Metropolitan Transportation Commission

Meeting Agenda

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

Metropolitan Transportation Commission

Dave Cortese, Chair Jake Mackenzie, Vice Chair

Wednesday, July 27, 2016 | **9:40 AM** | **Board Room - 1st Floor**

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: http://mtc.ca.gove/whats-happening/meetings and will take place at 9:40 a.m. or immediately following the 9:35 a.m. BATA meeting

1. Roll Call / Confirm Quorum

Quorum - A quorum of this Commission constitutes the majority of its voting members (10).

2. Chair's Report – Cortese

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar

6a. 15-1771 Minutes - June 22, 2016.

Attachments: 6a_Commission Minutes 6.22.16.

Programming and Allocations Committee

6b. 15-1711 MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-33.

Action: Commission Approval

Attachments: 6b_PAC_2d_Reso-4175_TIP_Amend_2015-33

2d_Reso-4175_TIP_Amend_2015-33

6c. 15-1761 MTC Resolution Nos. 3925, Revised and 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG1) programs.

Action: Commission Approval

Attachments: 6c_PAC_2e_Reso-3925-4035_STPCMAQ&OBAG1_Revisions_PAC-original
2e_Reso-3925-4035_STPCMAQ&OBAG1_Revisions

Committee Reports

7. Programming and Allocations Committee – Wiener

7a. 15-1713 MTC Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232. Revises the FY 2016-17 Fund Estimate and allocates $292 million in FY 2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB1107) funds, and Regional Measure 2 (RM2) operating and capital funds to several transit operators support transit operations and capital projects in the region.

Action: Commission Approval

Attachments: 7a_PAC_4a_Reso-4220-4229-4230-4231-4232_Fund-Estimate_Revision&Alloc
4a_Reso-4220-4229-4230-4231-4232_Fund-Estimate_Revision&Allocations

7b. 15-1799 Regional Priorities for the FY 2015-16 Affordable Housing and Sustainable Communities (AHSC) Program for Cap and Trade.

Based on the Commission's adopted principles, the Committee recommends priorities for the FY 2015-16 Affordable Housing and Sustainable Communities program, which is a statewide competitive program under the State Cap and Trade program.

Action: Commission Approval

Attachments: 7b_PAC_5a_Cap_and_Trade_AHSC_Priorities_
7b_COMMISSION_HANDOUT_AHSC Reg Priorities_Comment_Letters_.pdf

7c. 15-1636 MTC Resolution No. 4242. Transit Capital Priorities Policy for FY2016-17 to FY2019-20.

This item proposes to establish the Transit Capital Priorities (TCP) Process and Criteria for FY2016-17 to FY2019-20. The TCP policy governs the programming of approximately $1.8 billion in Federal Transit Administration formula funds, $550 million in bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution 4123), and $189 million in STP/CMAQ funds designated for Transit Priorities by OBAG 2 (MTC Resolution 4202) for transit capital replacement and rehabilitation, maintenance and operations over the four-year period.

Action: Commission Approval

Attachments: 7c_PAC_6a_FY17-20_TCP_Policy
6a_FY17-20_TCP_Policy

7d. 15-1659 MTC Resolution No. 4202, Revised, and 4035, Revised. One Bay Area Grant Program (OBAG 2) Update.

Proposed revisions to the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2), including a recommendation for the distribution of additional revenues and approach for affordable housing.

Action: Commission Approval

Attachments: 7d_PAC_6b_Reso-4202-4035_OBAG2
7d_COMMISSION_HANDOUT_Combined_Comment_Letters_.pdf
7d_HANDOUT_Charter_Cities.pdf
7d_HANDOUT - OBAG 2 Anti Displacement amendment 7 27 16 v1
7d_HANDOUT - Petition Signatures - 7 27 16
6b_Reso-4202-4035_OBAG2_revised.pdf
HANDOUT_6b_OBAG2_Comments.pdf

7e. 15-1719 Federal Earmark Repurposing

Recommended list of projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2016.

Action: Commission Approval

Attachments: 7e_PAC_6c_Federal_Earmark_Repurposing_wMemo
6c_Federal_Earmark_Repurposing
HANDOUT_6c-Earmark_Comments.docx.pdf

8. Legislation Committee - Aguirre

8a. 15-1721 San Francisco Bay Area Rapid Transit District (BART) Bond

Funding for BART's system-renewal plan.

Action: Support / Commission Approval

Attachments: 8a_LEG 3a_BART Bond
3a_BART Bond

8b. 15-1723 Santa Clara County ½-Cent Sales Tax

The sales tax measure, set at a rate of 9.25%, would allow roads to be patched and improved, bolster bus service and extend BART to Silicon Valley.

Action: Support / Commission Approval

Attachments: 8b_LEG 3B_Santa Clara Sales Tax Measure
3b_Santa Clara Sales Tax Measure

8c. 15-1774 Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure

The parcel tax would provide a steady source of operating funding for the district.

Action: Support / Commission Approval

Attachments: 8c_LEG_3c_AC Transit Parcel Tax
3c_AC Transit Parcel Tax

8d. 15-1724 Contra Costa Transportation Authority ½-Cent Sales Tax

Sales tax measure to fund various transportation projects.

Action: Support / Commission Approval

Attachments: 8d_LEG_3d_Contra Costa Sales Tax Measure
3d_Contra Costa Sales Tax Measure

8e. 15-1773 Alameda County Affordable Housing Bond

A $580 million general obligation bond to reduce displacement and provide affordable housing for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.

Action: Support / Commission Approval

Attachments: 8e_LEG_3e_Alameda County Housing Bond
3e_Alameda County Housing Bond

8f. 15-1775 City of Oakland Infrastructure Bond Proposal

An estimated $600 million infrastructure bond measure for transportation, housing and anti-displacement, and other purposes.

Action: Support / Commission Approval

Attachments: 8f_LEG-3f-Oakland.docx
3f_City of Oakland

8g. 15-1767 Santa Clara County Affordable Housing Bond

$950 million affordable housing bond.

Action: Support / Commission Approval

Attachments: 8g_LEG-3g_Santa Clara Housing Bond_Revised_7_20.docx
3g_Santa Clara Housing Bond

9. Planning Committee - Spering

9a. 15-1800 Support of the San Francisco Charter Amendment for Homeless Services and Transportation.

Charter amendment identifying approximately $100 million for transportation and $50 million for homeless services annually.

Action: Support / Commission Approval

Attachments: 9a_Support of the San Francisco Charter Amendment for Homeless Services a

10. Other Business / Public Comment

11. Adjournment / /Next Meeting

The next meeting of the Commission will be held on Wednesday, September 28, 2016 at 9:30 a.m. in the Bay Area Metro Center, Board Room, 375 Beale Street, San Francisco, CA 94105

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

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

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

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

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

Acceso y el 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 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1771	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	6/24/2016			**In control:**	Metropolitan Transportation Commission
On agenda:	7/27/2016			**Final action:**	
Title:	Minutes - June 22, 2016.				
Sponsors:					
Indexes:					
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Attachments:	6a_Commission Minutes 6.22.16.				

Date	Ver.	Action By	Action	Result

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

Meeting Minutes

Metropolitan Transportation Commission

Dave Cortese, Chair Jake Mackenzie, Vice Chair

Wednesday, June 22, 2016 | **9:50 AM** | **The Board Room - 1st Floor**

1. Roll Call / Confirm Quorum

Present: 16 - Chairperson Cortese, Vice Chair Mackenzie, Commissioner Aguirre, Commissioner Baker, Commissioner Bates, Commissioner Campos, Commissioner Glover, Commissioner Haggerty, Commissioner Kinsey, Commissioner Liccardo, Commissioner Luce, Commissioner Pierce, Commissioner Rein Worth, Commissioner Spering, Commissioner Tissier, and Commissioner Wiener

Absent: 2 - Commissioner Halsted, and Commissioner Schaaf

Non Voting Member Present: Commissioner Giacopini
Non Voting Members Absent: Commissioner Azumbrado and Commissioner Sartipi

2. Chair's Report – Cortese

Chair Cortese reported that the Executive Committee met preceding the BATA and Commission meetings for the purpose of reviewing the General Counsel's annual performance evaluation and found it satisfactory to the Commission. Chair Cortese asked for ratification of the Executive Committee's action to affirm the salary increase terms in the Commission's contract with the General Counsel to increase the general counsel's salary by 1.5 % plus the percent adjustments received by MTC staff employees to their salary schedule beginning July 1, 2016.

Upon the motion by Commissioner Haggerty and second by Vice Chair Mackenzie, the Commission unanimously ratified the Executive Committee's Actions to increase General Counsel's salary by 1.5% plus the percent adjustments received by MTC staff employees to their salary schedule beginning July 1, 2016. The motion carried by the following vote:

Aye: 16 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Spering, Tissier and Wiener

Absent: 2 - Halsted and Schaaf

2a. 15-1677 MTC Resolution No. 4238 - Resolution of Appreciation to Joe Curley on the Occasion of his Retirement from MTC after 22 years of service.

Action: Commission Approval

Upon the motion by Commission Vice Chair Mackenzie and second by Commissioner Rein Worth, the Commission unanimously adopted Resolution No. 4238.

Aye: 16 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Spering, Tissier and Wiener

Absent: 2 - Halsted and Schaaf

3. Policy Advisory Council Report – Carlos Castellanos

4. Executive Director's Report – Heminger

Roland Lebrun was called to speak.

5. Commissioner Comments

6. Consent Calendar - Cortese

Approval of the Consent Calendar

Upon the motion by Commissioner Haggerty and second by Vice Chair Mackenzie, the Commission unanimously approved the Consent Calendar. The motion carried by the following vote:

Aye: 16 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Kinsey, Liccardo, Luce, Pierce, Rein Worth, Spering, Tissier and Wiener

Absent: 2 - Halsted and Schaaf

6a. 15-1676 Minutes - May 25, 2016

Administration Committee

6b. 15-1642 MTC Resolution No. 4236 - FY 2016-17 Agency Pay Schedules

Action: Commission Approval

Programming and Allocations Committee

6c. 15-1629 MTC Resolution Nos. 3880, Revised, and 3881, Revised, and 4053, Revised. Revisions to the Lifeline Transportation Cycle 2 and Cycle 3 Program of Projects and the Proposition 1B - Regional Transit Program.

Action: Commission Approval

6d. 15-1630 MTC Resolution No. 4234. Allocation of $4.7 million in bridge toll funds to the Transbay Joint Powers Authority (TJPA) for the operation and maintenance of the Transbay Terminal Building for FY2016-17.

Action: Commission Approval

6e. 15-1631 MTC Resolution No. 4233. Allocation of FY2016-17 Transportation Development Act (TDA) funds to County Auditors for TDA administration and to MTC for TDA administration and planning.

Action: Commission Approval

6f. 15-1632 MTC Resolution No. 4239. Programming for FY2016-17 and allocation of $0.3 million in Five Percent Unrestricted State Fund Revenues and $1.4 million in Two Percent Bridge Toll Reserves for the San Francisco Bay Trail project and Water Emergency Transportation Authority (WETA).

Action: Commission Approval

6g. 15-1668 MTC Resolution No. 4235, Revised. Update the FY2016-17 State Transit Assistance (STA) Regional Coordination Program to add the Bike Share Education project and additional funding for Clipper®.

Action: Commission Approval

Committee Reports

7. Administration Committee – Tissier

7a. 15-1643 MTC Resolution No. 4240 - FY 2016-17 MTC Agency Budget

Approval of the FY 2016-17 MTC Agency Budget.

Action: Commission Approval

Ken Bukowski was called to speak.

Upon the motion by Commissioner Campos and second by Commissioner Baker, the Commission unanimously adopted Resolution No. 4240. The motion carried by the following vote:

Aye: 14 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Kinsey, Liccardo, Luce, Pierce, Rein Worth and Spering

Absent: 4 - Halsted, Schaaf, Tissier and Wiener

8. Programming and Allocations Committee – Wiener

8a. 15-1634 MTC Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243. Peninsula Corridor Electrification Project Memorandum of Understanding and Funding Plan.

This item proposes to update the funding plan for the Peninsula Corridor Electrification Project (PCEP), with certain conditions, by:
1) Authorizing the Executive Director to execute a Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor;
2) Programming and allocating $8.4 million of RM1 West Bay Rail Reserve funds to PCEP;
3) Allocating $11 million of RM1 West Bay Rail Reserve funds and $20 million of RM2 funds, which were previously programmed to PCEP; and
4) Revising the FY2015-16 Transit Capital Priorities program to program $22.6 million of FTA formula funds to Caltrain's Railcar Replacement project, and $12.6 million to Caltrain fixed guideway rehabilitation projects.

Action: Commission Approval

Roland Lebrun was called to speak.

Upon the motion by Commissioner Glover and second by Commissioner Haggerty, the Commission unanimously adopted Resolution Nos. 3915, Revised, 4137, Revised, 4212, Revised, 4241 and 4243. The motion carried by the following vote:

Aye: 14 - Cortese, Mackenzie, Aguirre, Baker, Bates, Campos, Glover, Haggerty, Kinsey, Liccardo, Luce, Pierce, Rein Worth and Spering

Absent: 4 - Halsted, Schaaf, Tissier and Wiener

8b. 15-1635 MTC Resolution Nos. 4229, 4230, and 4231.

Allocation of $57.3 million in FY2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and Regional Measure 2 (RM2) operating and capital funds to support transit operations and capital projects in the region.

