop 1A)
- **Proposal:**
 - Continue coordination with High Speed Rail Authority on Bay Area segment and interoperability with existing services
 - Continue to advocate for funding for specific projects or programs as opportunities arise



Next Steps

Proposed Schedule:

- Approve interim Low Carbon Transit Operations Program distribution in February
- February/March - Input from partner agencies and interested stakeholders; monitor funding developments
- April Commission consideration of LCTOP, TIRCP, AHSC framework updates, and endorsements for current TIRCP and AHSC funding rounds





Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #:	15-1211	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	1/8/2016	In control:		Programming and Allocations Committee	
On agenda:	2/10/2016	Final action:			
Title:	MTC Resolution No. 4220. FY2016-17 Fund Estimate.				

The FY2016-17 Fund Estimate includes the proposed apportionments and distribution of approximately \$626 million in Transportation Development Act (TDA), State Transit Assistance (STA), Assembly Bill (AB) 1107 sales tax and transit related bridge toll funds for FY2016-17.

Sponsors:

Indexes:

Code sections:

Attachments: [4b MTC Reso-4220 Fund Estimate.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4220. FY2016-17 Fund Estimate.

The FY2016-17 Fund Estimate includes the proposed apportionments and distribution of approximately \$626 million in Transportation Development Act (TDA), State Transit Assistance (STA), Assembly Bill (AB) 1107 sales tax and transit related bridge toll funds for FY2016-17.

Presenter:

William Bacon

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 10, 2016

Agenda Item 4b

Resolution No. 4220

Subject: Annual Fund Estimate and proposed apportionment and distribution of \$626 million in Transportation Development Act (TDA), State Transit Assistance (STA) Population-Based funds, Assembly Bill 1107 (AB 1107), and transit-related bridge toll funds for FY 2016-17.

Background: The following are highlights of the fund estimate for FY 2016-17:

1. **Economic Overview:** The Bay Area economy continues its robust performance with gains in employment, decreases in unemployment rates, rising real estate values, and continued growth in taxable sales.
2. **Transportation Development Act (TDA):** State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to increase by 6% in FY 2015-16, with an additional increase of 2% in FY 2016-17. However some counties estimate significant decreases. Specific areas of note include:
 - The auditors in Contra Costa and Sonoma counties reduced their revised FY 2015-16 revenue estimates creating a lower base for the FY 2016-17 Fund Estimate.
 - The San Francisco auditor's revised FY 2015-16 forecast is 12% higher than actual TDA revenue for FY 2014-15. While San Francisco is experiencing strong sales tax growth, this level of growth may be optimistic. Staff is advising San Francisco TDA claimants to conservatively claim funds to avoid any possible rescissions.

Despite robust sales tax growth since the Great Recession and that the Bay Area is at all time highs of population and employment, overall sales tax revenue in inflation adjusted terms remains 13% below the "dotcom boom" peak reached in FY 2000-01 and 1% below the pre-recession peak reached in FY 2005-06. The Bay Area's challenge in returning to previous levels of sales tax revenue highlights significant structural changes in the regional economy away from goods (subject to sales tax) towards untaxed services. This structural change is significant as sales tax revenues account for 40% of operating revenues for transit and are the entire underpinning of the county-based self-help funding movement.

3. **AB 1107:** A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and in turn, MTC staff is responsible for estimating the annual revenue generation. Based on trends in actual revenues, and this fiscal year's second quarter actual receipts, staff recommends increasing the current-year FY 2015-16 estimate from \$77.6 million to \$79.2 million (a 2% increase over actual FY 2014-15 revenues). Staff proposes an additional increase of 2% in FY 2016-17 (\$80.7 million).

4. **State Transit Assistance (STA):** Governor Brown's proposed FY 2016-17 State Budget estimates \$315.2 million in STA funds statewide in FY 2016-17. Based on this estimate, the Bay Area would receive approximately \$121.8 million (\$91.3 million in revenue-based and \$30.5 million in population-based) in FY 2016-17 STA funds. The Governor's proposed budget also includes a revised forecast for FY 2015-16 STA revenue of \$299.4 million, which represents a 28% decrease over the adopted current budget. Staff is concerned about the state's FY 2016-17 forecast due to the fact that the price of oil has continued to decrease since the start of 2016 and it seems unlikely that the price of diesel fuel, of which sales tax receipts provide the revenue source for STA, will increase significantly in the coming months.

In a major new development, the FY 2016-17 Fund Estimate only includes apportionments for the STA Population-Based program at this time due to changes the State Controller's Office (SCO) implemented to the Revenue-Based program in January 2016. See the issues section below for further details. Staff will return to the Commission as soon as possible to issue apportionments for the Revenue-Based program upon receipt of additional guidance from the SCO.

5. **BART Feeder Bus Agreements:** The transit coordination program allows funding to be transferred from BART's STA and TDA apportionments to cover local bus operator expenses for feeder bus services to BART stations. The FY 2016-17 feeder bus expenses are \$7.4 million, a 5% increase over FY 2015-16. Feeder bus expenses are indexed to the annual change in BART's ½-cent sales tax revenue generation.
6. **Bridge Tolls:** In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.
7. **Cap and Trade – Low Carbon Transit Operations Program:** The FY 2016-17 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2016-17 the region is projected to receive \$38.7 million from the program. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework.

Issues:

State Controller's Office (SCO) Changes to STA Revenue-Based Program:

For much of 2015, the SCO was engaged in a dispute with several unnamed transit agencies which had challenged the SCO's determination of eligible operators for receipt of STA Revenue-Based funding. As a result, the SCO in January 2016 significantly revised its procedures for issuing STA Revenue-Based allocations. These revisions were made with no stakeholder involvement and MTC was not informed in advance that the state would be altering the program.

Some of the SCO's revisions to the program include:

- The SCO is no longer issuing allocations by transit operator. Allocations are now only being made as regional totals to the Regional Transportation Planning Agencies (RTPAs) like MTC;
- The SCO is now including all "operators" in its calculation of the eligible Revenue-Basis allocations for each region of the state, regardless of whether the operators have been found to be eligible to receive STA funds. This has resulted in the addition of 21 entities to the Bay Area's revenue basis calculation, some of which are not even identifiable to us; and
- The SCO has changed the way it calculates operator revenue, which has significantly altered the amount of STA funds Bay Area operators are eligible to receive.

These changes present several challenges to MTC:

- Because of the inclusion of additional agencies in the calculation of MTC's regional revenue basis, many of which have not been recipients of STA funding previously, it is not possible to determine at this time which of these new agencies can legally receive funds without conducting a detailed review of each agency's STA eligibility.
- The lack of allocation detail by agency from the SCO makes the correct allocation of funds impossible without additional information on the changes the SCO has made to the regional allocation to account for operator-specific revenue adjustments.

Given the SCO's revisions to the STA Revenue-Based program for FY 2016-17, staff is only proposing to allocate the STA Population-Based program at this time. Staff will return to the Commission as soon as possible to apportion STA Revenue-Based funds to transit operators once additional information has been provided by the SCO.

These changes also affect the STA Revenue-Based funds for the current fiscal year. Staff is working with the California Transit Association to seek clarification from the SCO on this important statewide issue. We also are consulting with the transportation policy committees in both houses of the Legislature to determine whether a Legislative remedy might be necessary to help sort out this mess.

Recommendation: Refer MTC Resolution No. 4220 to the Commission for approval.

Attachments: Presentation slides
MTC Resolution No. 4220



Metropolitan Transportation Commission

FY 2016-17 Fund Estimate Resolution No. 4220

Programming and Allocations Committee
Wednesday, February 10, 2016

MTC's Fund Estimate

- State law requires MTC to complete a Fund Estimate by March 1st, annually
- Assists claimants in budgeting
- Provides estimate and apportionment of TDA as required by California Code of Regulations
- Approximately 40% of Bay Area transit operating revenues are based on sales and use taxes