Action: Commission Approval

Upon the motion by Commissioner Glover and second by Commissioner Aguirre, the Commission unanimously adopted Resolution Nos. 4229, 4230, and 4231. The motion carried by the following vote:

Aye: 13 - Cortese, Mackenzie, Aguirre, Baker, Bates, Glover, Haggerty, Kinsey, Liccardo, Luce, Pierce, Rein Worth and Spering

Absent: 5 - Campos, Halsted, Schaaf, Tissier and Wiener

8c. 15-1542 Regional Support of Bay Area Projects for the State's Cap and Trade Transit and Intercity Rail Capital Program 2016 Programming Cycle.

Recommended endorsements for the state Transit and Intercity Rail Capital Program (TIRCP) based on the region's adopted Cap and Trade Framework.

Action: Commission Approval

Upon the motion by Commissioner Glover and second by Commissioner Haggerty, the Commission unanimously approved the Regional Support of Bay Area Projects for the State's Cap and Trade Transit and Intercity Rail Capital Program 2016 Programming Cycle. The motion carried by the following vote:

Aye: 13 - Cortese, Mackenzie, Aguirre, Baker, Bates, Glover, Haggerty, Kinsey, Liccardo, Luce, Pierce, Rein Worth and Spering

Absent: 5 - Campos, Halsted, Schaaf, Tissier and Wiener

9. Legislation - Aguirre

9a. 15-1607 SB 885 (Wolk): Construction Contracts: Indemnity

Modifies a public agency's liability related to engineering, land surveying, architecture, and landscape architecture work performed on its behalf by narrowing the liability of the design professional.

Action: Oppose / Commission Approval

Upon the motion by Commissioner Aguirre and second by Commissioner Liccardo, the Commission unanimously adopted an oppose position on Senate Bill 885 (Wolk). The motion carried by the following vote:

Aye: 13 - Cortese, Mackenzie, Aguirre, Baker, Bates, Glover, Haggerty, Kinsey, Liccardo, Luce, Pierce, Rein Worth and Spering

Absent: 5 - Campos, Halsted, Schaaf, Tissier and Wiener

10. Joint MTC Planning/ABAG Administrative Committee - Spering

10a. 15-1737 Approval of Implementation Action Plan for MTC/ABAG Merger Study Option 7 and Related Financial Actions.

1) Approval of the Implementation Action Plan (IAP) to guide Option 7 implementation (the consolidation of all staff functions of MTC and ABAG within MTC under one executive director and consideration of new governance options).
2) Approval of a $1.9 million funding agreement to support ABAG planning functions through December 31, 2016.
3) Approval of a $250,000 contract with Public Financial Management to support financial due diligence called for in the IAP.
4) Approval of a $250,000 contract with Orrick, Herrington & Sutcliffe LLP to conduct legal due diligence called for in the IAP.

Action: Commission Approval

Lee Huo, ABAG staff, was called to speak.

Michael Brinton, MTC staff, was called to speak.

Upon the motion by Commissioner Spering and second by Commissioner Kinsey, the Commission unanimously approved the Implementation Action Plan and directed staff to send a letter to the California State Assembly Select Committee on Regional Planning from MTC Commission Chair Cortese and ABAG Executive Board President Pierce regarding the approval of Option 7. The motion carried by the following vote:

Aye: 12 - Cortese, Mackenzie, Aguirre, Baker, Bates, Glover, Haggerty, Kinsey, Luce, Pierce, Rein Worth and Spering

Absent: 6 - Campos, Halsted, Liccardo, Schaaf, Tissier and Wiener

Upon the motion by Commissioner Spering and second by Vice Chair Mackenzie, the Commission unanimously approved three related financial actions: a $1.9 million funding agreement to support ABAG Planning function through December 31, 2016; a $250,000 contract with Pubic Financial Management to support IAP financial due diligence; and a $250,000 contract with Orrick, Herrington & Sutcliffe LLP to support legal due diligence for the IAP. The motion carried by the following vote:

Aye: 12 - Cortese, Mackenzie, Aguirre, Baker, Bates, Glover, Haggerty, Kinsey, Luce, Pierce, Rein Worth and Spering

Absent: 6 - Campos, Halsted, Liccardo, Schaaf, Tissier and Wiener

Upon the motion by Commissioner Rein Worth and second by Vice Chair Mackenzie, the Commission unanimously approved referring documents presented by ABAG Employees in regard to worker protection principles and MTC staff CSR statement currently on the record, and to forward both documents to the Working Committee so that they can be incorporated into the work plan. The motion carried by the following vote:

Aye: 12 - Cortese, Mackenzie, Aguirre, Baker, Bates, Glover, Haggerty, Kinsey, Luce, Pierce, Rein Worth and Spering

Absent: 6 - Campos, Halsted, Liccardo, Schaaf, Tissier and Wiener

11. Other Business / Public Comment

Roland Lebrun was called to speak.

There was no other business or public comment.

12. Adjournment / Next Meeting

The next meeting of the Commission will be held on Wednesday, July 27, 2016 at 9:30 a.m. in the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

Dave Cortese, Chair

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1711	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	6/7/2016			**In control:**	Programming and Allocations Committee
On agenda:	7/13/2016			**Final action:**	
Title:	MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-33.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6b_PAC_2d_Reso-4175_TIP_Amend_2015-33 2d_Reso-4175_TIP_Amend_2015-33				

Date	Ver.	Action By	Action	Result
7/27/2016	1	Metropolitan Transportation Commission		
7/13/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4175, Revised. 2015 Transportation Improvement Program (TIP) Amendment 2015-33.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

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Agenda Item 6b

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Commission DATE: July 20, 2016

FR: Executive Director

RE: Resolution No. 4175, Revised, Transportation Improvement Program (TIP) Revision No. 2015-33

At the Programming and Allocation Committee on July 13, 2016, staff proposed a revision to the 2015 TIP, TIP Revision 2015-33, with the request that the Committee forward the revision to the Commission for approval. Prior to the development of this amendment, San Francisco Municipal Transportation Agency (SFMTA) staff contacted MTC staff with a proposal to increase the cost of their Van Ness Bus Rapid Transit Project as reflected in the TIP. The Federal Transit Administration requires that this cost increase be amended into the TIP before they will sign a Small Starts Grant Agreement. MTC staff inadvertently left this change out of the amendment presented to the Committee.

In order to avoid delaying the project, staff proposes to add the following project to TIP revision 2015-33 with approximately $32 million in additional funding:

- SFMTA – Van Ness Avenue Bus Rapid Transit (SF-070005)

A summary of the TIP amendment is attached, is available in the MTC/ABAG Library in San Francisco, CA, and is posted on the Internet at: http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program.

Staff recommends that the Commission approve the attached Resolution 4175, Revised, with this revision.

Steve Heminger

Attachments
J:\COMMITTE\Commission\2016\07_July_2016\6b_PAC_2d_Reso-4175_TIP_Amend_2015-33_Revision_Memo.docx

TIP Revision Summary
2015-33

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
System: Local Road					
CC-070078	Brentwood	John Muir Parkway Extension: Ph. II	Update the funding plan to change the source for $3.5M in CON funds from RTP-LRP to ECCRFA, remove $1M in RTP-LRP and $918K in Local funds and reprogram funds between years and phases removing the ROW phase and reprogramming CON from FY19 to FY16	-$1,961,000	-28.0%
MRN150016	Novato	Vineyard Road Improvements	Amend a new exempt project to the TIP with $750K in STP and $256K in Local funds	$1,005,757	~%
SF-130018	San Francisco Depart of Public Health (SFDPH)	SF SRTS Non-Infrastructure Program	Update the funding plan to add $360K in FY17 CON CMAQ and $191K in FY17 CON Local	$551,000	38.3%
SOL110019	Solano Transportation Authority (STA)	Solano Safe Routes to School Program	Update the funding plan to add $314K in FY17 CON CMAQ and $41K in FY17 CON Local funds	$354,683	15.5%
System: Transit					
ALA150052	Alameda Contra Costa Transit District (AC Transit)	AC Transit: SFOBB Forward	Amend a new exempt project into the TIP with $11M in FY17 CON CMAQ and $1.4M in FY17 CON Local funds	$12,425,167	~%
CC-150022	Western Contra Costa Transit Authority (WestCAT)	WCCTA: Purchase of (2) Double Decker buses	Amend a new exempt project into the TIP with $2M in FY18 CON CMAQ and $259K in FY18 CON Local funds	$2,259,122	~%
SF-010028	Caltrain	Caltrain Electrification	Update the funding plan to remove $204K in FY14 CON 5309, add $73.0M in FY16 PE 5309, $20.0M in FY16 CON CARB, $22.6M in FY17 CON 5337 and $272M in CON RTP-LRP	$387,000,000	31.6%
SF-070005	San Francisco Municipal Transport Agency (SFMTA)	Van Ness Avenue Bus Rapid Transit	Update the funding plan to reprogram $30.0M in CON 5309 from FY15 to FY16, add $30.0M in FY16 CON 5309 and $2.5M in FY17 CON Local and change the source and year for $30M from FY19 RTP-LRP to FY17 Local	$32,485,345	20.0%
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Update the funding plan to add $11.4M in FY17 CON 5337 and $2.85M in FY17 CON Local funds	$14,258,125	12.1%
			Total Funding Change:	$448,378,199	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2015 TIP Only
Current:	$167,278,964	$627,304,868	$2,166,536	$719,801,807	$1,516,552,175	$761,482,103
Proposed:	$318,481,857	$647,304,868	$2,166,536	$996,977,113	$1,964,930,374	$973,167,895
Delta:	$151,202,893	$20,000,000	$0	$277,175,306	$448,378,199	$211,685,792

Date: September 24, 2014
W.I.: 1512
Referred by: PAC
Revised: 12/17/14-C 02/25/15-C 04/22/15-C
05/27/15-C 07/22/15-C 09/23/15-C
11/18/15-C 01/27/16-C 03/23/16-C
04/27/16-C 05/25/16-C 07/27/16-C

ABSTRACT

Resolution No. 4175, Revised

This resolution adopts the 2015 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2015 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 10, 2014, December 10, 2014, February 11, 2015, April 8, 2015, May 13, 2015, July 8, 2015 and September 9, 2015, the Planning Committee summary sheet dated September 11, 2015, and the Programming & Allocations Committee summary sheet dated November 4, 2015, January 13, 2016, March 9, 2016, April 13, 2016, May 11, 2016, and July 13, 2016. This resolution was revised as outlined below. Additional information for each revision is included in attachment B: 'Revisions to the 2015 TIP'.

2015 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
15-01	Admin. Modification	73	$8,615,185	12/22/2014	12/22/2014
15-02	Amendment	150	1,391,772,107	12/17/2014	2/2/2015
15-03	Admin. Modification	23	13,255,907	2/9/2015	2/9/2015
15-04	Admin. Modification	21	7,357,165	2/25/2015	2/25/2015
15-05	Admin. Modification	23	6,,232,283	4/2/2015	4/2/2015
15-06	Amendment	23	64,304,889	2/25/2015	4/7/2015
15-07	Admin. Modification	19	2,987,431	5/5/2015	5/5/2015
15-08	Admin. Modification	12	13,486,116	6/1/2015	6/1/2015
15-09	Amendment	26	116,688,953	4/22/2015	6/3/2015
15-10	Admin. Modification	18	6,538,872	7/2/2015	7/2/2015

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
15-11	Amendment	34	111,557,395	5/27/2015	6/29/2015
15-12	Admin. Modification	15	$14,932,722	7/31/2015	7/31/2015
15-13	Admin. Modification	29	6,179,978	8/28/2015	8/28/2015
15-14	Amendment	13	241,439,661	7/22/2015	8/19/2015
15-15	Admin. Modification	83	74,000	10/5/2015	10/5/2015
15-16	Admin. Modification	29	(419,091)	11/4/2015	11/4/2015
15-17	Amendment	81	11,988,189	9/23/2015	10/29/2015
15-18	Amendment	1	73,584,000	9/23/2015	10/29/2015
15-19	Admin. Modification	9	3,152,195	12/2/2015	12/2/2015
15-20	Admin. Modification	8	(80,000)	1/7/2016	1/7/2016
15-21	Amendment	11	76,891,473	11/18/2015	1/12/2016
15-22	Admin. Modification	45	90,867,940	2/10/2016	2/10/2016
15-23	Admin. Modification	15	13,254,403	3/3/2016	3/3/2016
15-24	Amendment	77	616,820,269	1/27/2016	3/1/2016
15-25	Admin. Modification	14	2,107,070	4/8/2016	4/8/2016
15-26	Admin. Modification	28	3,396,484	5/10/16	5/10/16
15-27	Amendment	42	96,864,063	3/23/16	5/11/16
15-28	Admin. Modification	24	13145789	6/16/16	6/16/16
15-29	Amendment	17	15,871,626	4/27/2016	6/20/16
15-30	Amendment	245	613,796,386	5/25/2016	Pending
15-31	Admin. Modification	Pending	Pending	Pending	Pending
15-32	Admin. Modification	Pending	Pending	Pending	Pending
15-33	Amendment	**9**	**$448,378,199**	7/27/2016	Pending

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
Net Funding Change		**1217**	**$4,085,041,659**		
Absolute Funding Change			**$4,086,039,841**		

Date: September 24, 2014
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2015 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4175

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

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

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

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

WHEREAS, federal regulations (23 CFR §450.324(i)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

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

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4176 that the 2015 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM2.5) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM2.5 SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2015 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2015 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2015 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2015 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and, be it further

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

RESOLVED, that the public hearing and public participation process conducted for the 2015 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

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

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

RESOLVED, that MTC finds that the 2015 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution 4176); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2015 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2015 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4175, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

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

Revisions to the 2015 TIP

Revisions to the 2015 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 15-01 is an administrative modification that revises 73 projects with a net increase in funding of $8.6 million. The revision was approved into the FSTIP by the deputy executive director on December 22, 2015. Among other changes, the revision:

- Updates the funding plan of MTC's Regional Planning Activities and PPM listing to reflect the programming of $1 million in Transportation Investment Generating Economic Recovery (TIGER) funds;
- Updates the funding plans of the Regional Bicycle Sharing Program and Reconstruct I-80/San Pablo Dam Rd Interchange project to reflect the programming of $7.7 million and $682,000 in Alternative Transportation Program (ATP) Regional funds, respectively;
- Updates the funding plans of six Transit Capital Priority (TCP) funded projects, to reflect the FY14-15 TCP Program of Projects and the latest information on the FY13-14 Program, including the addition of $6.5 million in FTA 5337 funds and removal of $158,000 in FTA 5307 funds;
- Updates the funding plans of 40 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of $6.6 million in STP/CMAQ funds and the transfer of $3 million in STP funds from the Freeway Performance Initiative (FPI) project to the Regional Arterial Operations and Signal Timing project;
- Updates the San Mateo Local Priority Development Area (PDA) Planning project to split off a portion of the project's scope and funding to three new local PDA projects in Millbrae, Redwood City, and Belmont;
- Updates the funding plans of two Highway Safety Improvement Program (HSIP) funded projects and updates the funding plan and back-up listing of the HSIP grouped listing to reflect the latest information from Caltrans, including the removal of $3.3 million in HSIP funds and the splitting out of the scope and funding for three projects to the individually listed Concord New and Upgraded Signals at Various Locations project;

- Updates the funding plans of seven Highway Bridge Program (HBP) funded projects to reflect the latest programming information from Caltrans, including the addition of $2.9 million in HBP funds; and
- Updates the funding plans and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of $11.5 million in SHOPP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $1 million in TIGER funds, $8.4 million in ATP funds, $1.2 million in HBP funds, and $11.5 million in SHOPP funds. MTC's 2015 TIP, as revised with Revision No. 2015-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-02 is an amendment that revises 150 projects with a net increase in funding of approximately $1.39 billion. The revision was referred by the Programming and Allocations Committee on December 10, 2014 and approved by the MTC Commission on December 17, 2014. Caltrans approval was received on January 9, 2015, and final federal approval was received on February 2, 2015. Among other changes, the revision:

- Amends 24 new exempt Transit Capital Priority Program (TCP) funded projects into the TIP and updates the funding plans of 55 existing TCP funded projects to reflect the adoption of the FY2014-15 TCP Program of Projects, including the programming of approximately $379 million in Federal Transit Administration (FTA) formula funding;
- Amends two new exempt Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP and updates the funding plans of 12 other STP/CMAQ funded projects to reflect the latest programming decisions and obligations, including the programming of Transit Performance Initiative (TPI) funds for three projects;
- Amends 14 new exempt Active Transportation Program (ATP) funded projects into the TIP and updates the funding plans of four existing projects to reflect the programming of ATP funds;
- Amends three new locally-funded exempt project, one new locally-funded non-exempt-not regionally significant project, and the preliminary engineering phase of one new locally-funded non-exempt projects into the TIP;
- Updates the project description, funding plan, and regional air quality conformity project type for Solano County's Redwood Parkway-Fairgrounds Drive Interchange Improvements project to reflect that the project has changed from a study to a non-exempt construction project;
- Updates the funding plan of the San Francisco County Transportation Authority's Van Ness Avenue Bus Rapid Transit project to increase the total cost of the project by approximately $37 million to reflect the total cost of project implementation;
- Updates the funding plan of BART's Hayward Shop and Yard Expansion project to add approximately $39 million in prior year Proposition 1A funding;

- Updates the funding plans of the Golden Gate Bridge Highway and Transportation District's Golden Gate Bridge Seismic Retrofit Phase 3B and Golden Gate Bridge Suicide Deterrent-Safety Barrier projects to reflect the use of advanced construction financing;
- Updates the funding plan of the San Francisco Municipal Transportation Agency's Motor Coach Expansion project to reflect the award of approximately $9 million in funding available through the FTA's Ladders of Opportunity Initiative (LOI) grant program;
- Updates the funding plan of the Water Emergency Transportation Authority's Central Bay Operations and Maintenance Facility project to reflect the award of $3 million in funding available through the FTA's Passenger Ferry Grant Program;
- Archives two projects as they have been completed;
- Updates the funding plans and back-up listings of nine Caltrans managed grouped listings and amends one new exempt project into the TIP to reflect the latest programming decisions, including the addition of $343 million in State Highway Operation and Protection Program funding; and
- Updates the funding plans of eight individually-listed Highway Bridge Program (HBP) projects and one Highway Safety Improvement Program funded project and amends one HBP funded exempt project into the TIP to reflect the latest information from Caltrans.

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

Revision 15-03 is an administrative modification that revises 23 projects with a net increase in funding of approximately $13.3 million. The revision was approved into the FSTIP by the deputy executive director on February 9, 2015. Among other changes, the revision:

- Updates the funding plans of nine Regional Planning Activities and PPM listings to reflect the programming of $7.35 million in Surface Transportation Program (STP) funds;
- Updates the Regional Car Sharing project to add $220,000 in Strategic Growth Council Sustainable Communities funds for the Santa Rosa Car Share portion of the project and split out the project's scope and funding to six individual projects listings for Hayward, Oakland, Santa Rosa, San Mateo, Contra Costa County, and Marin County based on a recent programming action;
- Updates the funding plan of the Adobe Creek/Highway 101 Bicycle Pedestrian Bridge project to change the fund source of $1.35 million from local funds to Regional Improvement Program (RIP) funds;
- Updates the funding plans of three STP/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects, with no net increase in programmed amounts; and
- Updates the funding plan of the Non-Motorized Transportation Pilot Program – Marin County project to add $529,000 in Earmark-NMTPP funds to prior years and reprogram prior year funds to reconcile programming with obligation.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $220,000 in Strategic Growth Council Sustainable Communities funds. MTC's 2015 TIP, as revised with Revision No. 2015-03, remains in

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

Revision 15-04 is an administrative modification that revises 21 projects with a net increase in funding of approximately $7.4 million. The revision was approved into the FSTIP by the deputy executive director on February 25, 2015. Among other changes, the revision:

- Updates the funding plans of 10 Transit Capital Priority (TCP) funded projects, with no net increase in programmed amounts;
- Updates the funding plans of four Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, with no net increase in programmed amounts;
- Updates the funding plan and back-up listing of the Railway/Highway Crossing grouped listing to reflect the latest information from Caltrans, including the addition of $825,000 in State STP funds;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of $3.3 million in HBP funds and $424,000 in local funds; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of $851,000 in HSIP funds and $1.7 million in local funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $825,000 in State STP funds, $3.3 million in HBP funds, and $851,000 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-05 is an administrative modification that revises 23 projects with a net increase in funding of approximately $6.2 million. The revision was approved into the FSTIP by the deputy executive director on April 2, 2015. Among other changes the revision:

- Updates the funding plans of 10 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of $320,526 in CMAQ funds;
- Updates the funding plans of four Non-Motorized Transportation Pilot Program (NMTPP) funded projects, including the addition of $189,682 in NMTPP funds;
- Updates the implementing agency of the US 101 Doyle Drive Replacement project from San Francisco County Transportation Authority to Caltrans, and updates the funding plan of the project with no net change in programmed amounts;
- Updates the funding plans of four Transit Capital Priority (TCP) funded projects, with the addition of $2.8 million in 5307 funds and $387,398 in 5339 funds; and

- Updates the funding plan of AC Transit's East Bay Bus Rapid Transit project to change the fund source of $25.6 million in RTP-LRP funds to FTA Small Starts funds and for $925,000 from Bridge Toll to Transportation Fund for Clean Air (TFCA) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $189,682 in NMTPP funds, $25.6 million in Small Starts funds, and $925,000 in TFCA funds. MTC's 2015 TIP, as revised with Revision No. 2015-05, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-06 is an amendment that revises 23 projects with a net increase in funding of approximately $64 million. The revision was referred by the Programming and Allocations Committee on February 11, 2015 and approved by the MTC Commission on February 25, 2015. Caltrans approval was received on February 27, 2015 and final federal approval was received on April 7, 2015. Among other changes, the revision:

- Updates the funding plans of three projects funded through the Non-Motorized Transportation Pilot Program (NMTPP) and amends one previously archived, exempt, NMTPP funded project back into the TIP to reflect the latest programming decisions;
- Amends five new exempt projects and one new non-exempt project into TIP with funding available through the Federal Transit Administration's (FTA) Passenger Ferry Grant Program, the Federal Highway Administration's (FHWA) Ferry Boat Program, the Surface Transportation Program (STP), the Transit Capital Priorities (TCP) Program and local programs;
- Amends two new grouped listings into the TIP and updates the funding plan and back-up listing of one existing grouped listing to reflect the latest information from Caltrans; and
- Deletes one locally funded project from the TIP as the funding has been redirected.

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

Revision 15-07 is an administrative modification that revises 19 projects with a net increase in funding of approximately $3 million. The revision was approved into the FSTIP by the deputy executive director on May 5, 2015. Among other changes the revision:

- Updates the funding plans of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including changing the fund source of $10,623,591 in local funds to CMAQ funds;
- Updates the funding plan of the San Francisco Ferry Terminal/Berthing Facilities project, including changing the fund source of $27,367,854 in RTP-LRP funds and $200,000 in Sales Tax funds to $24,000,000 in Proposition 1B funds, $2,660,200 in Regional Measure 2 funds, and $907,654 in FHWA Ferry Boat Formula funds;
- Updates the funding plan of the I-80/San Pablo Dam Rd Interchange Reconstruction project to change the fund source of $1,318,000 in Sales Tax funds to Alternative Transportation Program (ATP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including

the addition of $1.7 million in HSIP funds and the splitting out of the scope and funding for one individually listed Contra Costa Boulevard Improvement (Beth to Harriet) project;

- Updates the funding plan and back-up listing of the Bridge Rehabilitation and Reconstruction State Highway Operations and Protection Program (SHOPP) funded grouped listing to reflect the latest information from Caltrans, including the addition of $311,000 in SHOPP funds;
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of $1,465,200 in State STP funds; and
- Updates the funding plans of five Highway Bridge Program (HBP) funded projects with no net change in program amounts.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $907,654 in FHWA Ferry Boat Formula funds, $1,318,000 in ATP funds, $1,673,377 in HSIP funds, $311,000 in SHOPP funds, $24 million in Proposition 1B funds, and $1,465,200 in State STP funds. MTC's 2015 TIP, as revised with Revision No. 2015-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-08 is an administrative modification that revises 12 projects with a net increase in funding of approximately $13.5 million. The revision was approved into the FSTIP by the deputy executive director on June 1, 2015. Among other changes the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of $6.2 million in STP funds;
- Updates the funding plan of three Transit Capital Priority program funded projects, including the addition of $370,520 in FTA Section 5307 funds and $174,228 in FTA Section 5339 funds;
- Updates the funding plan and back-up listing of the Enhanced Mobility of Seniors and Persons with Disabilities Program grouped listing to reflect the latest information, including the addition of $3.3 million in FTA Section 5310 funds; and
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of $3.2 million in State STP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $3.3 million in prior year FTA Section 5310 funds, $3,268 in Proposition 1B funds, and $3.2 million in State STP funds. MTC's 2015 TIP, as revised with Revision No. 2015-08, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-09 is an amendment that revises 26 projects with a net increase in funding of approximately $117 million. The revision was referred by the Programming and Allocations

Committee on April 8, 2015, and approved by the MTC Commission on April 22, 2015. Caltrans approval was received on May 7, 2015, and final federal approval was received on June 3, 2015. Among other changes, the revision:

- Updates the funding plans of seven projects funded through the Transit Capital Priorities program, including the addition of $6.6 million in Federal Transit Administration Section 5307 funding;
- Updates the scope of SFMTA's Additional Light Rail Vehicles to Expand Muni Rail project to include 10 additional vehicles and increase the cost of the project by $92 million to reflect the expanded scope of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and updates the scopes of two other STP/CMAQ funded projects to reflect the latest project changes;
- Adds one new grouped listing (GL: Lifeline Cycle 4 5307 JARC) and nine new exempt projects to the TIP; and
- Deletes the non-exempt, not regionally significant, Masonic Avenue Complete Streets project from the TIP as it is not a federal project.

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

Revision 15-10 revises 18 projects with a net increase in funding of approximately $6.5 million. The revision was approved into the FSTIP by the deputy executive director on July 2, 2015. Among other changes, this revision:

- Updates the funding plans of nine Active Transportation Program (ATP) funded projects, including changing the fund source of $8.9 million in local funds to ATP funds;
- Updates the funding plan of MTC's Regional Bike Sharing Program to change the fund source of $7.7 million in ATP and $7 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to local funds;
- Updates the Santa Clara County Local Priority Development Area (PDA Planning project to split off a portion of the project's scope and funding to a new local PDA planning project in Palo Alto;
- Updates the funding plan and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of $6.6 million in SHOPP funds;
- Updates the funding plan and back-up listing of the FTA 5311 Rural Area funded grouped listing to reflect the latest project information, including the addition of approximately $300,000 in FTA 5311f and $242,000 in local funds;
- Updates the funding plan and back-up listing of the Lifeline Cycle 4 FTA 5307 JARC funded grouped listing to reflect the latest project information, including the removal of approximately $608,000 in local funds; and
- Updates the funding plan and back-up listing of the New Freedom Small Urban Area and Rural Program funded group listing to reflect the latest information, with no net change in funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $6,648,000 in SHOPP funds, $1,225,000 in ATP funds, and $300,000 in FTA 5311f funds. MTC's 2015 TIP, as revised with Revision No. 2015-10, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-11 is an amendment that revises 34 projects with a net increase in funding of approximately $112 million. The revision was referred by the Programming and Allocations Committee on May 13, 2015, and approved by the MTC Commission on May 27, 2015. Caltrans approval was received on June 5, 2015, and final federal approval was received on June 29, 2015. Among other changes, the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and adds five new exempt and one new non-exempt, not regionally significant STP/CMAQ funded projects to the TIP to reflect new programming through the Transit Performance Initiative – Incentive Program and the Safe Routes to School Program;
- Updates the funding plans of seven projects and adds one exempt project to the TIP to reflect changes in the Transit Capital Priorities Program;
- Adds one new exempt project funded through the Federal Highway Administration's Integrated Corridor Management Deployment Planning Grant Program;
- Updates the funding plans and back-up listings of two State Highway Operations and Preservation Program funded grouped listings to reflect the latest programming information from Caltrans;
- Update the funding plans of three individually listed projects and the funding plan and back-up listing of one grouped listing to reflect changes in the Highway Bridge Program;
- Deletes one project from the TIP as it will not be implemented; and
- Archives three projects from the TIP as they have been completed.