Fund Estimate Overview

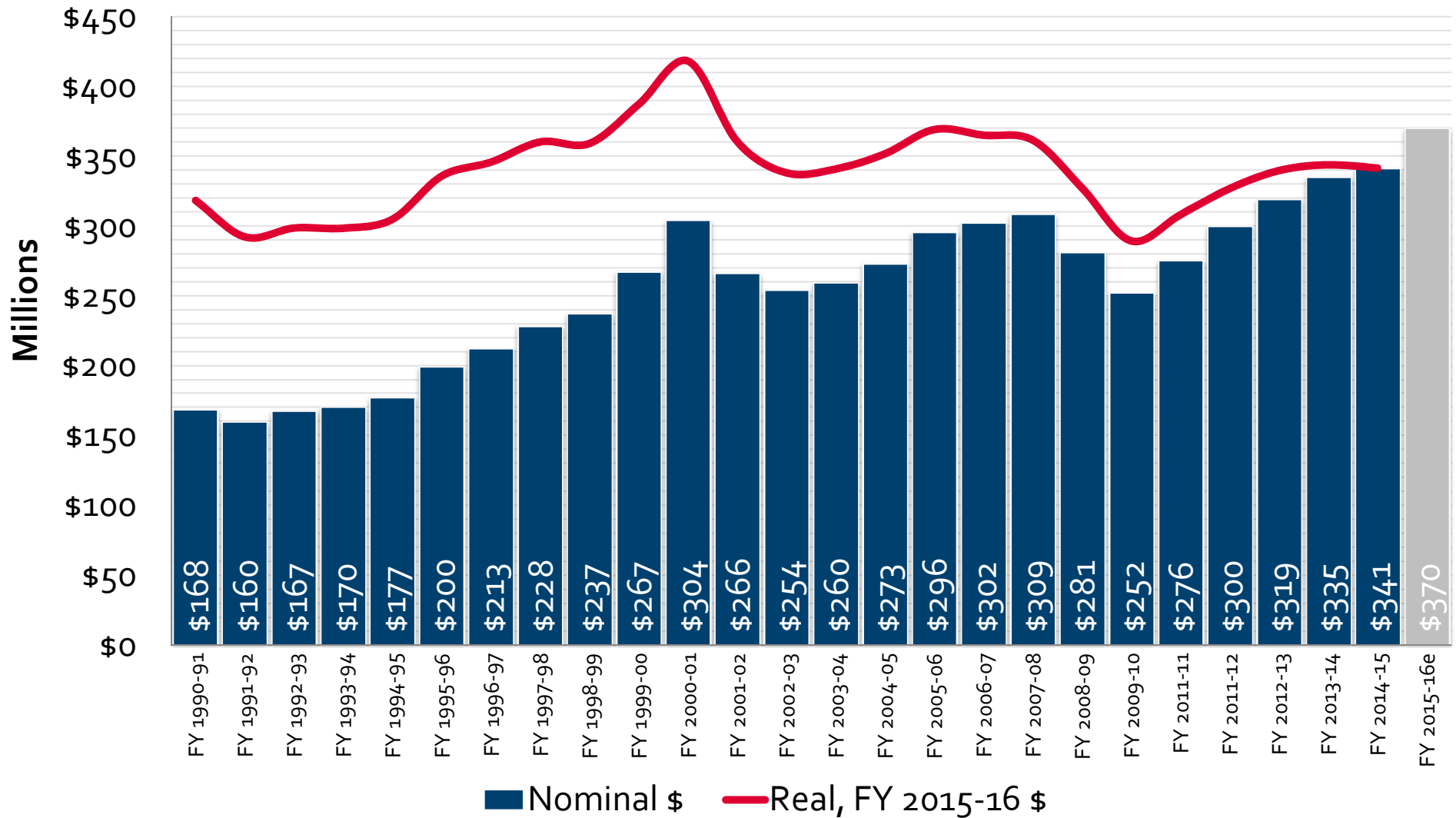
Fund Source	Description	FY 2015-16 Revised Estimate \$ millions	FY 2016-17 Estimate \$ millions
TDA	¼-cent sales tax in each county	\$371	\$378
AB1107	MTC administered portion (25%) of the ½-cent sales tax in Alameda, Contra Costa, and San Francisco counties	\$79	\$81
STA*	Sales tax on diesel fuel	\$116	\$122
Cap and Trade: LCTOP	5% of state Cap and Trade proceeds	\$28	\$38
Bridge Tolls (programming amount)	AB 664, MTC 2%, and 5% State General Fund	\$7	\$7
Total		\$601	\$626

*STA amounts estimated based on the Governor's FY 2016-17 budget and are subject to revision based on SCO's 2016 revisions to STA program.

TDA Overview

- Transportation Development Act (TDA)
- 1/4-cent general sales and use tax for transportation
- Mainly used for transit operations and capital
- TDA revenue generation estimates provided by County Auditor/Controllers

Growth in TDA Revenue



Source:

1. Actuals reported by CA State BOE
2. FY 2015-16 estimates from FY 2016-17 Fund Estimate

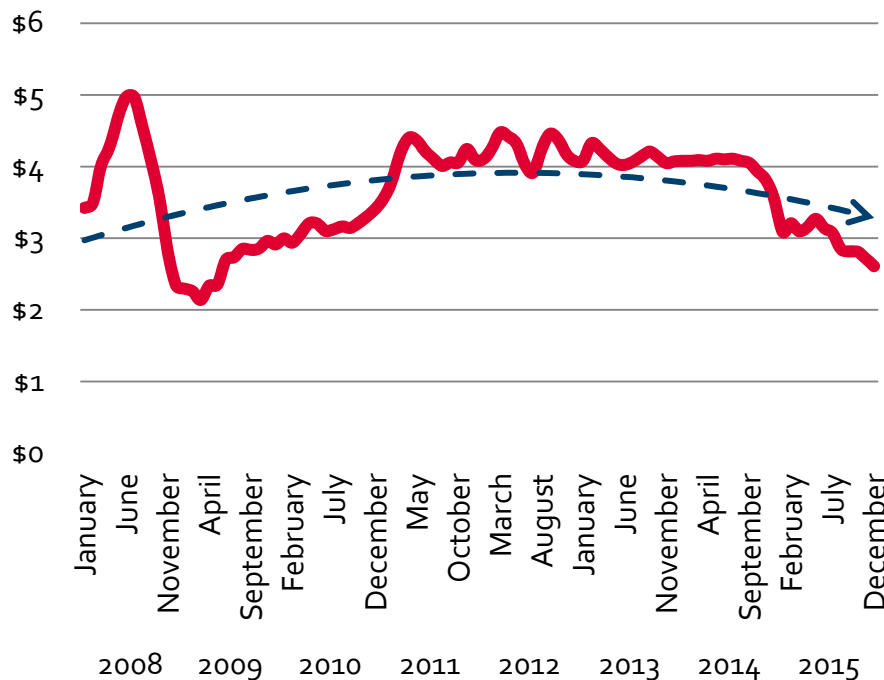
STA Overview

- State Transit Assistance (STA)
- Revenues generated through a statewide tax on the sale of diesel fuel
 - 50% distributed to region by population
 - 50% distributed to transit operators based on revenue factors
- Mainly used for transit operations
- **State Controller's Office (SCO) changes**

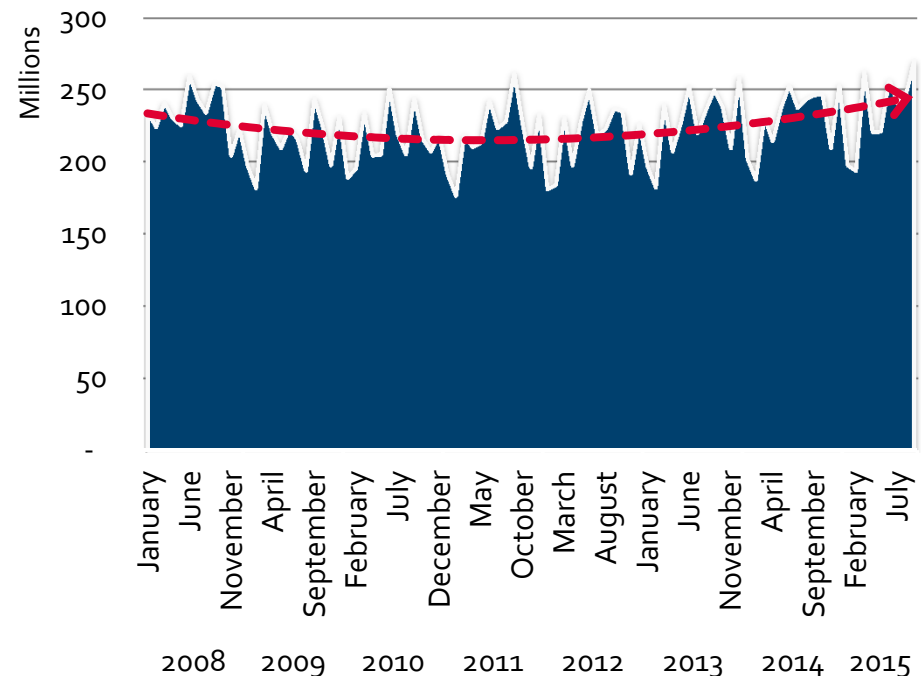
STA Revenue Estimate

- \$315 million in FY 2016-17 statewide, based on state budget. Likely to decrease significantly in adopted budget in June.
- \$122 million for MTC region
- Revised FY 2015-16 forecast in budget shows a decline in revenue of -28% over FY2014-15.