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

Revision 15-12 revises 15 projects with a net increase in funding of approximately $15 million. The revision was approved into the FSTIP by the executive director on July 31, 2015. Among other changes, this revision:

- Updates the funding plans of two projects to reflect the programming of Active Transportation Program (ATP) funded projects;
- Updates the funding plan of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans and to transfer $391,600 in HSIP funds to an individual listing;
- Updates the State Highway Operation and Protection Program (SHOPP) Minor Program grouped listing to reflect the latest information from Caltrans including the addition of $8.6 million in SHOPP Minor funds;

- Updates the funding plans of three project to reflect recent changes to the State Transportation Improvement Program (STIP) including changing the fund source for $3.7 million from STIP to Proposition 1B; and
- Updates the funding plans of two projects to reflect the programming of Federal Transit Administration 5307 funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $8.6 million in SHOPP Minor Program funds, $297,000 in High Priority Project funds, $169,185 in Value Pricing Pilot Program funds and $3.7 million in Proposition 1B funds. MTC's 2015 TIP, as revised with Revision No. 2015-12, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-13 revises 29 projects with a net increase in funding of approximately $6.2 million. The revision was approved into the FSTIP by the deputy executive director on August 28, 2015. Among other changes, this revision:

- Updates the funding plans of nine Surface Transportation Program/ Congestion Mitigation and Air Quality Improvement Program funded projects to reflect the latest programming decisions;
- Splits out Palo Alto's Local Priority Development Area (PDA) Planning project from the Santa Clara countywide Local PDA Planning project;
- Splits out the Value Pricing Pilot Program funded UC Berkeley Parking Price Auction Study from the Regional Planning Activities and Planning/ Programming/Monitoring (PPM) project;
- Updates the funding plan of VTA's Regional Planning Activities and PPM project to reflect the award of $200,000 in Federal Transit Administration (FTA) Ladders of Opportunity Initiative (LOI) grant funding;
- Updates the funding plans and back-up listings of three Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listing to reflect the latest information from Caltrans including the addition of $13.3 million in SHOPP funds and programs $23 million in SHOPP funds to the Freeway Performance Initiative project; and
- Updates the funding plans of three Non-Motorized Transportation Pilot Program (NMTPP) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $36 million in SHOPP funds, $7,044 in NMTPP funds, $200,000 in FTA LOI funds, and $3 million in FTA transfers from a prior FTIP. MTC's 2015 TIP, as revised with Revision No. 2015-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-14 is an amendment that revises 13 projects with a net increase in funding of approximately $241 million. The revision was referred by the Programming and Allocations Committee on July 8, 2015, and approved by the MTC Commission on July 22, 2015. Caltrans

approval was received on July 28, 2015, and final federal approval was received on August 19, 2015. Among other changes, the revision:

- Updates the project listing for Bay Area Rapid Transit's (BART) Station Modernization Program to expand the scope to include all stations in the system and reflect the programming of $199 million in Proposition 1B funding and $3.7 million in additional State Transportation Improvement Program funding;
- Updates the scope and funding of the Great Highway Restoration project to reflect changes to the second phase of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects;
- Updates the funding plans and back-up listings for three Caltrans managed grouped listings to reflect the latest programming decisions; and
- Amends a new exempt joint San Francisco County Transportation Authority and BART project into the TIP with $508,000 in Value Pricing Pilot Program funds.

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

Revision 15-15 revises 83 projects with a net increase in funding of $74,000. The revision was approved into the FSTIP by the deputy executive director on October 5, 2015. Among other changes, this revision:

- Updates the funding plans of 78 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and one Regional Transportation Improvement Program funded project to reconcile the TIP with past and planned obligations; and
- Updates the funding plans of two projects to reflect the transfer of $500,000 in CMAQ funds from the Sonoma Marin Area Rail Corridor project to the Clipper Fare Collection System program.

MTC's 2015 TIP, as revised with Revision No. 2015-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-16 revises 29 projects with a net decrease in funding of $419,091. The revision was approved into the FSTIP by the deputy executive director on November 4, 2015. Among other changes, this revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;
- Updates the funding plans of two San Francisco Department of Public Works projects to reflect the transfer of $957,200 in High Priority Project funds from the Southeast Waterfront Transportation Improvements Project to the Bayview Transportation Improvement Project;

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) funded Emergency Response grouped listing; and
- Updates the funding plans of 20 Transit Capital Priorities funded projects to reflect changes in the Fiscal Year 2015 Program of Projects.

MTC's 2015 TIP, as revised with Revision No. 2015-16, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-17 is an amendment that revises 81 projects with a net increase in funding of approximately $12 million. The revision was referred by the Programming and Allocations Committee on September 9, 2015, and approved by the MTC Commission on September 23, 2015. Caltrans approval was received on October 5, 2015, and final federal approval was received on October 29, 2015. Among other changes, the revision:

- Archives 72 projects as they have been completed or all of the funding for the project has been obligated and deletes one project that will not move forward;
- Updates the scope and funding of the City of Napa's California Blvd. Roundabouts project to add a third roundabout and $5.5 million in State Highway Operations and Protection Program (SHOPP) funds;
- Amends the preliminary engineering phase of the Marin County Transit District's (MCTD) Relocate Transit Maintenance Facility project into the TIP;
- Amends Bay Area Rapid Transit's exempt Ladders of Opportunity - Careers in Transit project into the TIP with $750,000 in Federal Transit Administration Ladders of Opportunity Initiative funding; and
- Update the funding plans and back-up listings for the Caltrans managed SHOPP – Collision Reduction grouped listing to reflect the latest programming decisions.

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

Revision 15-18 adds one new non-exempt project, the Richmond-San Rafael Bridge Access Improvements project, to the 2015 TIP with a net increase in funding of approximately $74 million. The revision was referred by the Planning Committee on September 11, 2015, and approved by the MTC Commission on September 23, 2015. Caltrans approval was received on October 5, 2015, and final federal approval was received on October 29, 2015. The addition of the funding for this project does not conflict with the financial constraint requirements of the TIP. The addition of the scope of this project to the 2015 TIP requires a new Transportation-Air Quality Conformity Analysis on Plan Bay Area and the 2015 TIP.

Revision 15-19 revises 9 projects with a net increase in funding of approximately $3 million. The revision was approved into the FSTIP by the deputy executive director on December 2, 2015. Among other changes, this revision:

- Updates the funding plan of four Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;

- Updates the funding plan of Marin Transit's Replace 3 Stagecoach Vehicles project to reflect the award of $138,800 in Federal Transit Administration (FTA) Section 5339 Discretionary funding; and
- Updates the funding plans of two Highway Bridge Program funded projects to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $138,300 in FTA Section 5339 Discretionary funding and $104,415 in Proposition 1B funding. MTC's 2015 TIP, as revised with Revision No. 2015-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-20 revises 8 projects with a net decrease in funding of $80,000. The revision was approved into the FSTIP by the deputy executive director on January 7, 2016. Among other changes, this revision:

- Updates the funding plan of seven Highway Bridge Program (HBP) funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the Pavement Resurfacing and/or Rehabilitation on the State Highway System – Highway Maintenance grouped listing based on the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately $1.6 million HBP funding. MTC's 2015 TIP, as revised with Revision No. 2015-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-21 is an amendment that revises 11 projects with a net increase in funding of approximately $77 million. The revision was referred by the Programming and Allocations Committee on November 4, 2015, and approved by the MTC Commission on November 18, 2015. Caltrans approval was received on December 4, 2015, and final federal approval was received on January 12, 2016. Among other changes, the revision:

- Updates the scopes of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and revises the funding plans of two other STP/CMAQ funded projects to reflect the transfer of funding from Vacaville's Ulatis Creek Bicycle and Pedestrian Path & Streetscape project to Vallejo's Downtown Streetscape project;
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Bridge Rehabilitation and Reconstruction Program grouped listing to reflect the latest information from Caltrans, including the addition of $13.9 million in SHOPP funding;
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to add $20 million in Regional Measure 2 funding and to update the total cost of the project;

- Amend Bay Area Rapid Transit's Transit-Oriented Development (TOD) Pilot Planning Program into the TIP with $1.1 million in Federal Transit Administration TOD Planning Pilot Program funds; and
- Archive one project as it has been completed.

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

Revision 15-22 revises 45 projects with a net increase in funding of approximately $91 million. The revision was approved into the FSTIP by the deputy executive director on February 10, 2016. Among other changes, this revision:

- Updates the funding plans of 31 projects funded through the Fiscal Year 2015-16 Transit Capital Priorities Program of Projects;
- Updates the funding plans of 10 Congestion Mitigation and Air Quality Improvement Program funded projects;
- Updates the funding plan of the East Bay Regional Parks District's SF Bay Trail – Pinole Shores to Bay Front Park project to reflect the award of approximately $1.3 million in Recreational Trails Program funds; and
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to reflect the programming of $20 million in Federal Transit Administration (FTA) Small Starts program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately $20 million in FTA Small Starts funds, $1.3 million in Recreational Trails Program funds, and $1.3 million in Proposition 1B funds. MTC's 2015 TIP, as revised with Revision No. 2015-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-23 revises 15 projects with a net increase in funding of approximately $13.3 million. The revision was approved into the FSTIP by the deputy executive director on March 3, 2016. Among other changes, this revision:

- Updates the funding plans of ten Fiscal Year 2015-2016 Transit Capital Priority (TCP) funded projects, with the addition of $3.3 million in 5307 funds and $1.4 million in 5337 funds;
- Updates the funding plans of two Caltrans-managed grouped listings, including the addition of $5 million in State Highway Operation and Protection Program (SHOPP) funding; and
- Updates the funding plan of one Active Transportation Program (ATP) funded project, including the addition of $1 million in ATP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately $5 million in SHOPP funds and $550,000 in ATP funds. MTC's 2015 TIP, as revised with Revision No. 2015-23, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not

interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-24 is an amendment that revises 77 projects with a net increase in funding of approximately $617 million. The revision was referred by the Programming and Allocations Committee on January 13, 2016, and approved by the MTC Commission on January 27, 2016. Caltrans approval was received on February 5, 2016, and final federal approval was received on March 1, 2016. Among other changes, the revision:

- Amends 21 new projects into the TIP and revises the funding plans of 24 other projects to reflect the adoption of the Fiscal Year 2016 Transit Capital Priorities (TCP) Programs of Projects (POPs), partial TCP POPs for FY2017 and FY2018, and changes to the Fiscal Years 2014 and 2015 TCP POPs;
- Updates the funding plan and back-up listing of the Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually-listed, HBP funded projects to reflect the latest programming information from Caltrans;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) and amends two new non-exempt, not regionally significant, HSIP funded projects into the TIP based on the latest programming information from Caltrans;
- Updates the funding plan and back-up listing of two State Highway Operations and Protection Program funded grouped listings based on the latest information from Caltrans;
- Amends a previously archived Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project back into the TIP and revises the funding plans of that project and two other STP/CMAQ funded projects;
- Amends one Federal Transit Administration (FTA) Transit Oriented Development Planning Program funded project, two new locally funded projects, and one FTA Section 5311 Rural Area Formula Program funded grouped listing into the TIP;
- Deletes one project as it will not continue as a federal project; and
- Archives six projects as they have been completed.

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

Revision 15-25 revises 14 projects with a net increase in funding of approximately $2.1 million. The revision was approved into the FSTIP by the deputy executive director on April 8, 2016. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program funded projects to reflect past and planned obligations including the transfer of $280,000 in STP from the 511 Traveler Information program to the Freeway Performance Initiative (FPI) program;
- Updates the funding plans of three Transit Capital Priorities funded projects to reflect current project schedules; and
- Combines the scope and funding of the St. John Street Multi-Modal Improvements - Phase 1 and the St. John Bikeway and Pedestrian Improvements projects.

The administrative modification is financially constrained by year. MTC's 2015 TIP, as revised with Revision No. 2015-25, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-26 revises 28 projects with a net increase in funding of approximately $3.4 million. The revision was approved into the FSTIP by the deputy executive director on May 10, 2016. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects to reflect obligations;
- Updates the funding plans of 20 Transit Capital Priorities projects to reflect changes in the Fiscal Year 2016 Program of Projects (POP) and to accurately reflect the Fiscal Year 2015 POP, including a net decrease of $1.3 million in 5307 funds and a net increase of $4 million in 5337 funds and $152,849 in 5339 funds;
- Updates the funding plans of three individually-listed Highway Bridge Program (HBP) funded projects and one individually-listed Highway Safety Improvement Program (HSIP) funded project with a net decrease of $200,000 in HBP funds and a net increase of $31,844 in HSIP funds to reflect the latest information from Caltrans; and
- Update the funding plan and back-up listing of the Fiscal Year 2016 Federal Transit Administration Non-Urbanized Formula Program grouped listing to reflect the latest apportionments.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $31,844 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-26, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-27 is an amendment that revises 42 projects with a net increase in funding of approximately $97 million. The revision was referred by the Programming and Allocations Committee on March 9, 2016, and approved by the MTC Commission on March 23, 2016. Caltrans approval was received on April 11, 2016, and final federal approval was received on May 11, 2016. Among other changes, the revision:

- Amends nine new exempt and two new non-exempt not regionally significant projects into the TIP and updates two existing projects to reflect the recent adoption of Cycle 2 of the Active Transportation Program;
- Amends one new exempt project into the TIP funded by Cycle 1 of the Active Transportation Program;
- Deletes one project and amends four new exempt and one new non-exempt-not regionally significant projects into the TIP to reflect the recent adoption of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) One Bay Area Grant Cycle 1 (OBAG1) Climate Initiatives Program – Parking Management and Transportation Demand Management Program;
- Amends one new exempt project into the TIP and updates the funding plans of two existing projects to reflect other changes in the STP/CMAQ OBAG1 program;

- Amends seven new exempt projects into the TIP and updates the funding plans of two existing projects to reflect the adoption of the fiscal year 2016 Transit Capital Priorities Program of Projects; and
- Archives four projects as they have been completed.

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

Revision 15-28 revises 24 projects with a net increase in funding of approximately $13.1 million. The revision was approved into the FSTIP by the deputy executive director on June 10, 2016. Among other changes, this revision:

- Updates the funding plans of five existing projects to reflect changes in the Transit Capital Priorities Program, including a net increase of $1.0 million in 5307 funds and a net decrease of $14,447 in 5339 funds;
- Updates the funding plans of six existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program, including a net increase of $7.5 million in Surface Transportation Block Grant (STP)/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds;
- Updates the funding plans of four existing projects funded with Federal Highway Administration (FHWA) earmarks to reprogram funds between years and phases, with a net increase of $364,807 in FHWA earmark funds;
- Updates the funding plan of the Freeway Performance Initiative (FPI) project to reprogram CMAQ funds between years and phases, with no net increase in programmed funds;
- Updates the funding plans of the Golden Gate Bridge, Highway and Transit District's ACIS Radio Communication System project to redirect $1.2 million in STP funds to the MS Sonoma Ferry Boat Refurbishment project; and
- Updates the funding plan of one individually-listed Highway Safety Improvement Program (HSIP) funded project with a net increase of $53,768 in HSIP funds to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $364,807 in FHWA earmark funds and $53,768 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-28, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-29 is an amendment that revises 17 projects with a net increase in funding of approximately $16 million. The revision was referred by the Programming and Allocations Committee on April 13, 2016, and approved by the MTC Commission on April 27, 2016. Caltrans approval was received on May 12, 2016, and final federal approval was received on June 20, 2016. Among other changes, the revision:

- Amends one new, exempt Active Transportation Program funded project into the TIP;
- Amends two new grouped listings into the TIP with $10.3 million in Federal Lands Access Program and $2.5 million in Federal Lands Transportation Program funds;

- Amends two new, exempt Surface Transportation Program (STP) funded projects into the TIP and updates the funding plan of one STP funded project to reflect changes to Santa Clara County's Priority Development Area Planning program;
- Updates the funding plan of the Ferry Service to Port Sonoma project to reprogram earmark funds from prior years to fiscal year 2016-17;
- Updates the funding plans of four existing projects, amends two new exempt projects into the TIP and deletes one project from the TIP to reflect changes in the Transit Capital Priorities program; and
- Archives two projects as their funding have been put into grants.

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

Revision 15-30 is an amendment that revises 245 projects with a net increase in funding of approximately $614 million. The revision was referred by the Programming and Allocations Committee on May 11, 2016, and approved by the MTC Commission on May 25, 2016. Caltrans approval was received on June 6, 2016, and final federal approval is expected in mid-July, 2016. Among other changes, the revision:

- Archives 214 projects as they have either been completed or all of the funding programmed has been obligated or put into grants;
- Amends five new exempt projects and updates the funding plans of five existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program;
- Combines San Jose's Coyote Creek Trail Reach 5.3 project with the larger Coyote Creek Trail (Highway 237 to Story Rd.) project and programs $5.3 million in Regional Active Transportation Program funds to the combined project;
- Updates the funding plan of Golden Gate Bridge, Highway and Transportation District's Ferry Major Components Rehabilitation project to reflect the award of $2.2 million in Federal Transit Administration Passenger Ferry Grant Program funds;
- Updates the funding plans of three projects to reflect changes in the Transit Capital Priority Program;
- Updates the funding plan of MTC's Regional Planning Activities and PPM project to reflect the programming of $48.6 million in Surface Transportation Program funds from Cycle 2 of the One Bay Area Grant Program:
- Amends the City/County Association of Governments of San Mateo County's non-exempt US-101 High-Occupancy Vehicle/High-Occupancy-Toll Lane from Santa Clara County Line to I-380 project into the TIP with $9.4 million in Regional Transportation Improvement Program funds and $161 million in uncommitted funding to show the full cost of the project; and
- Updates the funding plans and back-up listings of the Local Highway Bridge Program grouped listing and six State Highway Operation and Protection Program (SHOPP) grouped listings and amends one SHOPP funded grouped listing into the TIP to reflect the latest information from Caltrans.

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

Revision 15-31 is a pending administrative modification.

Revision 15-32 is a pending administrative modification.

Revision 15-33 is an amendment that revises **nine** projects with a net increase in funding of approximately **$448** million. The revision was referred by the Programming and Allocations Committee on July 13, 2016, and approved by the MTC Commission on July 27, 2016. Caltrans approval is expected in mid-August, 2016, and final federal approval is expected in mid-September, 2016. Among other changes, the revision:

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and amends one new exempt STP funded project into the TIP to reflect the selection of projects through the One Bay Area Grant (OBAG) Cycle 1 Regional Safe Routes to School and Priority Conservation Area programs;
- Adds two new exempt projects to the TIP funded through the OBAG Cycle 2 Bay Bridge Forward program;
- Updates the funding plans of two projects to reflect changes in the Transit Capital Priorities program; and
- Increases the total cost of the Caltrain Electrification project by $387 million **and the total cost of SFMTA's Van Ness Bus Rapid Transit project by $32 million** to reflect the latest project cost estimates.

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

Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Agenda Item 2d**

Resolution No. 4175, Revised

Subject: 2015 Transportation Improvement Program (TIP) Amendment 2015-33.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2014-15 through fiscal year 2017-18. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every four years. The 2015 TIP was adopted by the Commission on September 24, 2014, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 15, 2014. The 2015 TIP is valid for four years. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: http://www.mtc.ca.gov/funding/tip/.

Amendment 2015-33 makes revisions to eight projects with a net increase in funding of approximately $416 million. Among other changes, the revision:

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and amends one new exempt STP funded project into the TIP to reflect the selection of projects through the One Bay Area Grant (OBAG) Cycle 1 Regional Safe Routes to School and Priority Conservation Area programs;
- Adds two new exempt projects to the TIP funded through the OBAG Cycle 2 Bay Bridge Forward program;
- Updates the funding plans of two projects to reflect changes in the Transit Capital Priorities program; and
- Increases the total cost of the Caltrain Electrification project by $387 million to reflect the latest estimates.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP; therefore, a conformity determination is not required (contingent on the Regional Air Quality Conformity Task Force determination, see "Issues" below) and the 2015 TIP remains financially constrained. The TIP Revision Summary for this amendment is attached and is also available in the MTC office in San Francisco, CA, and is posted on the Internet at: http://www.mtc.ca.gov/funding/tip/revisions.

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

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

Issues: Amendment 2015-33 contains changes that are contingent upon Commission approval of programming changes included in following Programing and Allocations Committee Items:

- Item 2f MTC Resolution Nos. 3925, Revised and 4035 Revised, Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG1) programs; and
- Item 6b MTC Resolution No. 4202. One Bay Area Grant Program (OBAG 2) Update.

This revision also contains programming changes that are contingent upon the Regional Air Quality Conformity Task Force's concurrence on the regional air quality conformity status of Brentwood's John Muir Parkway Extension Phase II and the new projects being added to the 2015 TIP through this revision. While staff does not expect a negative finding, the task force will not meet until July 28, 2016. If the Task Force does make a negative finding for any of these projects, it will be removed from this revision to the 2015 TIP.

Recommendation: Refer Resolution No. 4175, Revised to the Commission for approval.

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2015-33
MTC Resolution No. 4175, Revised

TIP Revision Summary
2015-33

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
System: Local Road					
CC-070078	Brentwood	John Muir Parkway Extension: Ph. II	Update the funding plan to change the source for $3.5M in CON funds from RTP-LRP to ECCRFA, remove $1M in RTP-LRP and $918K in Local funds and reprogram funds between years and phases removing the ROW phase and reprogramming CON from FY19 to FY16	-$1,961,000	-28.0%
MRN150016	Novato	Vineyard Road Improvements	Amend a new exempt project to the TIP with $750K in STP and $256K in Local funds	$1,005,757	~%
SF-130018	San Francisco Depart of Public Health (SFDPH)	SF SRTS Non-Infrastructure Program	Update the funding plan to add $360K in FY17 CON CMAQ and $191K in FY17 CON Local	$551,000	38.3%
SOL110019	Solano Transportation Authority (STA)	Solano Safe Routes to School Program	Update the funding plan to add $314K in FY17 CON CMAQ and $41K in FY17 CON Local funds	$354,683	15.5%
System: Transit					
ALA150052	Alameda Contra Costa Transit District (AC Transit)	AC Transit: SFOBB Forward	Amend a new exempt project into the TIP with $11M in FY17 CON CMAQ and $1.4M in FY17 CON Local funds	$12,425,167	~%
CC-150022	Western Contra Costa Transit Authority (WestCAT)	WCCTA: Purchase of (2) Double Decker buses	Amend a new exempt project into the TIP with $2M in FY18 CON CMAQ and $259K in FY18 CON Local funds	$2,259,122	~%
SF-010028	Caltrain	Caltrain Electrification	Update the funding plan to remove $204K in FY14 CON 5309, add $73.0M in FY16 PE 5309, $20.0M in FY16 CON CARB, $22.6M in FY17 CON 5337 and $272M in CON RTP-LRP	$387,000,000	31.6%
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Update the funding plan to add $11.4M in FY17 CON 5337 and $2.85M in FY17 CON Local funds	$14,258,125	12.1%
			Total Funding Change:	$415,892,854	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2015 TIP Only
Current:	$122,278,965	$620,000,000	$2,166,536	$609,592,019	$1,354,037,520	$643,175,560
Proposed:	$243,461,858	$640,000,000	$2,166,536	$884,301,980	$1,769,930,374	$792,356,007
Delta:	$121,182,893	$20,000,000	$0	$274,709,961	$415,892,854	$149,180,447

Date: September 24, 2014
W.I.: 1512
Referred by: PAC
Revised: 12/17/14-C 02/25/15-C 04/22/15-C
05/27/15-C 07/22/15-C 09/23/15-C
11/18/15-C 01/27/16-C 03/23/16-C
04/27/16-C 05/25/16-C 07/27/16-C

ABSTRACT

Resolution No. 4175, Revised

This resolution adopts the 2015 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2015 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 10, 2014, December 10, 2014, February 11, 2015, April 8, 2015, May 13, 2015, July 8, 2015 and September 9, 2015, the Planning Committee summary sheet dated September 11, 2015, and the Programming & Allocations Committee summary sheet dated November 4, 2015, January 13, 2016, March 9, 2016, April 13, 2016, May 11, 2016, and July 13, 2016. This resolution was revised as outlined below. Additional information for each revision is included in attachment B: 'Revisions to the 2015 TIP'.