Retail Price per Gallon (\$), State of California



Consumption (Gallons), State of California



Sources:

STA revenue estimates from CA State Controller's Office - www.sco.ca.gov/ard_payments_transit.html

Diesel Prices from U.S. Energy Information Administration - www.eia.gov/petroleum/gasdiesel/

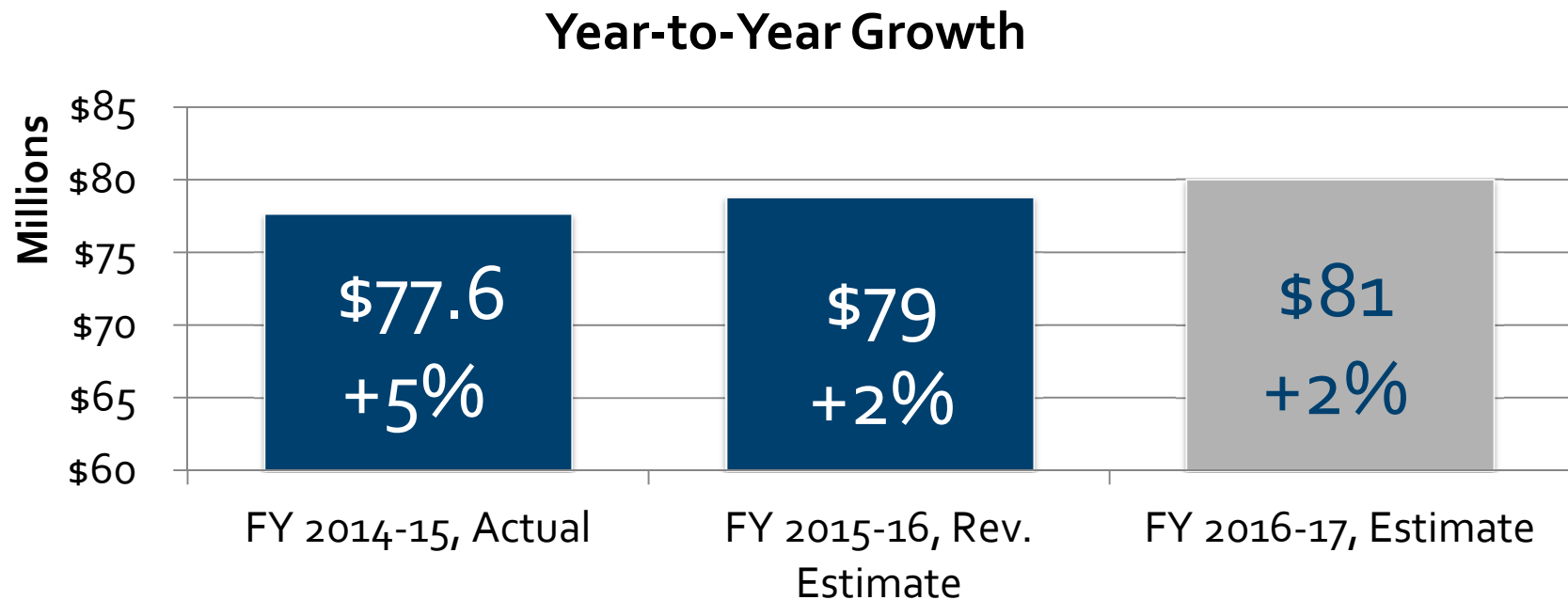
Diesel Consumption from CA State BOE - www.boe.ca.gov/sptaxprog/spftrpts.htm

AB1107 Overview

- 25% of BART's ½-cent general sales and use tax revenue generated in Alameda, Contra Costa, and San Francisco counties
- MTC estimates and establishes funding distribution policy
 - AC Transit, BART, and SFMTA eligible by law
 - Historically, distributed 50% to AC Transit and 50% to SFMTA
- Mainly used for transit operations

AB1107 Revenue Estimates

- AB 1107 revenues have been growing since FY 2010-11. Revenue has increased by 42% since 2010 when total revenue was \$55 million.



Source:

1. Actuals reported by CA State BOE

2. FY 2015-16 revised estimate and FY 2016-17 estimate from FY 2016-17 Fund Estimate

Bridge Toll Revenues

- Annual distributions and policies established in Resolution Nos. 4015 and 4022

Fund Source	FY 2016-17 Programming
AB 664	\$2.3 million
MTC 2% Toll	
Ferry Capital	\$1.0 million
ABAG Bay Trail	\$0.5 million
2% Subtotal	\$1.5 million
5% State Gen. Fund.	
Ferry	\$3.0 million
ABAG Bay Trail	\$0.3 million
2% Subtotal	\$3.2 million
TOTAL	\$7.0 million

Cap and Trade Revenues

- Low Carbon Transit Operations Program (LCTOP) revenues are included in the Fund Estimate for informational purposes
 - Revenue-based and Population-based funds
- LCTOP fund policy set forth through MTC's Cap and Trade Framework

FY 2015-16 Actual \$ millions	FY 2016-17 Estimate \$ millions
\$28.2	\$38.7

Date: February 24, 2016
W.I.: 1511
Referred by: PAC

ABSTRACT

Resolution No. 4220

This resolution approves the FY 2016-17 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), Assembly Bill (AB) 1107 sales tax, and transit-related bridge toll funds.

Further discussion of these actions is contained in the MTC Programming and Allocations Summary Sheet dated February 10, 2016.

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Date: February 24, 2016
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4220

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 2015-16 and FY 2016-17 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 2016-17 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 assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, 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 2016-17 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 2016-17 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

Dave Cortese, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 24, 2016.

**FY 2016-17 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4220
Page 1 of 17
2/24/2016

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	FY2016-17	FY2016-17	FY2016-17
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	17,720,078	(73,733,139)	73,546,000	1,072,000	(2,678,000)	76,110,000	(3,044,400)	88,685,818
Contra Costa	17,154,518	(46,529,484)	40,146,919	(468,615)	(1,477,132)	41,463,827	(1,658,553)	48,521,479
Marin	838,286	(13,042,724)	12,713,895	309,935	(520,953)	13,362,830	(534,513)	13,126,757
Napa	11,965,811	(15,126,553)	7,600,000	400,000	(320,000)	8,160,000	(326,400)	12,352,858
San Francisco	725,412	(47,195,826)	48,421,155	4,044,629	(2,098,631)	50,724,425	(2,028,977)	52,592,187
San Mateo	5,372,178	(37,490,591)	36,914,589	2,004,326	(1,456,757)	39,205,837	(1,568,233)	42,881,348
Santa Clara	6,183,338	(98,200,699)	102,299,000	1,689,058	(3,706,727)	108,772,000	(4,350,880)	112,232,295
Solano	14,703,366	(19,518,093)	17,358,114	415,322	(710,937)	17,773,436	(710,937)	29,310,270
Sonoma	9,938,332	(25,550,195)	22,900,000	(800,000)	(824,000)	22,800,000	(912,000)	27,492,137
TOTAL	\$84,601,320	(\$376,387,303)	\$361,899,672	\$8,666,655	(\$13,793,137)	\$378,372,355	(\$15,134,893)	\$427,195,149

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

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2015	FY2014-16	FY2015-16	FY2016-17	FY2016-17
Fund Source	Balance (w/ interest) ¹	Outstanding Commitments ²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance					
Revenue-Based	Not included due to changes implemented by the State Controller's Office (SCO) in January 2016. See p. 11.				
Population-Based	54,382,294	(46,666,784)	28,974,196	30,498,904	66,637,770
SUBTOTAL	54,382,294	(46,666,784)	28,974,196	30,498,904	66,637,770
AB1107 - BART District Tax (25% Share)	0	(79,166,508)	79,166,509	80,749,840	80,749,840
Bridge Toll Total					
AB 664 Bridge Revenues	82,611,091	(82,611,091)	2,300,000	2,300,000	2,300,000
MTC 2% Toll Revenue	5,948,691	(3,741,879)	1,450,000	1,450,000	5,106,812
5% State General Fund Revenue	8,356,827	(604,380)	3,210,892	3,243,001	14,206,340
SUBTOTAL	96,916,609	(86,957,350)	6,960,892	6,993,001	21,613,152
Low Carbon Transit Operations Program	28,166,253	0	28,166,253	38,680,268	38,680,268
TOTAL	\$179,465,156	(\$212,790,642)	\$143,267,850	\$156,922,013	\$207,681,030

Please see Attachment A pages 2-14 for detailed information on each fund source.

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

FY 2016-17 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

Attachment A
Res No. 4220
Page 2 of 17
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)	73,546,000		13. County Auditor Estimate	76,110,000	
2. Revised Estimate (Feb, 15)	74,618,000		FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,072,000	14. MTC Administration (0.5% of Line 13)	380,550	
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	380,550	
4. MTC Administration (0.5% of Line 3)	5,360		16. MTC Planning (3.0% of Line 13)	2,283,300	
5. County Administration (Up to 0.5% of Line 3)	5,360		17. Total Charges (Lines 14+15+16)	3,044,400	
6. MTC Planning (3.0% of Line 3)	32,160		18. TDA Generations Less Charges (Lines 13-17)	73,065,600	
7. Total Charges (Lines 4+5+6)		42,880	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,029,120	19. Article 3.0 (2.0% of Line 18)	1,461,312	
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	71,604,288	
9. Article 3 Adjustment (2.0% of line 8)	20,582		21. Article 4.5 (5.0% of Line 20)	3,580,214	
10. Funds Remaining (Lines 8-9)		1,008,538	22. TDA Article 4 (Lines 20-21)	68,024,074	
11. Article 4.5 Adjustment (5.0% of Line 10)	50,427				
12. Article 4 Adjustment (Lines 10-11)		958,111			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,238,996	13,455	3,252,451	(3,601,955)	0	1,412,083	20,582	1,083,161	1,461,312	2,544,473
Article 4.5	26,073	1,220	27,293	(3,485,087)	(3,161,732)	3,459,604	50,427	(3,109,495)	3,580,214	470,719
SUBTOTAL	3,265,069	14,675	3,279,744	(7,087,042)	(3,161,732)	4,871,687	71,009	(2,026,334)	5,041,526	3,015,192
Article 4										
AC Transit										
District 1	6,771	1,710	8,481	(42,419,679)	3,161,732	42,419,679	618,306	3,788,518	43,864,335	47,652,853
District 2	1,880	297	2,177	(11,315,000)	0	11,315,940	164,940	168,057	11,669,120	11,837,177
BART ³	5,136	16	5,153	(85,033)	0	79,882	1,164	1,166	83,158	84,324
LAVTA	9,692,902	28,266	9,721,169	(13,476,888)	4,316,718	8,899,101	129,713	9,589,812	9,304,213	18,894,025
Union City	4,748,319	18,071	4,766,390	(3,729,251)	0	3,017,872	43,988	4,098,999	3,103,248	7,202,247
SUBTOTAL	14,455,009	48,361	14,503,369	(71,025,851)	7,478,450	65,732,473	958,111	17,646,552	68,024,074	85,670,626
GRAND TOTAL	\$17,720,078	\$63,036	\$17,783,113	(\$78,112,893)	\$4,316,718	\$70,604,160	\$1,029,120	\$15,620,218	\$73,065,600	\$88,685,818

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.

FY 2016-17 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

Attachment A
Res No. 4220
Page 3 of 17
2/24/2016

FY2015-16 TDA Revenue Estimate				FY2016-17 TDA Revenue Estimate			
FY2015-16 Generation Estimate Adjustment				FY2016-17 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 15)	40,146,919			13. County Auditor Estimate	41,463,827		
2. Revised Estimate (Feb, 15)	39,678,304			FY2016-17 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(468,615)		14. MTC Administration (0.5% of Line 13)	207,319		
FY2015-16 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	207,319		
4. MTC Administration (0.5% of Line 3)	(2,343)			16. MTC Planning (3.0% of Line 13)	1,243,915		
5. County Administration (Up to 0.5% of Line 3)	(2,343)			17. Total Charges (Lines 14+15+16)	1,658,553		
6. MTC Planning (3.0% of Line 3)	(14,058)			18. TDA Generations Less Charges (Lines 13-17)	39,805,274		
7. Total Charges (Lines 4+5+6)		(18,744)		FY2016-17 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(449,871)		19. Article 3.0 (2.0% of Line 18)	796,105		
FY2015-16 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	39,009,169		
9. Article 3 Adjustment (2.0% of line 8)	(8,997)			21. Article 4.5 (5.0% of Line 20)	1,950,458		
10. Funds Remaining (Lines 8-9)		(440,874)		22. TDA Article 4 (Lines 20-21)	37,058,711		
11. Article 4.5 Adjustment (5.0% of Line 10)	(22,044)						
12. Article 4 Adjustment (Lines 10-11)		(418,830)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,236,685	440	1,237,125	(1,943,824)	0	770,821	(8,997)	55,126	796,105	851,231
Article 4.5	146,487	12	146,499	(1,267,705)	(647,531)	1,888,511	(22,044)	97,730	1,950,458	2,048,188
SUBTOTAL	1,383,172	452	1,383,624	(3,211,529)	(647,531)	2,659,332	(31,041)	152,856	2,746,563	2,899,419
Article 4										
AC Transit										
District 1	3,835	6	3,841	(6,825,179)	571,086	6,254,093	(73,001)	(69,159)	6,436,688	6,367,529
BART ³	156	0	157	(248,961)	0	250,912	(2,929)	(821)	261,977	261,156
CCCTA	12,945,397	2,353	12,947,750	(24,393,593)	416,196	17,054,847	(199,073)	5,826,126	17,584,948	23,411,074
ECCTA	816,528	52	816,580	(9,939,397)	0	10,151,017	(118,488)	909,712	10,537,184	11,446,896
WCCTA	2,005,431	350	2,005,781	(2,879,490)	625,699	2,170,840	(25,339)	1,897,491	2,237,914	4,135,405
SUBTOTAL	15,771,347	2,762	15,774,109	(44,286,620)	1,612,981	35,881,709	(418,830)	8,563,349	37,058,711	45,622,060
GRAND TOTAL	\$17,154,518	\$3,215	\$17,157,733	(\$47,498,149)	\$965,450	\$38,541,041	(\$449,871)	\$8,716,205	\$39,805,274	\$48,521,479

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.

FY 2016-17 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY

Attachment A
Res No. 4220
Page 4 of 17
2/24/2016

FY2015-16 TDA Revenue Estimate					FY2016-17 TDA Revenue Estimate					
FY2015-16 Generation Estimate Adjustment					FY2016-17 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 15)			12,713,895		13. County Auditor Estimate				13,362,830	
2. Revised Estimate (Feb, 15)			13,023,830		FY2016-17 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				309,935	14. MTC Administration (0.5% of Line 13)				66,814	
FY2015-16 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				66,814	
4. MTC Administration (0.5% of Line 3)			1,550		16. MTC Planning (3.0% of Line 13)				400,885	
5. County Administration (Up to 0.5% of Line 3)			1,550		17. Total Charges (Lines 14+15+16)				534,513	
6. MTC Planning (3.0% of Line 3)			9,298		18. TDA Generations Less Charges (Lines 13-17)				12,828,317	
7. Total Charges (Lines 4+5+6)				12,398	FY2016-17 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				297,537	19. Article 3.0 (2.0% of Line 18)				256,566	
FY2015-16 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				12,571,751	
9. Article 3 Adjustment (2.0% of line 8)			5,951		21. Article 4.5 (5.0% of Line 20)				0	
10. Funds Remaining (Lines 8-9)				291,586	22. TDA Article 4 (Lines 20-21)				12,571,751	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				291,586						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	417,608	4,066	421,673	(665,748)	0	244,107	5,951	5,984	256,566	262,550
Article 4.5										
SUBTOTAL	417,608	4,066	421,673	(665,748)	0	244,107	5,951	5,984	256,566	262,550
Article 4/8										
GGBHTD ³	420,679	872	421,551	(12,381,914)	0	11,961,233	291,586	292,456	7,931,518	8,223,974
Marin Transit ³	0	0	0	0	0	0	0	0	4,640,233	4,640,233
SUBTOTAL	420,679	872	421,551	(12,381,914)	0	11,961,233	291,586	292,456	12,571,751	12,864,207
GRAND TOTAL	\$838,286	\$4,938	\$843,224	(\$13,047,662)	\$0	\$12,205,340	\$297,537	\$298,440	\$12,828,317	\$13,126,757

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

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 2016-17 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