2015 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
15-01	Admin. Modification	73	$8,615,185	12/22/2014	12/22/2014
15-02	Amendment	150	1,391,772,107	12/17/2014	2/2/2015
15-03	Admin. Modification	23	13,255,907	2/9/2015	2/9/2015
15-04	Admin. Modification	21	7,357,165	2/25/2015	2/25/2015
15-05	Admin. Modification	23	6,,232,283	4/2/2015	4/2/2015
15-06	Amendment	23	64,304,889	2/25/2015	4/7/2015
15-07	Admin. Modification	19	2,987,431	5/5/2015	5/5/2015
15-08	Admin. Modification	12	13,486,116	6/1/2015	6/1/2015
15-09	Amendment	26	116,688,953	4/22/2015	6/3/2015
15-10	Admin. Modification	18	6,538,872	7/2/2015	7/2/2015

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
15-11	Amendment	34	111,557,395	5/27/2015	6/29/2015
15-12	Admin. Modification	15	$14,932,722	7/31/2015	7/31/2015
15-13	Admin. Modification	29	6,179,978	8/28/2015	8/28/2015
15-14	Amendment	13	241,439,661	7/22/2015	8/19/2015
15-15	Admin. Modification	83	74,000	10/5/2015	10/5/2015
15-16	Admin. Modification	29	(419,091)	11/4/2015	11/4/2015
15-17	Amendment	81	11,988,189	9/23/2015	10/29/2015
15-18	Amendment	1	73,584,000	9/23/2015	10/29/2015
15-19	Admin. Modification	9	3,152,195	12/2/2015	12/2/2015
15-20	Admin. Modification	8	(80,000)	1/7/2016	1/7/2016
15-21	Amendment	11	76,891,473	11/18/2015	1/12/2016
15-22	Admin. Modification	45	90,867,940	2/10/2016	2/10/2016
15-23	Admin. Modification	15	13,254,403	3/3/2016	3/3/2016
15-24	Amendment	77	616,820,269	1/27/2016	3/1/2016
15-25	Admin. Modification	14	2,107,070	4/8/2016	4/8/2016
15-26	Admin. Modification	28	3,396,484	5/10/16	5/10/16
15-27	Amendment	42	96,864,063	3/23/16	5/11/16
15-28	Admin. Modification	24	13145789	6/16/16	6/16/16
15-29	Amendment	17	15,871,626	4/27/2016	6/20/16
15-30	Amendment	245	613,796,386	5/25/2016	Pending
15-31	Admin. Modification	Pending	Pending	Pending	Pending
15-32	Admin. Modification	Pending	Pending	Pending	Pending
15-33	Amendment	8	$415,892,854	7/27/2016	Pending

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
Net Funding Change		1216	$4,052,556,314		
Absolute Funding Change			$4,053,554,496		

Date: September 24, 2014
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2015 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4175

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

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

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

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

WHEREAS, federal regulations (23 CFR §450.324(i)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

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

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4176 that the 2015 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM2.5) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM2.5 SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2015 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2015 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2015 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2015 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and, be it further

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

RESOLVED, that the public hearing and public participation process conducted for the 2015 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

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

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

RESOLVED, that MTC finds that the 2015 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution 4176); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

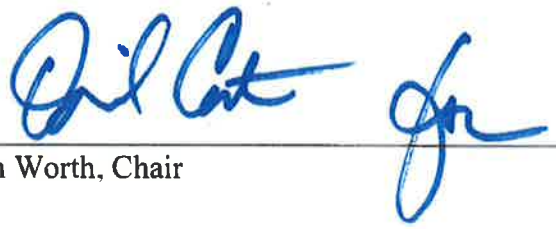
RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2015 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2015 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4175, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

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

Date: September 24, 2014
W.I.: 1512
Referred by: PAC
Revised: 12/17/14-C 02/25/15-C 04/22/15-C
05/27/15-C 07/22/15-C 09/23/15-C
11/18/15-C 01/27/16-C 03/23/16-C
04/27/16-C 05/25/16-C 07/27/16-C

Revisions to the 2015 TIP

Revisions to the 2015 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 15-01 is an administrative modification that revises 73 projects with a net increase in funding of $8.6 million. The revision was approved into the FSTIP by the deputy executive director on December 22, 2015. Among other changes, the revision:

- Updates the funding plan of MTC's Regional Planning Activities and PPM listing to reflect the programming of $1 million in Transportation Investment Generating Economic Recovery (TIGER) funds;
- Updates the funding plans of the Regional Bicycle Sharing Program and Reconstruct I-80/San Pablo Dam Rd Interchange project to reflect the programming of $7.7 million and $682,000 in Alternative Transportation Program (ATP) Regional funds, respectively;
- Updates the funding plans of six Transit Capital Priority (TCP) funded projects, to reflect the FY14-15 TCP Program of Projects and the latest information on the FY13-14 Program, including the addition of $6.5 million in FTA 5337 funds and removal of $158,000 in FTA 5307 funds;
- Updates the funding plans of 40 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of $6.6 million in STP/CMAQ funds and the transfer of $3 million in STP funds from the Freeway Performance Initiative (FPI) project to the Regional Arterial Operations and Signal Timing project;
- Updates the San Mateo Local Priority Development Area (PDA) Planning project to split off a portion of the project's scope and funding to three new local PDA projects in Millbrae, Redwood City, and Belmont;
- Updates the funding plans of two Highway Safety Improvement Program (HSIP) funded projects and updates the funding plan and back-up listing of the HSIP grouped listing to reflect the latest information from Caltrans, including the removal of $3.3 million in HSIP funds and the splitting out of the scope and funding for three projects to the individually listed Concord New and Upgraded Signals at Various Locations project;

- Updates the funding plans of seven Highway Bridge Program (HBP) funded projects to reflect the latest programming information from Caltrans, including the addition of $2.9 million in HBP funds; and
- Updates the funding plans and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of $11.5 million in SHOPP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $1 million in TIGER funds, $8.4 million in ATP funds, $1.2 million in HBP funds, and $11.5 million in SHOPP funds. MTC's 2015 TIP, as revised with Revision No. 2015-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-02 is an amendment that revises 150 projects with a net increase in funding of approximately $1.39 billion. The revision was referred by the Programming and Allocations Committee on December 10, 2014 and approved by the MTC Commission on December 17, 2014. Caltrans approval was received on January 9, 2015, and final federal approval was received on February 2, 2015. Among other changes, the revision:

- Amends 24 new exempt Transit Capital Priority Program (TCP) funded projects into the TIP and updates the funding plans of 55 existing TCP funded projects to reflect the adoption of the FY2014-15 TCP Program of Projects, including the programming of approximately $379 million in Federal Transit Administration (FTA) formula funding;
- Amends two new exempt Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP and updates the funding plans of 12 other STP/CMAQ funded projects to reflect the latest programming decisions and obligations, including the programming of Transit Performance Initiative (TPI) funds for three projects;
- Amends 14 new exempt Active Transportation Program (ATP) funded projects into the TIP and updates the funding plans of four existing projects to reflect the programming of ATP funds;
- Amends three new locally-funded exempt project, one new locally-funded non-exempt-not regionally significant project, and the preliminary engineering phase of one new locally-funded non-exempt projects into the TIP;
- Updates the project description, funding plan, and regional air quality conformity project type for Solano County's Redwood Parkway-Fairgrounds Drive Interchange Improvements project to reflect that the project has changed from a study to a non-exempt construction project;
- Updates the funding plan of the San Francisco County Transportation Authority's Van Ness Avenue Bus Rapid Transit project to increase the total cost of the project by approximately $37 million to reflect the total cost of project implementation;
- Updates the funding plan of BART's Hayward Shop and Yard Expansion project to add approximately $39 million in prior year Proposition 1A funding;

- Updates the funding plans of the Golden Gate Bridge Highway and Transportation District's Golden Gate Bridge Seismic Retrofit Phase 3B and Golden Gate Bridge Suicide Deterrent-Safety Barrier projects to reflect the use of advanced construction financing;
- Updates the funding plan of the San Francisco Municipal Transportation Agency's Motor Coach Expansion project to reflect the award of approximately $9 million in funding available through the FTA's Ladders of Opportunity Initiative (LOI) grant program;
- Updates the funding plan of the Water Emergency Transportation Authority's Central Bay Operations and Maintenance Facility project to reflect the award of $3 million in funding available through the FTA's Passenger Ferry Grant Program;
- Archives two projects as they have been completed;
- Updates the funding plans and back-up listings of nine Caltrans managed grouped listings and amends one new exempt project into the TIP to reflect the latest programming decisions, including the addition of $343 million in State Highway Operation and Protection Program funding; and
- Updates the funding plans of eight individually-listed Highway Bridge Program (HBP) projects and one Highway Safety Improvement Program funded project and amends one HBP funded exempt project into the TIP to reflect the latest information from Caltrans.

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

Revision 15-03 is an administrative modification that revises 23 projects with a net increase in funding of approximately $13.3 million. The revision was approved into the FSTIP by the deputy executive director on February 9, 2015. Among other changes, the revision:

- Updates the funding plans of nine Regional Planning Activities and PPM listings to reflect the programming of $7.35 million in Surface Transportation Program (STP) funds;
- Updates the Regional Car Sharing project to add $220,000 in Strategic Growth Council Sustainable Communities funds for the Santa Rosa Car Share portion of the project and split out the project's scope and funding to six individual projects listings for Hayward, Oakland, Santa Rosa, San Mateo, Contra Costa County, and Marin County based on a recent programming action;
- Updates the funding plan of the Adobe Creek/Highway 101 Bicycle Pedestrian Bridge project to change the fund source of $1.35 million from local funds to Regional Improvement Program (RIP) funds;
- Updates the funding plans of three STP/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects, with no net increase in programmed amounts; and
- Updates the funding plan of the Non-Motorized Transportation Pilot Program – Marin County project to add $529,000 in Earmark-NMTPP funds to prior years and reprogram prior year funds to reconcile programming with obligation.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $220,000 in Strategic Growth Council Sustainable Communities funds. MTC's 2015 TIP, as revised with Revision No. 2015-03, remains in

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

Revision 15-04 is an administrative modification that revises 21 projects with a net increase in funding of approximately $7.4 million. The revision was approved into the FSTIP by the deputy executive director on February 25, 2015. Among other changes, the revision:

- Updates the funding plans of 10 Transit Capital Priority (TCP) funded projects, with no net increase in programmed amounts;
- Updates the funding plans of four Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, with no net increase in programmed amounts;
- Updates the funding plan and back-up listing of the Railway/Highway Crossing grouped listing to reflect the latest information from Caltrans, including the addition of $825,000 in State STP funds;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of $3.3 million in HBP funds and $424,000 in local funds; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of $851,000 in HSIP funds and $1.7 million in local funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $825,000 in State STP funds, $3.3 million in HBP funds, and $851,000 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-05 is an administrative modification that revises 23 projects with a net increase in funding of approximately $6.2 million. The revision was approved into the FSTIP by the deputy executive director on April 2, 2015. Among other changes the revision:

- Updates the funding plans of 10 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of $320,526 in CMAQ funds;
- Updates the funding plans of four Non-Motorized Transportation Pilot Program (NMTPP) funded projects, including the addition of $189,682 in NMTPP funds;
- Updates the implementing agency of the US 101 Doyle Drive Replacement project from San Francisco County Transportation Authority to Caltrans, and updates the funding plan of the project with no net change in programmed amounts;
- Updates the funding plans of four Transit Capital Priority (TCP) funded projects, with the addition of $2.8 million in 5307 funds and $387,398 in 5339 funds; and

- Updates the funding plan of AC Transit's East Bay Bus Rapid Transit project to change the fund source of $25.6 million in RTP-LRP funds to FTA Small Starts funds and for $925,000 from Bridge Toll to Transportation Fund for Clean Air (TFCA) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $189,682 in NMTPP funds, $25.6 million in Small Starts funds, and $925,000 in TFCA funds. MTC's 2015 TIP, as revised with Revision No. 2015-05, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-06 is an amendment that revises 23 projects with a net increase in funding of approximately $64 million. The revision was referred by the Programming and Allocations Committee on February 11, 2015 and approved by the MTC Commission on February 25, 2015. Caltrans approval was received on February 27, 2015 and final federal approval was received on April 7, 2015. Among other changes, the revision:

- Updates the funding plans of three projects funded through the Non-Motorized Transportation Pilot Program (NMTPP) and amends one previously archived, exempt, NMTPP funded project back into the TIP to reflect the latest programming decisions;
- Amends five new exempt projects and one new non-exempt project into TIP with funding available through the Federal Transit Administration's (FTA) Passenger Ferry Grant Program, the Federal Highway Administration's (FHWA) Ferry Boat Program, the Surface Transportation Program (STP), the Transit Capital Priorities (TCP) Program and local programs;
- Amends two new grouped listings into the TIP and updates the funding plan and back-up listing of one existing grouped listing to reflect the latest information from Caltrans; and
- Deletes one locally funded project from the TIP as the funding has been redirected.

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

Revision 15-07 is an administrative modification that revises 19 projects with a net increase in funding of approximately $3 million. The revision was approved into the FSTIP by the deputy executive director on May 5, 2015. Among other changes the revision:

- Updates the funding plans of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including changing the fund source of $10,623,591 in local funds to CMAQ funds;
- Updates the funding plan of the San Francisco Ferry Terminal/Berthing Facilities project, including changing the fund source of $27,367,854 in RTP-LRP funds and $200,000 in Sales Tax funds to $24,000,000 in Proposition 1B funds, $2,660,200 in Regional Measure 2 funds, and $907,654 in FHWA Ferry Boat Formula funds;
- Updates the funding plan of the I-80/San Pablo Dam Rd Interchange Reconstruction project to change the fund source of $1,318,000 in Sales Tax funds to Alternative Transportation Program (ATP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including

the addition of $1.7 million in HSIP funds and the splitting out of the scope and funding for one individually listed Contra Costa Boulevard Improvement (Beth to Harriet) project;

- Updates the funding plan and back-up listing of the Bridge Rehabilitation and Reconstruction State Highway Operations and Protection Program (SHOPP) funded grouped listing to reflect the latest information from Caltrans, including the addition of $311,000 in SHOPP funds;
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of $1,465,200 in State STP funds; and
- Updates the funding plans of five Highway Bridge Program (HBP) funded projects with no net change in program amounts.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $907,654 in FHWA Ferry Boat Formula funds, $1,318,000 in ATP funds, $1,673,377 in HSIP funds, $311,000 in SHOPP funds, $24 million in Proposition 1B funds, and $1,465,200 in State STP funds. MTC's 2015 TIP, as revised with Revision No. 2015-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-08 is an administrative modification that revises 12 projects with a net increase in funding of approximately $13.5 million. The revision was approved into the FSTIP by the deputy executive director on June 1, 2015. Among other changes the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of $6.2 million in STP funds;
- Updates the funding plan of three Transit Capital Priority program funded projects, including the addition of $370,520 in FTA Section 5307 funds and $174,228 in FTA Section 5339 funds;
- Updates the funding plan and back-up listing of the Enhanced Mobility of Seniors and Persons with Disabilities Program grouped listing to reflect the latest information, including the addition of $3.3 million in FTA Section 5310 funds; and
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of $3.2 million in State STP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $3.3 million in prior year FTA Section 5310 funds, $3,268 in Proposition 1B funds, and $3.2 million in State STP funds. MTC's 2015 TIP, as revised with Revision No. 2015-08, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-09 is an amendment that revises 26 projects with a net increase in funding of approximately $117 million. The revision was referred by the Programming and Allocations

Committee on April 8, 2015, and approved by the MTC Commission on April 22, 2015. Caltrans approval was received on May 7, 2015, and final federal approval was received on June 3, 2015. Among other changes, the revision:

- Updates the funding plans of seven projects funded through the Transit Capital Priorities program, including the addition of $6.6 million in Federal Transit Administration Section 5307 funding;
- Updates the scope of SFMTA's Additional Light Rail Vehicles to Expand Muni Rail project to include 10 additional vehicles and increase the cost of the project by $92 million to reflect the expanded scope of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and updates the scopes of two other STP/CMAQ funded projects to reflect the latest project changes;
- Adds one new grouped listing (GL: Lifeline Cycle 4 5307 JARC) and nine new exempt projects to the TIP; and
- Deletes the non-exempt, not regionally significant, Masonic Avenue Complete Streets project from the TIP as it is not a federal project.