Attachment A
Res No. 4220
Page 5 of 17
2/24/2016

FY2015-16 TDA Revenue Estimate					FY2016-17 TDA Revenue Estimate					
FY2015-16 Generation Estimate Adjustment					FY2016-17 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 15)			7,600,000		13. County Auditor Estimate				8,160,000	
2. Revised Estimate (Feb, 15)			8,000,000		FY2016-17 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				400,000	14. MTC Administration (0.5% of Line 13)				40,800	
FY2015-16 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				40,800	
4. MTC Administration (0.5% of Line 3)			2,000		16. MTC Planning (3.0% of Line 13)				244,800	
5. County Administration (Up to 0.5% of Line 3)			2,000		17. Total Charges (Lines 14+15+16)				326,400	
6. MTC Planning (3.0% of Line 3)			12,000		18. TDA Generations Less Charges (Lines 13-17)				7,833,600	
7. Total Charges (Lines 4+5+6)				16,000	FY2016-17 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				384,000	19. Article 3.0 (2.0% of Line 18)				156,672	
FY2015-16 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				7,676,928	
9. Article 3 Adjustment (2.0% of line 8)			7,680		21. Article 4.5 (5.0% of Line 20)				383,846	
10. Funds Remaining (Lines 8-9)				376,320	22. TDA Article 4 (Lines 20-21)				7,293,082	
11. Article 4.5 Adjustment (5.0% of Line 10)			18,816							
12. Article 4 Adjustment (Lines 10-11)				357,504						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	496,722	2,847	499,569	(421,689)	0	145,920	7,680	231,480	156,672	388,152
Article 4.5	56,757	73	56,829	(401,127)	0	357,504	18,816	32,022	383,846	415,868
SUBTOTAL	553,479	2,919	556,398	(822,816)	0	503,424	26,496	263,502	540,518	804,020
Article 4/8										
NCTPA ³	11,412,332	47,046	11,459,378	(15,607,662)	1,253,960	6,792,576	357,504	4,255,756	7,293,082	11,548,838
SUBTOTAL	11,412,332	47,046	11,459,378	(15,607,662)	1,253,960	6,792,576	357,504	4,255,756	7,293,082	11,548,838
GRAND TOTAL	\$11,965,811	\$49,965	\$12,015,776	(\$16,430,478)	\$1,253,960	\$7,296,000	\$384,000	\$4,519,258	\$7,833,600	\$12,352,858

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.
3. NCTPA is authorized to claim 100% of the apportionment to Napa County.

**FY 2016-17 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

Attachment A
Res No. 4220
Page 6 of 17
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)	48,421,155		13. County Auditor Estimate	50,724,425	
2. Revised Estimate (Feb, 15)	52,465,784		FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	4,044,629		14. MTC Administration (0.5% of Line 13)	253,622	
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	253,622	
4. MTC Administration (0.5% of Line 3)	20,223		16. MTC Planning (3.0% of Line 13)	1,521,733	
5. County Administration (Up to 0.5% of Line 3)	20,223		17. Total Charges (Lines 14+15+16)	2,028,977	
6. MTC Planning (3.0% of Line 3)	121,339		18. TDA Generations Less Charges (Lines 13-17)	48,695,448	
7. Total Charges (Lines 4+5+6)	161,785		FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	3,882,844		19. Article 3.0 (2.0% of Line 18)	973,909	
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	47,721,539	
9. Article 3 Adjustment (2.0% of line 8)	77,657		21. Article 4.5 (5.0% of Line 20)	2,386,077	
10. Funds Remaining (Lines 8-9)	3,805,187		22. TDA Article 4 (Lines 20-21)	45,335,462	
11. Article 4.5 Adjustment (5.0% of Line 10)	190,259				
12. Article 4 Adjustment (Lines 10-11)	3,614,928				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	730,000	13,007	743,007	(1,656,353)	0	929,686	77,657	93,997	973,909	1,067,906
Article 4.5	(385)	618	233	(2,278,290)	(2,278,290)	2,277,731	190,259	(2,088,357)	2,386,077	297,720
SUBTOTAL	729,615	13,625	743,240	(3,934,643)	(2,278,290)	3,207,417	267,916	(1,994,360)	3,359,986	1,365,626
Article 4										
SFMTA	(4,203)	5,945	1,743	(43,280,753)	2,278,290	43,276,891	3,614,928	5,891,099	45,335,462	51,226,561
SUBTOTAL	(4,203)	5,945	1,743	(43,280,753)	2,278,290	43,276,891	3,614,928	5,891,099	45,335,462	51,226,561
GRAND TOTAL	\$725,412	\$19,571	\$744,983	(\$47,215,396)	\$0	\$46,484,308	\$3,882,844	\$3,896,739	\$48,695,448	\$52,592,187

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

FY 2016-17 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

Attachment A
Res No. 4220
Page 7 of 17
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<i>FY2015-16 Generation Estimate Adjustment</i>			<i>FY2016-17 County Auditor's Generation Estimate</i>		
1. Original County Auditor Estimate (Feb, 15)	36,914,589		13. County Auditor Estimate	39,205,837	
2. Revised Estimate (Feb, 15)	38,918,915		<i>FY2016-17 Planning and Administration Charges</i>		
3. Revenue Adjustment (Lines 2-1)	2,004,326		14. MTC Administration (0.5% of Line 13)	196,029	
<i>FY2015-16 Planning and Administration Charges Adjustment</i>			15. County Administration (0.5% of Line 13)	196,029	
4. MTC Administration (0.5% of Line 3)	10,022		16. MTC Planning (3.0% of Line 13)	1,176,175	
5. County Administration (Up to 0.5% of Line 3)	10,022		17. Total Charges (Lines 14+15+16)	1,568,233	
6. MTC Planning (3.0% of Line 3)	60,130		18. TDA Generations Less Charges (Lines 13-17)	37,637,604	
7. Total Charges (Lines 4+5+6)	80,174		<i>FY2016-17 TDA Apportionment By Article</i>		
8. Adjusted Generations Less Charges (Lines 3-7)	1,924,152		19. Article 3.0 (2.0% of Line 18)	752,752	
<i>FY2015-16 TDA Adjustment By Article</i>			20. Funds Remaining (Lines 18-19)	36,884,852	
9. Article 3 Adjustment (2.0% of line 8)	38,483		21. Article 4.5 (5.0% of Line 20)	1,844,243	
10. Funds Remaining (Lines 8-9)	1,885,669		22. TDA Article 4 (Lines 20-21)	35,040,609	
11. Article 4.5 Adjustment (5.0% of Line 10)	94,283				
12. Article 4 Adjustment (Lines 10-11)	1,791,386				

TDA APPORTIONMENT BY JURISDICTION										
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C=Sum(A:B)</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(C:G)</i>	<i>I</i>	<i>J=Sum(H:I)</i>
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,201,159	42,332	3,243,491	(3,554,875)	0	708,760	38,483	435,859	752,752	1,188,611
Article 4.5	184,358	323	184,681	(1,771,554)	0	1,736,462	94,283	243,872	1,844,243	2,088,115
SUBTOTAL	3,385,516	42,656	3,428,172	(5,326,429)	0	2,445,222	132,766	679,731	2,596,995	3,276,726
Article 4										
SamTrans	1,986,662	5,905	1,992,567	(32,212,723)	0	32,992,783	1,791,386	4,564,013	35,040,609	39,604,622
SUBTOTAL	1,986,662	5,905	1,992,567	(32,212,723)	0	32,992,783	1,791,386	4,564,013	35,040,609	39,604,622
GRAND TOTAL	\$5,372,178	\$48,561	\$5,420,739	(\$37,539,152)	\$0	\$35,438,005	\$1,924,152	\$5,243,744	\$37,637,604	\$42,881,348

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

FY 2016-17 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY

Attachment A
Res No. 4220
Page 8 of 17
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)	102,299,000		13. County Auditor Estimate	108,772,000	
2. Revised Estimate (Feb, 15)	103,988,058		FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)	1,689,058		14. MTC Administration (0.5% of Line 13)	543,860	
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	543,860	
4. MTC Administration (0.5% of Line 3)	8,445		16. MTC Planning (3.0% of Line 13)	3,263,160	
5. County Administration (Up to 0.5% of Line 3)	8,445		17. Total Charges (Lines 14+15+16)	4,350,880	
6. MTC Planning (3.0% of Line 3)	50,672		18. TDA Generations Less Charges (Lines 13-17)	104,421,120	
7. Total Charges (Lines 4+5+6)	67,562		FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)	1,621,496		19. Article 3.0 (2.0% of Line 18)	2,088,422	
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	102,332,698	
9. Article 3 Adjustment (2.0% of line 8)	32,430		21. Article 4.5 (5.0% of Line 20)	5,116,635	
10. Funds Remaining (Lines 8-9)	1,589,066		22. TDA Article 4 (Lines 20-21)	97,216,063	
11. Article 4.5 Adjustment (5.0% of Line 10)	79,453				
12. Article 4 Adjustment (Lines 10-11)	1,509,613				

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,351,090	29,759	5,380,849	(6,804,884)		1,964,141	32,430	572,535	2,088,422	2,660,957
Article 4.5	41,460	195	41,655	0	(4,812,145)	4,812,145	79,453	121,108	5,116,635	5,237,743
SUBTOTAL	5,392,551	29,953	5,422,504	(6,804,884)	(4,812,145)	6,776,286	111,883	693,643	7,205,057	7,898,700
Article 4										
VTA	790,787	4,986	795,774	(91,430,754)	4,812,145	91,430,754	1,509,613	7,117,532	97,216,063	104,333,595
SUBTOTAL	790,787	4,986	795,774	(91,430,754)	4,812,145	91,430,754	1,509,613	7,117,532	97,216,063	104,333,595
GRAND TOTAL	\$6,183,338	\$34,939	\$6,218,277	(\$98,235,638)	\$0	\$98,207,040	\$1,621,496	\$7,811,175	\$104,421,120	\$112,232,295