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

Revision 15-10 revises 18 projects with a net increase in funding of approximately $6.5 million. The revision was approved into the FSTIP by the deputy executive director on July 2, 2015. Among other changes, this revision:

- Updates the funding plans of nine Active Transportation Program (ATP) funded projects, including changing the fund source of $8.9 million in local funds to ATP funds;
- Updates the funding plan of MTC's Regional Bike Sharing Program to change the fund source of $7.7 million in ATP and $7 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to local funds;
- Updates the Santa Clara County Local Priority Development Area (PDA Planning project to split off a portion of the project's scope and funding to a new local PDA planning project in Palo Alto;
- Updates the funding plan and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of $6.6 million in SHOPP funds;
- Updates the funding plan and back-up listing of the FTA 5311 Rural Area funded grouped listing to reflect the latest project information, including the addition of approximately $300,000 in FTA 5311f and $242,000 in local funds;
- Updates the funding plan and back-up listing of the Lifeline Cycle 4 FTA 5307 JARC funded grouped listing to reflect the latest project information, including the removal of approximately $608,000 in local funds; and
- Updates the funding plan and back-up listing of the New Freedom Small Urban Area and Rural Program funded group listing to reflect the latest information, with no net change in funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $6,648,000 in SHOPP funds, $1,225,000 in ATP funds, and $300,000 in FTA 5311f funds. MTC's 2015 TIP, as revised with Revision No. 2015-10, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-11 is an amendment that revises 34 projects with a net increase in funding of approximately $112 million. The revision was referred by the Programming and Allocations Committee on May 13, 2015, and approved by the MTC Commission on May 27, 2015. Caltrans approval was received on June 5, 2015, and final federal approval was received on June 29, 2015. Among other changes, the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and adds five new exempt and one new non-exempt, not regionally significant STP/CMAQ funded projects to the TIP to reflect new programming through the Transit Performance Initiative – Incentive Program and the Safe Routes to School Program;
- Updates the funding plans of seven projects and adds one exempt project to the TIP to reflect changes in the Transit Capital Priorities Program;
- Adds one new exempt project funded through the Federal Highway Administration's Integrated Corridor Management Deployment Planning Grant Program;
- Updates the funding plans and back-up listings of two State Highway Operations and Preservation Program funded grouped listings to reflect the latest programming information from Caltrans;
- Update the funding plans of three individually listed projects and the funding plan and back-up listing of one grouped listing to reflect changes in the Highway Bridge Program;
- Deletes one project from the TIP as it will not be implemented; and
- Archives three projects from the TIP as they have been completed.

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

Revision 15-12 revises 15 projects with a net increase in funding of approximately $15 million. The revision was approved into the FSTIP by the executive director on July 31, 2015. Among other changes, this revision:

- Updates the funding plans of two projects to reflect the programming of Active Transportation Program (ATP) funded projects;
- Updates the funding plan of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans and to transfer $391,600 in HSIP funds to an individual listing;
- Updates the State Highway Operation and Protection Program (SHOPP) Minor Program grouped listing to reflect the latest information from Caltrans including the addition of $8.6 million in SHOPP Minor funds;

- Updates the funding plans of three project to reflect recent changes to the State Transportation Improvement Program (STIP) including changing the fund source for $3.7 million from STIP to Proposition 1B; and
- Updates the funding plans of two projects to reflect the programming of Federal Transit Administration 5307 funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $8.6 million in SHOPP Minor Program funds, $297,000 in High Priority Project funds, $169,185 in Value Pricing Pilot Program funds and $3.7 million in Proposition 1B funds. MTC's 2015 TIP, as revised with Revision No. 2015-12, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-13 revises 29 projects with a net increase in funding of approximately $6.2 million. The revision was approved into the FSTIP by the deputy executive director on August 28, 2015. Among other changes, this revision:

- Updates the funding plans of nine Surface Transportation Program/ Congestion Mitigation and Air Quality Improvement Program funded projects to reflect the latest programming decisions;
- Splits out Palo Alto's Local Priority Development Area (PDA) Planning project from the Santa Clara countywide Local PDA Planning project;
- Splits out the Value Pricing Pilot Program funded UC Berkeley Parking Price Auction Study from the Regional Planning Activities and Planning/ Programming/Monitoring (PPM) project;
- Updates the funding plan of VTA's Regional Planning Activities and PPM project to reflect the award of $200,000 in Federal Transit Administration (FTA) Ladders of Opportunity Initiative (LOI) grant funding;
- Updates the funding plans and back-up listings of three Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listing to reflect the latest information from Caltrans including the addition of $13.3 million in SHOPP funds and programs $23 million in SHOPP funds to the Freeway Performance Initiative project; and
- Updates the funding plans of three Non-Motorized Transportation Pilot Program (NMTPP) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $36 million in SHOPP funds, $7,044 in NMTPP funds, $200,000 in FTA LOI funds, and $3 million in FTA transfers from a prior FTIP. MTC's 2015 TIP, as revised with Revision No. 2015-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-14 is an amendment that revises 13 projects with a net increase in funding of approximately $241 million. The revision was referred by the Programming and Allocations Committee on July 8, 2015, and approved by the MTC Commission on July 22, 2015. Caltrans

approval was received on July 28, 2015, and final federal approval was received on August 19, 2015. Among other changes, the revision:

- Updates the project listing for Bay Area Rapid Transit's (BART) Station Modernization Program to expand the scope to include all stations in the system and reflect the programming of $199 million in Proposition 1B funding and $3.7 million in additional State Transportation Improvement Program funding;
- Updates the scope and funding of the Great Highway Restoration project to reflect changes to the second phase of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects;
- Updates the funding plans and back-up listings for three Caltrans managed grouped listings to reflect the latest programming decisions; and
- Amends a new exempt joint San Francisco County Transportation Authority and BART project into the TIP with $508,000 in Value Pricing Pilot Program funds.

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

Revision 15-15 revises 83 projects with a net increase in funding of $74,000. The revision was approved into the FSTIP by the deputy executive director on October 5, 2015. Among other changes, this revision:

- Updates the funding plans of 78 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and one Regional Transportation Improvement Program funded project to reconcile the TIP with past and planned obligations; and
- Updates the funding plans of two projects to reflect the transfer of $500,000 in CMAQ funds from the Sonoma Marin Area Rail Corridor project to the Clipper Fare Collection System program.

MTC's 2015 TIP, as revised with Revision No. 2015-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-16 revises 29 projects with a net decrease in funding of $419,091. The revision was approved into the FSTIP by the deputy executive director on November 4, 2015. Among other changes, this revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;
- Updates the funding plans of two San Francisco Department of Public Works projects to reflect the transfer of $957,200 in High Priority Project funds from the Southeast Waterfront Transportation Improvements Project to the Bayview Transportation Improvement Project;

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) funded Emergency Response grouped listing; and
- Updates the funding plans of 20 Transit Capital Priorities funded projects to reflect changes in the Fiscal Year 2015 Program of Projects.

MTC's 2015 TIP, as revised with Revision No. 2015-16, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-17 is an amendment that revises 81 projects with a net increase in funding of approximately $12 million. The revision was referred by the Programming and Allocations Committee on September 9, 2015, and approved by the MTC Commission on September 23, 2015. Caltrans approval was received on October 5, 2015, and final federal approval was received on October 29, 2015. Among other changes, the revision:

- Archives 72 projects as they have been completed or all of the funding for the project has been obligated and deletes one project that will not move forward;
- Updates the scope and funding of the City of Napa's California Blvd. Roundabouts project to add a third roundabout and $5.5 million in State Highway Operations and Protection Program (SHOPP) funds;
- Amends the preliminary engineering phase of the Marin County Transit District's (MCTD) Relocate Transit Maintenance Facility project into the TIP;
- Amends Bay Area Rapid Transit's exempt Ladders of Opportunity - Careers in Transit project into the TIP with $750,000 in Federal Transit Administration Ladders of Opportunity Initiative funding; and
- Update the funding plans and back-up listings for the Caltrans managed SHOPP – Collision Reduction grouped listing to reflect the latest programming decisions.

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

Revision 15-18 adds one new non-exempt project, the Richmond-San Rafael Bridge Access Improvements project, to the 2015 TIP with a net increase in funding of approximately $74 million. The revision was referred by the Planning Committee on September 11, 2015, and approved by the MTC Commission on September 23, 2015. Caltrans approval was received on October 5, 2015, and final federal approval was received on October 29, 2015. The addition of the funding for this project does not conflict with the financial constraint requirements of the TIP. The addition of the scope of this project to the 2015 TIP requires a new Transportation-Air Quality Conformity Analysis on Plan Bay Area and the 2015 TIP.

Revision 15-19 revises 9 projects with a net increase in funding of approximately $3 million. The revision was approved into the FSTIP by the deputy executive director on December 2, 2015. Among other changes, this revision:

- Updates the funding plan of four Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;

- Updates the funding plan of Marin Transit's Replace 3 Stagecoach Vehicles project to reflect the award of $138,800 in Federal Transit Administration (FTA) Section 5339 Discretionary funding; and
- Updates the funding plans of two Highway Bridge Program funded projects to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $138,300 in FTA Section 5339 Discretionary funding and $104,415 in Proposition 1B funding. MTC's 2015 TIP, as revised with Revision No. 2015-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-20 revises 8 projects with a net decrease in funding of $80,000. The revision was approved into the FSTIP by the deputy executive director on January 7, 2016. Among other changes, this revision:

- Updates the funding plan of seven Highway Bridge Program (HBP) funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the Pavement Resurfacing and/or Rehabilitation on the State Highway System – Highway Maintenance grouped listing based on the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately $1.6 million HBP funding. MTC's 2015 TIP, as revised with Revision No. 2015-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-21 is an amendment that revises 11 projects with a net increase in funding of approximately $77 million. The revision was referred by the Programming and Allocations Committee on November 4, 2015, and approved by the MTC Commission on November 18, 2015. Caltrans approval was received on December 4, 2015, and final federal approval was received on January 12, 2016. Among other changes, the revision:

- Updates the scopes of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and revises the funding plans of two other STP/CMAQ funded projects to reflect the transfer of funding from Vacaville's Ulatis Creek Bicycle and Pedestrian Path & Streetscape project to Vallejo's Downtown Streetscape project;
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Bridge Rehabilitation and Reconstruction Program grouped listing to reflect the latest information from Caltrans, including the addition of $13.9 million in SHOPP funding;
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to add $20 million in Regional Measure 2 funding and to update the total cost of the project;

- Amend Bay Area Rapid Transit's Transit-Oriented Development (TOD) Pilot Planning Program into the TIP with $1.1 million in Federal Transit Administration TOD Planning Pilot Program funds; and
- Archive one project as it has been completed.

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

Revision 15-22 revises 45 projects with a net increase in funding of approximately $91 million. The revision was approved into the FSTIP by the deputy executive director on February 10, 2016. Among other changes, this revision:

- Updates the funding plans of 31 projects funded through the Fiscal Year 2015-16 Transit Capital Priorities Program of Projects;
- Updates the funding plans of 10 Congestion Mitigation and Air Quality Improvement Program funded projects;
- Updates the funding plan of the East Bay Regional Parks District's SF Bay Trail – Pinole Shores to Bay Front Park project to reflect the award of approximately $1.3 million in Recreational Trails Program funds; and
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to reflect the programming of $20 million in Federal Transit Administration (FTA) Small Starts program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately $20 million in FTA Small Starts funds, $1.3 million in Recreational Trails Program funds, and $1.3 million in Proposition 1B funds. MTC's 2015 TIP, as revised with Revision No. 2015-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-23 revises 15 projects with a net increase in funding of approximately $13.3 million. The revision was approved into the FSTIP by the deputy executive director on March 3, 2016. Among other changes, this revision:

- Updates the funding plans of ten Fiscal Year 2015-2016 Transit Capital Priority (TCP) funded projects, with the addition of $3.3 million in 5307 funds and $1.4 million in 5337 funds;
- Updates the funding plans of two Caltrans-managed grouped listings, including the addition of $5 million in State Highway Operation and Protection Program (SHOPP) funding; and
- Updates the funding plan of one Active Transportation Program (ATP) funded project, including the addition of $1 million in ATP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately $5 million in SHOPP funds and $550,000 in ATP funds. MTC's 2015 TIP, as revised with Revision No. 2015-23, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not

interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-24 is an amendment that revises 77 projects with a net increase in funding of approximately $617 million. The revision was referred by the Programming and Allocations Committee on January 13, 2016, and approved by the MTC Commission on January 27, 2016. Caltrans approval was received on February 5, 2016, and final federal approval was received on March 1, 2016. Among other changes, the revision:

- Amends 21 new projects into the TIP and revises the funding plans of 24 other projects to reflect the adoption of the Fiscal Year 2016 Transit Capital Priorities (TCP) Programs of Projects (POPs), partial TCP POPs for FY2017 and FY2018, and changes to the Fiscal Years 2014 and 2015 TCP POPs;
- Updates the funding plan and back-up listing of the Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually-listed, HBP funded projects to reflect the latest programming information from Caltrans;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) and amends two new non-exempt, not regionally significant, HSIP funded projects into the TIP based on the latest programming information from Caltrans;
- Updates the funding plan and back-up listing of two State Highway Operations and Protection Program funded grouped listings based on the latest information from Caltrans;
- Amends a previously archived Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project back into the TIP and revises the funding plans of that project and two other STP/CMAQ funded projects;
- Amends one Federal Transit Administration (FTA) Transit Oriented Development Planning Program funded project, two new locally funded projects, and one FTA Section 5311 Rural Area Formula Program funded grouped listing into the TIP;
- Deletes one project as it will not continue as a federal project; and
- Archives six projects as they have been completed.