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

FY 2016-17 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

Attachment A
Res No. 4220
Page 9 of 17
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)		17,358,114	13. County Auditor Estimate		17,773,436
2. Revised Estimate (Feb, 15)		17,773,436	FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		415,322	14. MTC Administration (0.5% of Line 13)		88,867
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		88,867
4. MTC Administration (0.5% of Line 3)		2,077	16. MTC Planning (3.0% of Line 13)		533,203
5. County Administration (Up to 0.5% of Line 3)		2,077	17. Total Charges (Lines 14+15+16)		710,937
6. MTC Planning (3.0% of Line 3)		12,460	18. TDA Generations Less Charges (Lines 13-17)		17,062,499
7. Total Charges (Lines 4+5+6)		16,614	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		398,708	19. Article 3.0 (2.0% of Line 18)		341,250
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		16,721,249
9. Article 3 Adjustment (2.0% of line 8)		7,974	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		390,734	22. TDA Article 4 (Lines 20-21)		16,721,249
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		390,734			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
Article 4.5										
SUBTOTAL	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
Article 4/8										
Dixon	856,366	3,219	859,586	(567,866)	0	734,437	17,573	1,043,730	745,767	1,789,497
Fairfield	2,763,699	12,241	2,775,940	(5,837,751)	0	4,251,582	101,726	1,291,497	4,355,601	5,647,098
Rio Vista	243,865	1,902	245,767	(334,129)	75,432	306,605	7,336	301,011	318,930	619,941
Solano County	913,414	4,404	917,818	(510,125)	0	741,586	17,744	1,167,023	753,163	1,920,186
Suisun City	158,218	370	158,588	(1,183,922)	0	1,103,260	26,397	104,323	1,124,528	1,228,851
Vacaville	6,367,758	28,785	6,396,543	(3,187,689)	0	3,617,620	86,557	6,913,032	3,686,482	10,599,514
Vallejo/Benicia ⁴	2,625,978	11,206	2,637,184	(7,176,068)	0	5,575,423	133,401	1,169,941	5,736,777	6,906,718
SUBTOTAL	13,929,299	62,128	13,991,427	(18,797,550)	75,432	16,330,513	390,734	11,990,557	16,721,249	28,711,806
GRAND TOTAL	\$14,703,366	\$66,054	\$14,769,419	(\$19,659,578)	\$75,432	\$16,663,789	\$398,708	\$12,247,771	\$17,062,499	\$29,310,270

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY 2016-17 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

Attachment A
Res No. 4220
Page 10 of 17
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment			FY2016-17 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 15)		22,900,000	13. County Auditor Estimate		22,800,000
2. Revised Estimate (Feb, 15)		22,100,000	FY2016-17 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(800,000)	14. MTC Administration (0.5% of Line 13)		114,000
FY2015-16 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		114,000
4. MTC Administration (0.5% of Line 3)		(4,000)	16. MTC Planning (3.0% of Line 13)		684,000
5. County Administration (Up to 0.5% of Line 3)		(4,000)	17. Total Charges (Lines 14+15+16)		912,000
6. MTC Planning (3.0% of Line 3)		(24,000)	18. TDA Generations Less Charges (Lines 13-17)		21,888,000
7. Total Charges (Lines 4+5+6)		(32,000)	FY2016-17 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(768,000)	19. Article 3.0 (2.0% of Line 18)		437,760
FY2015-16 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		21,450,240
9. Article 3 Adjustment (2.0% of line 8)		(15,360)	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		(752,640)	22. TDA Article 4 (Lines 20-21)		21,450,240
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		(752,640)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,525,093	8,385	1,533,478	(1,252,449)	0	439,680	(15,360)	705,349	437,760	1,143,109
Article 4.5										
SUBTOTAL	1,525,093	8,385	1,533,478	(1,252,449)	0	439,680	(15,360)	705,349	437,760	1,143,109
Article 4/8										
GGBHTD ³	48,217	2,654	50,872	(5,430,108)	0	5,386,080	(188,160)	(181,316)	5,362,560	5,181,244
Petaluma	974,118	2,463	976,580	(1,993,246)	0	1,843,623	(64,406)	762,551	1,830,846	2,593,397
Santa Rosa	1,012,333	30,852	1,043,186	(6,430,490)	0	5,608,140	(195,918)	24,918	5,610,668	5,635,586
Sonoma County/Healdsburg ⁴	6,378,571	19,108	6,397,678	(11,385,252)	877,888	8,706,477	(304,156)	4,292,635	8,646,166	12,938,801
SUBTOTAL	8,413,239	55,077	8,468,316	(25,239,096)	877,888	21,544,320	(752,640)	4,898,788	21,450,240	26,349,028
GRAND TOTAL	\$9,938,332	\$63,462	\$10,001,794	(\$26,491,545)	\$877,888	\$21,984,000	(\$768,000)	\$5,604,137	\$21,888,000	\$27,492,137

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.

4. Beginning in FY2012-13, the Healdsburg apportionment area is combined with Sonoma County.

**FY 2016-17 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A
Res No. 4220
Page 11 of 17
2/24/2016*

FY2015-16 STA Revenue Estimate		FY2016-17 STA Revenue Estimate	
1. State Revised Estimate (Jan, 16)	\$86,754,917	4. Projected Carryover (Feb, 16)	
2. Actual Revenue (Aug, 16)		5. State Estimate ¹ (Jan, 16)	\$91,320,218
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Due to changes to the STA Revenue-Based program implemented by the State Controller's Office (SCO) in January 2016 MTC is unable to apportion STA Revenue-Based funds at this time. Staff will return to the Commission as soon as possible in the Spring of 2016 to apportion STA Revenue-Based funds once additional guidance is provided by the SCO.

1. The FY2016-17 STA revenue generation based on the \$315 million in the Governor's proposed FY2016-17 State Budget. The State Controller's Office did not issue an estimate in January 2016.

**FY 2016-17 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

Attachment A
Res No. 4220
Page 12 of 17
2/24/2016

FY2015-16 STA Revenue Estimate		FY2016-17 STA Revenue Estimate				
1. State Revised Estimate ³ (Jan, 16)	\$28,974,196	4. Projected Carryover (Feb, 16)	\$36,138,868			
2. Actual Revenue (Aug, 16)		5. State Estimate ⁴ (Jan, 16)	\$30,498,904			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$66,637,772			
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
Apportionment Jurisdictions	6/30/2015 Balance (w/interest) ¹	FY2014-16 Outstanding Commitments ²	FY2015-16 Revenue Estimate	6/30/2016 Projected Carryover	FY2016-17 Revenue Estimate ⁴	Total Available For Allocation
Northern Counties/Small Operators						
Marin	81,537	(1,094,305)	861,251	(151,517)	907,101	755,584
Napa	41,253	(547,351)	465,432	(40,666)	490,209	449,543
Solano/Vallejo ⁵	4,345,719	(1,095,745)	1,401,679	4,651,654	1,476,298	6,127,952
Sonoma	546,848	(1,937,160)	1,647,233	256,921	1,734,924	1,991,845
CCCTA	144,556	(2,004,761)	1,632,679	(227,526)	1,719,595	1,492,069
ECCTA	88,114	(1,159,791)	986,211	(85,466)	1,038,712	953,246
LAVTA	910,297	(884,220)	674,709	700,785	710,627	1,411,412
Union City	155,508	(195,686)	236,201	196,023	248,775	444,798
WCCTA	19,283	(267,089)	217,518	(30,289)	229,097	198,808
SUBTOTAL	6,333,115	(9,186,108)	8,122,913	5,269,919	8,555,339	13,825,258
Regional Paratransit						
Alameda	31,560	(1,113,062)	891,901	(189,601)	939,380	749,779
Contra Costa	42,344	(670,750)	631,360	2,954	664,970	667,924
Marin	4,470	(147,718)	121,818	(21,430)	128,304	106,874
Napa	8,753	(116,182)	98,794	(8,635)	104,053	95,418
San Francisco	25,924	(832,201)	707,650	(98,627)	745,322	646,695
San Mateo	30,922	(410,315)	348,906	(30,487)	367,480	336,993
Santa Clara	88,454	(1,175,189)	999,305	(87,430)	1,052,503	965,073
Solano	902,071	(445,000)	272,817	729,888	287,341	1,017,229
Sonoma	42,703	(459,545)	390,768	(26,074)	411,570	385,496
SUBTOTAL	1,177,200	(5,369,962)	4,463,318	270,558	4,700,925	4,971,481
Lifeline						
Alameda	5,080,482	(5,841,385)	1,735,101	974,198	1,994,425	2,968,623
Contra Costa	2,864,977	(2,990,587)	1,097,206	971,596	1,261,191	2,232,787
Marin	556,377	0	200,867	757,244	230,888	988,132
Napa	463,078	(471,543)	155,794	147,329	179,079	326,408
San Francisco	3,909,710	(4,192,025)	960,605	678,290	1,104,174	1,782,464
San Mateo	1,637,260	0	645,969	2,283,229	742,513	3,025,742
Santa Clara	5,077,735	(1,000,000)	1,771,510	5,849,245	2,036,275	7,885,520
Solano	733,154	(671,934)	490,589	551,810	563,911	1,115,721
Sonoma	1,690,827	(443,268)	604,502	1,852,061	694,850	2,546,911
MTC Mean-Based Discount Project	307,529	(199,940)	700,000	807,589	0	807,589
JARC Funding Restoration ⁶	550,842	0	0	0	0	0
SUBTOTAL	22,871,972	(15,810,682)	8,362,143	14,872,591	8,807,305	23,679,896
MTC Regional Coordination Program ⁷	23,631,214	(16,300,031)	7,692,490	15,023,673	8,102,002	23,125,675
BART to Warm Springs	328,985	0	0	328,985	0	328,985
eBART	1,029	0	0	1,029	0	1,029
Transit Emergency Service Contingency Fund ⁸	0	0	333,333	333,333	333,333	666,666
SamTrans	38,780	0	0	38,780	0	38,780
GRAND TOTAL	\$54,382,294	(\$46,666,784)	\$28,974,196	\$36,138,868	\$30,498,904	\$66,637,770

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. The FY2015-16 STA revenue generation based on the \$299 million revised estimate included in the Governor's proposed FY2016-17 State Budget. The State Controller's Office did not issue an updated estimate in August 2015 due to an internal review of STA program eligibility policies.

4. The FY2016-17 STA revenue generation based on the \$315 million in the Governor's proposed FY2016-17 State Budget. The State Controller's Office did not issue an estimate in January 2016.

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.

FY 2016-17 FUND ESTIMATE
BRIDGE TOLLS^{1,2}

Attachment A
Res No. 4220
Page 13 of 17
2/24/2016

BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2015	FY2014-16	FY2015-16	6/30/2016	FY2016-17	Total
Fund Source	Balance ³	Outstanding Commitments ⁴	Programming Amount ⁵	Projected Carryover	Programming Amount ⁵	Available for Allocation
AB 664 Bridge Revenues						
70% East Bay	26,507,686	(26,507,686)	1,600,000	1,600,000	1,600,000	3,200,000
30% West Bay	56,103,405	(56,103,405)	700,000	700,000	700,000	1,400,000
SUBTOTAL	82,611,091	(82,611,091)	2,300,000	2,300,000	2,300,000	2,300,000
MTC 2% Toll Revenues						
Ferry Capital	4,302,443	(2,347,036)	1,000,000	2,955,407	1,000,000	3,955,407
ABAG Bay Trail	28,405	(478,405)	450,000	0	450,000	450,000
SMART	828,544	(828,544)	0	0	0	0
Studies	789,299	(87,894)	0	701,405	0	701,405
SUBTOTAL	5,948,691	(3,741,879)	1,450,000	3,656,812	1,450,000	5,106,812
5% State General Fund Revenues						
Ferry	8,356,827	(339,000)	2,945,512	10,963,339	2,977,621	13,940,960
ABAG Bay Trail	0	(265,380)	265,380	0	265,380	265,380
SUBTOTAL	8,356,827	(604,380)	3,210,892	10,963,339	3,243,001	14,206,340

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 AB 664, RM1, and MTC 2% Toll Revenues, listed above, commencing in FY2010-11, are funded from this payment.
2. RM1 90% Rail Extension allocation is made through MTC Resolutions 3833 and 3915.
3. Balance as of 6/30/15 is from MTC FY2014-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
4. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/30/16.
5. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for AB 664, 2%, and 5% bridge toll revenues.

FY 2016-17 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

Attachment A
Res No. 4220
Page 14 of 17
2/24/2016

FY2015-16 AB1107 Revenue Estimate					FY2016-17 AB1107 Estimate				
1. Original MTC Estimate (Feb, 15)				\$77,560,800	4. Projected Carryover (Feb, 16)				\$0
2. Revised Estimate (Feb, 16)				\$79,166,509	5. MTC Estimate (Feb, 16)				\$80,749,839
3. Revenue Adjustment (Lines 2-1)				\$1,605,709	6. Total Funds Available (Lines 4+5)				\$80,749,839
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY2016-17
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	(39,583,254)	38,780,400	802,854	0	40,374,920	40,374,920
SFMTA	0	0	0	(39,583,254)	38,780,400	802,854	0	40,374,920	40,374,920
TOTAL	\$0	\$0	\$0	(\$79,166,508)	\$77,560,800	\$1,605,708	\$0	\$80,749,840	\$80,749,840

1. Balance as of 6/30/15 is from MTC FY2014-15 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 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

Attachment A
Res No. 4220
Page 15 of 17
2/24/2016

ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT

Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
Total Available	\$470,719	\$749,779	\$2,048,188	\$667,924
AC Transit	\$3,319,767	\$742,571	\$666,727	\$156,872
LAVTA	\$123,457	\$49,608		
Pleasanton	\$67,174			
Union City	\$122,052	\$29,200		
CCCTA			\$791,132	\$203,152
ECCTA			\$417,191	\$130,029
WCCTA			\$173,139	\$32,376

IMPLEMENTATION OF OPERATOR AGREEMENTS

Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			TBD	
STA Revenue-Based	BART	AC Transit	(396,900)	Fare Coordination Set-Aside ²
STA Revenue-Based	BART	CCCTA	(777,759)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(654,479)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,528,512)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,656,398)	BART Feeder Bus
Total Payment			(7,014,048)	
Remaining BART STA Revenue-Based Funds			TBD	
Total Available BART TDA Article 4 Funds			\$345,480	
TDA Article 4	BART-Alameda	LAVTA	(84,324)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(261,156)	BART Feeder Bus
Total Payment			(345,480)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			TBD	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			TBD	
Total Available Union City TDA Article 4 Funds			\$7,202,247	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$7,085,548	

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, final amount will be reconciled after close of FY 2015-16.

**FY 2016-17 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

*Attachment A
Res No. 4220
Page 16 of 17
2/24/2016*

PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-15	MTC Res-3833	MTC Res-3925	FY2016-17
	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	2,691,476
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	\$21,980,389

FY 2016-17 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

Attachment A
Res No. 4220
Page 17 of 17
2/24/2016

FY2015-16 LCTOP Revenue Estimate¹		FY2016-17 LCTOP Revenue Estimate²	
1. Statewide Appropriation (Oct, 15)	\$75,000,000	5. Estimated Statewide Appropriation (Jan, 16)	\$100,000,000
2. MTC Region Revenue-Based Funding	\$20,890,977	6. Estimated MTC Region Revenue-Based Funding ³	\$28,979,900
3. MTC Region Population-Based Funding	\$7,275,276	7. Estimated MTC Region Population-Based Funding ³	\$9,700,368
4. Total MTC Region Funds	\$28,166,253	8. Estimated Total MTC Region Funds	\$38,680,268

1. The FY 2015-16 LCTOP revenue generation based on the State Controller's Office Low Carbon Transit Operations Program Allocation Summary of 10/30/2015.

2. The FY 2016-17 LCTOP revenue generation based on the \$100 million estimated in the FY 2016-17 State Budget.

3. The FY 2016-17 LCTOP amounts for the Bay Area are subject to change pending updated distribution factors for the STA and LCTOP programs from the State Controller's Office.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1213 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/8/2016 **In control:** Programming and Allocations Committee
On agenda: 2/10/2016 **Final action:**
Title: MTC Resolution No. 4202. OBAG2 Framework Status Update

Updates on Cycle 2 of the One Bay Area Grant Program (OBAG2) including new revenue estimates from the new federal surface transportation authorization and look-ahead at potential approaches for anti-displacement and affordable housing policies.

Sponsors:

Indexes:

Code sections:

Attachments: [5a MTC Reso-4202 OBAG2 Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202. OBAG2 Framework Status Update

Updates on Cycle 2 of the One Bay Area Grant Program (OBAG2) including new revenue estimates from the new federal surface transportation authorization and look-ahead at potential approaches for anti-displacement and affordable housing policies.

Presenter:

Anne Richman

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

February 10, 2016

Agenda Item 5a

MTC Resolution No. 4202. OBAG 2 Framework Status Update

- Subject:** Informational status updates on the One Bay Area Grant (OBAG 2) Program including increased revenue estimates from the new federal surface transportation authorization and look-ahead at potential approaches for anti-displacement and affordable housing policies.
- Background:** On November 18, 2015 the Commission adopted MTC Resolution No. 4202, establishing the project selection criteria, programming policies, and program funding amounts for the OBAG 2 program, covering the five-year period of Fiscal Years 2017-18 through 2021-22.
- On December 4, 2015, shortly after adoption of the OBAG 2 program, President Obama signed into law a new five-year surface transportation authorization. On the whole, Fixing America's Surface Transportation Act (FAST) maintains core highway and transit funding programs and policies established by its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21), and provides stability to the federal surface transportation policy and funding landscape over the short-term. In addition, FAST directs increased funding to the two programs that support OBAG 2, the Surface Transportation Program (renamed by FAST as the Surface Transportation Block Grant Program) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). Early estimates indicate that the Bay Area's share of these funds will increase by approximately \$72 million through the end of OBAG 2.
- In adopting the OBAG 2 program, the Commission also directed staff to develop a recommendation for anti-displacement and affordable housing policies to incorporate into OBAG 2, and investigate the possibility of establishing a housing preservation fund.
- Issues:**
- 1. Distribution of Increased Revenues.** Staff is currently developing options for the use of the additional revenues, to present to the Commission for consideration. In developing a set of proposals, staff is relying on the principles adopted in the OBAG 2 framework, while also balancing other regional objectives such as supporting affordable housing and combatting climate change. Initial concepts include:
 - Distributing the additional revenues according to the adopted OBAG 2 framework, with 45% being directed to the county programs (\$32 million) and the remaining 55% directed to various regional programs (\$40 million).
 - For the additional revenues to the regional programs, consider restoring funding for existing programs to OBAG 1 levels, augmenting certain programs related to housing affordability and climate change needs, or a combination of these options.

Staff welcomes feedback on these preliminary concepts. We had a preliminary consultation with the Bay Area Partnership last month and expect to return to that group for additional advice before this item returns to the Committee for approval. As a reminder, the table below illustrates the inaugural OBAG1 program as well as the OBAG2 program – before the FAST Act approval – in November 2015.

OBAG 1 and 2 Program Amounts

\$ in millions

Program	OBAG 1	OBAG 2
Regional Planning Activities	\$8	\$10
Pavement Management Program	\$9	\$9
Priority Development Area (PDA) Planning and Implementation	\$20	\$20
Climate Initiatives Program	\$22	\$22
Priority Conservation Area (PCA)	\$10	\$16
Regional Operations Programs	\$184	\$170
Transit Priorities Program	\$201	\$189
Regional Programs	\$454	\$436
County Programs	\$372	\$354
County Programs	\$372	\$354
Total	\$827	\$790

2. Approach for Affordable Housing/Anti-Displacement. Staff has been exploring approaches to present to the Commission for consideration. The range of approaches includes (a) an incentives approach to reward jurisdictions that address the issues of affordable housing and displacement, (b) a regulatory approach in which jurisdictions must adopt housing policies or develop plans to address housing stability and affordability, and (c) an investment approach to directly invest in the production or preservation of affordable housing.

On February 20, 2016, MTC and the Association of Bay Area Governments (ABAG) are scheduled to convene a regional forum with local jurisdictions, residents, business organizations, and other stakeholders to further consider the role of regional agencies in addressing displacement and affordable housing. Although the forum will not focus specifically on OBAG, the discussion will inform staff's recommendation for potential policies to incorporate into OBAG 2. A flyer for this forum is provided as an attachment. We encourage your attendance at this event.

3. Timeline. Staff plans to return to this Committee in April with proposed revisions to the OBAG 2 program related to the increased FAST revenues and an approach to affordable housing and displacement. Final approval of the program revisions by the Commission is tentatively scheduled for consideration in May. Additional detail on the timeline is provided below.

January-February	Outreach, information and discussion with the Bay Area Partnership Board, advisory and working groups
March	Staff development of draft proposals/options
April	Final OBAG 2 policy revisions presented to Committee and Commission for adoption

Recommendation: Information. No action required.

Attachments: Flyer for MTC/ABAG's forum on affordable housing and displacement



You're Invited! Special Forum

Calling the Bay Area Home: Tackling the Affordable Housing and Displacement Challenge

Saturday, February 20, 2016, 9 a.m. to 1:30 p.m.

Oakland Marriott City Center 1001 Broadway, Oakland (at 12th St. City Center BART Station)

Please join us at a half-day event bringing together community and business leaders, housing developers, elected officials and city planners for a timely and important dialogue on the role that Bay Area local governments and regional agencies — as well as the state and federal government — can play in addressing skyrocketing housing costs and displacement of long-time residents.

Who should attend?

- Elected officials and local agency staff
- Community and business leaders
- For-profit and affordable housing developers
- Advocates

This half-day forum will focus on:

- Regional trends and community impacts
- Common challenges and barriers
- Local and regional strategies, solutions and implementable actions
- Appropriate role for local jurisdictions, regional agencies, and state and federal government

Participants will also break out into four smaller groups to discuss specific challenges and strategies for (1) San Francisco, (2) the Peninsula and South Bay, (3) the East Bay and (4) the North Bay. Your comments will help inform future discussions and actions.

To learn more and register, visit PlanBayArea.org. This forum is provided at no charge; we need your registration information to ensure sufficient space and lunches.

Do you need an interpreter or any other assistance to participate? Please call 510.817.5757 or 510.817.5769 for TDD/TTY three days in advance.

¿Necesita un intérprete u otra asistencia para participar? Por favor llámenos con tres días de anticipación al 510.817.5757 o 510.817.5769 para TDD/TTY.

您是否需要翻譯員或任何其他幫助才能參加呢？請提前三天致電 510.817.5757或聽障專線(TDD/TTY) 510.817.5769





Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 15-1214 **Version:** 1 **Name:**
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File created: 1/8/2016 **In control:** Programming and Allocations Committee
On agenda: 2/10/2016 **Final action:**
Title: California Transportation Commission
Sponsors:
Indexes:
Code sections:
Attachments: [5b CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
California Transportation Commission

Presenter:
Kenneth Kao

Recommended Action:
Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 10, 2016

Agenda Item 5b

California Transportation Commission Update

Subject: Update on the January 2016 California Transportation Commission Meeting.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Vice-Chair Bob Alvarado, Jim Ghielmetti, and Carl Guardino. Assembly Speaker Atkins recently nominated Christine Kehoe of San Diego to serve on the CTC, replacing Dario Frommer of Los Angeles. Also at the January meeting, Executive Director Will Kempton announced his retirement from CTC effective the end of March.

January CTC Meeting (January 20-21, Sacramento, California)

The Commission discussed the following issues of significance to the Bay Area:

2016 STIP Fund Estimate Revision Approved

The CTC approved a revised 2016 STIP Fund Estimate that calls for deleting \$754 million of existing programming statewide from currently-programmed STIP projects representing close to 40% of the STIP. The reduction is in response to the expected further decrease in the price-based excise tax (which funds the STIP) due to low gasoline prices. For the Bay Area, an estimated \$80-96 million may need to be deleted from Bay Area STIP projects. MTC staff will work with Congestion Management Agency (CMA) staff to identify an approach to respond to CTC. The CMAs will consider any program changes in February, and MTC will consider adopting a revised RTIP in March to submit to CTC. CTC will approve the final 2016 STIP at its May meeting.

Other CTC Actions / Items

The CTC also discussed the following:

- FY 2015-16 STIP Allocations. The CTC allocated two STIP projects in Marin County: North Civic Center Drive Improvements for \$407,000, and Miller Creek Bike Path for \$362,000.
- SHOPP Supplemental Funds Allocation. CTC allocated an additional \$1.3 million in SHOPP funds to Caltrans for the completion of the I-580 Pavement Rehabilitation project in Oakland (Alameda County).
- Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) Guidelines. CTC approved the TIRCP Guidelines as presented by the State Transportation Agency.
- ATP Allocations. CTC allocated three ATP projects: \$0.8 million for the Port Chicago Bike/Pedestrian Improvement (Contra Costa County), \$1.6 million for the Contra Costa Blvd. Improvements (Pleasant Hill, Contra Costa County), and \$0.3 million for the John Yehall Chin Safe Routes to School project (San Francisco County).

The next CTC meeting is scheduled for March 16-17, 2016 in Orange County, CA.

Issues: The revised 2016 STIP Fund Estimate and deletion of projects will pose a great hardship to project sponsors depending on STIP funds for their projects. MTC is considering a number of options to respond to CTC's request for project deletions. This may include identification of projects for deletion, or leaving the deletion decisions to CTC. A regional approach will be presented for consideration at the March Programming and Allocations Committee meeting.

Recommendation: Information. No action required.

Attachments: None

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