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

Revision 15-25 revises 14 projects with a net increase in funding of approximately $2.1 million. The revision was approved into the FSTIP by the deputy executive director on April 8, 2016. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program funded projects to reflect past and planned obligations including the transfer of $280,000 in STP from the 511 Traveler Information program to the Freeway Performance Initiative (FPI) program;
- Updates the funding plans of three Transit Capital Priorities funded projects to reflect current project schedules; and
- Combines the scope and funding of the St. John Street Multi-Modal Improvements - Phase 1 and the St. John Bikeway and Pedestrian Improvements projects.

The administrative modification is financially constrained by year. MTC's 2015 TIP, as revised with Revision No. 2015-25, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-26 revises 28 projects with a net increase in funding of approximately $3.4 million. The revision was approved into the FSTIP by the deputy executive director on May 10, 2016. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects to reflect obligations;
- Updates the funding plans of 20 Transit Capital Priorities projects to reflect changes in the Fiscal Year 2016 Program of Projects (POP) and to accurately reflect the Fiscal Year 2015 POP, including a net decrease of $1.3 million in 5307 funds and a net increase of $4 million in 5337 funds and $152,849 in 5339 funds;
- Updates the funding plans of three individually-listed Highway Bridge Program (HBP) funded projects and one individually-listed Highway Safety Improvement Program (HSIP) funded project with a net decrease of $200,000 in HBP funds and a net increase of $31,844 in HSIP funds to reflect the latest information from Caltrans; and
- Update the funding plan and back-up listing of the Fiscal Year 2016 Federal Transit Administration Non-Urbanized Formula Program grouped listing to reflect the latest apportionments.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $31,844 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-26, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-27 is an amendment that revises 42 projects with a net increase in funding of approximately $97 million. The revision was referred by the Programming and Allocations Committee on March 9, 2016, and approved by the MTC Commission on March 23, 2016. Caltrans approval was received on April 11, 2016, and final federal approval was received on May 11, 2016. Among other changes, the revision:

- Amends nine new exempt and two new non-exempt not regionally significant projects into the TIP and updates two existing projects to reflect the recent adoption of Cycle 2 of the Active Transportation Program;
- Amends one new exempt project into the TIP funded by Cycle 1 of the Active Transportation Program;
- Deletes one project and amends four new exempt and one new non-exempt-not regionally significant projects into the TIP to reflect the recent adoption of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) One Bay Area Grant Cycle 1 (OBAG1) Climate Initiatives Program – Parking Management and Transportation Demand Management Program;
- Amends one new exempt project into the TIP and updates the funding plans of two existing projects to reflect other changes in the STP/CMAQ OBAG1 program;

- Amends seven new exempt projects into the TIP and updates the funding plans of two existing projects to reflect the adoption of the fiscal year 2016 Transit Capital Priorities Program of Projects; and
- Archives four projects as they have been completed.

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

Revision 15-28 revises 24 projects with a net increase in funding of approximately $13.1 million. The revision was approved into the FSTIP by the deputy executive director on June 10, 2016. Among other changes, this revision:

- Updates the funding plans of five existing projects to reflect changes in the Transit Capital Priorities Program, including a net increase of $1.0 million in 5307 funds and a net decrease of $14,447 in 5339 funds;
- Updates the funding plans of six existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program, including a net increase of $7.5 million in Surface Transportation Block Grant (STP)/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds;
- Updates the funding plans of four existing projects funded with Federal Highway Administration (FHWA) earmarks to reprogram funds between years and phases, with a net increase of $364,807 in FHWA earmark funds;
- Updates the funding plan of the Freeway Performance Initiative (FPI) project to reprogram CMAQ funds between years and phases, with no net increase in programmed funds;
- Updates the funding plans of the Golden Gate Bridge, Highway and Transit District's ACIS Radio Communication System project to redirect $1.2 million in STP funds to the MS Sonoma Ferry Boat Refurbishment project; and
- Updates the funding plan of one individually-listed Highway Safety Improvement Program (HSIP) funded project with a net increase of $53,768 in HSIP funds to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $364,807 in FHWA earmark funds and $53,768 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-28, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-29 is an amendment that revises 17 projects with a net increase in funding of approximately $16 million. The revision was referred by the Programming and Allocations Committee on April 13, 2016, and approved by the MTC Commission on April 27, 2016. Caltrans approval was received on May 12, 2016, and final federal approval was received on June 20, 2016. Among other changes, the revision:

- Amends one new, exempt Active Transportation Program funded project into the TIP;
- Amends two new grouped listings into the TIP with $10.3 million in Federal Lands Access Program and $2.5 million in Federal Lands Transportation Program funds;

- Amends two new, exempt Surface Transportation Program (STP) funded projects into the TIP and updates the funding plan of one STP funded project to reflect changes to Santa Clara County's Priority Development Area Planning program;
- Updates the funding plan of the Ferry Service to Port Sonoma project to reprogram earmark funds from prior years to fiscal year 2016-17;
- Updates the funding plans of four existing projects, amends two new exempt projects into the TIP and deletes one project from the TIP to reflect changes in the Transit Capital Priorities program; and
- Archives two projects as their funding have been put into grants.

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

Revision 15-30 is an amendment that revises 245 projects with a net increase in funding of approximately $614 million. The revision was referred by the Programming and Allocations Committee on May 11, 2016, and approved by the MTC Commission on May 25, 2016. Caltrans approval was received on June 6, 2016, and final federal approval is expected in mid-July, 2016. Among other changes, the revision:

- Archives 214 projects as they have either been completed or all of the funding programmed has been obligated or put into grants;
- Amends five new exempt projects and updates the funding plans of five existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program;
- Combines San Jose's Coyote Creek Trail Reach 5.3 project with the larger Coyote Creek Trail (Highway 237 to Story Rd.) project and programs $5.3 million in Regional Active Transportation Program funds to the combined project;
- Updates the funding plan of Golden Gate Bridge, Highway and Transportation District's Ferry Major Components Rehabilitation project to reflect the award of $2.2 million in Federal Transit Administration Passenger Ferry Grant Program funds;
- Updates the funding plans of three projects to reflect changes in the Transit Capital Priority Program;
- Updates the funding plan of MTC's Regional Planning Activities and PPM project to reflect the programming of $48.6 million in Surface Transportation Program funds from Cycle 2 of the One Bay Area Grant Program:
- Amends the City/County Association of Governments of San Mateo County's non-exempt US-101 High-Occupancy Vehicle/High-Occupancy-Toll Lane from Santa Clara County Line to I-380 project into the TIP with $9.4 million in Regional Transportation Improvement Program funds and $161 million in uncommitted funding to show the full cost of the project; and
- Updates the funding plans and back-up listings of the Local Highway Bridge Program grouped listing and six State Highway Operation and Protection Program (SHOPP) grouped listings and amends one SHOPP funded grouped listing into the TIP to reflect the latest information from Caltrans.

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

Revision 15-31 is a pending administrative modification.

Revision 15-32 is a pending administrative modification.

Revision 15-33 is an amendment that revises eight projects with a net increase in funding of approximately $416 million. The revision was referred by the Programming and Allocations Committee on July 13, 2016, and approved by the MTC Commission on July 27, 2016. Caltrans approval is expected in mid-August, 2016, and final federal approval is expected in mid-September, 2016. Among other changes, the revision:

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and amends one new exempt STP funded project into the TIP to reflect the selection of projects through the One Bay Area Grant (OBAG) Cycle 1 Regional Safe Routes to School and Priority Conservation Area programs;
- Adds two new exempt projects to the TIP funded through the OBAG Cycle 2 Bay Bridge Forward program;
- Updates the funding plans of two projects to reflect changes in the Transit Capital Priorities program; and
- Increases the total cost of the Caltrain Electrification project by $387 million to reflect the latest estimates.

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

Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Agenda Item 2d**

Resolution No. 4175, Revised

Subject: 2015 Transportation Improvement Program (TIP) Amendment 2015-33.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the four-year period from fiscal year 2014-15 through fiscal year 2017-18. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required to prepare and adopt an updated TIP every four years. The 2015 TIP was adopted by the Commission on September 24, 2014, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 15, 2014. The 2015 TIP is valid for four years. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on the Internet at: http://www.mtc.ca.gov/funding/tip/.

Amendment 2015-33 makes revisions to eight projects with a net increase in funding of approximately $416 million. Among other changes, the revision:

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and amends one new exempt STP funded project into the TIP to reflect the selection of projects through the One Bay Area Grant (OBAG) Cycle 1 Regional Safe Routes to School and Priority Conservation Area programs;
- Adds two new exempt projects to the TIP funded through the OBAG Cycle 2 Bay Bridge Forward program;
- Updates the funding plans of two projects to reflect changes in the Transit Capital Priorities program; and
- Increases the total cost of the Caltrain Electrification project by $387 million to reflect the latest estimates.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP; therefore, a conformity determination is not required (contingent on the Regional Air Quality Conformity Task Force determination, see "Issues" below) and the 2015 TIP remains financially constrained. The TIP Revision Summary for this amendment is attached and is also available in the MTC office in San Francisco, CA, and is posted on the Internet at: http://www.mtc.ca.gov/funding/tip/revisions.

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

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

Issues: Amendment 2015-33 contains changes that are contingent upon Commission approval of programming changes included in following Programing and Allocations Committee Items:

- Item 2f MTC Resolution Nos. 3925, Revised and 4035 Revised, Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG1) programs; and
- Item 6b MTC Resolution No. 4202. One Bay Area Grant Program (OBAG 2) Update.

This revision also contains programming changes that are contingent upon the Regional Air Quality Conformity Task Force's concurrence on the regional air quality conformity status of Brentwood's John Muir Parkway Extension Phase II and the new projects being added to the 2015 TIP through this revision. While staff does not expect a negative finding, the task force will not meet until July 28, 2016. If the Task Force does make a negative finding for any of these projects, it will be removed from this revision to the 2015 TIP.

Recommendation: Refer Resolution No. 4175, Revised to the Commission for approval.

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2015-33
MTC Resolution No. 4175, Revised

TIP Revision Summary
2015-33

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
System: Local Road					
CC-070078	Brentwood	John Muir Parkway Extension: Ph. II	Update the funding plan to change the source for $3.5M in CON funds from RTP-LRP to ECCRFA, remove $1M in RTP-LRP and $918K in Local funds and reprogram funds between years and phases removing the ROW phase and reprogramming CON from FY19 to FY16	-$1,961,000	-28.0%
MRN150016	Novato	Vineyard Road Improvements	Amend a new exempt project to the TIP with $750K in STP and $256K in Local funds	$1,005,757	~%
SF-130018	San Francisco Depart of Public Health (SFDPH)	SF SRTS Non-Infrastructure Program	Update the funding plan to add $360K in FY17 CON CMAQ and $191K in FY17 CON Local	$551,000	38.3%
SOL110019	Solano Transportation Authority (STA)	Solano Safe Routes to School Program	Update the funding plan to add $314K in FY17 CON CMAQ and $41K in FY17 CON Local funds	$354,683	15.5%
System: Transit					
ALA150052	Alameda Contra Costa Transit District (AC Transit)	AC Transit: SFOBB Forward	Amend a new exempt project into the TIP with $11M in FY17 CON CMAQ and $1.4M in FY17 CON Local funds	$12,425,167	~%
CC-150022	Western Contra Costa Transit Authority (WestCAT)	WCCTA: Purchase of (2) Double Decker buses	Amend a new exempt project into the TIP with $2M in FY18 CON CMAQ and $259K in FY18 CON Local funds	$2,259,122	~%
SF-010028	Caltrain	Caltrain Electrification	Update the funding plan to remove $204K in FY14 CON 5309, add $73.0M in FY16 PE 5309, $20.0M in FY16 CON CARB, $22.6M in FY17 CON 5337 and $272M in CON RTP-LRP	$387,000,000	31.6%
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Update the funding plan to add $11.4M in FY17 CON 5337 and $2.85M in FY17 CON Local funds	$14,258,125	12.1%
			Total Funding Change:	$415,892,854	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2015 TIP Only
Current:	$122,278,965	$620,000,000	$2,166,536	$609,592,019	$1,354,037,520	$643,175,560
Proposed:	$243,461,858	$640,000,000	$2,166,536	$884,301,980	$1,769,930,374	$792,356,007
Delta:	$121,182,893	$20,000,000	$0	$274,709,961	$415,892,854	$149,180,447

Date: September 24, 2014
W.I.: 1512
Referred by: PAC
Revised: 12/17/14-C 02/25/15-C 04/22/15-C
05/27/15-C 07/22/15-C 09/23/15-C
11/18/15-C 01/27/16-C 03/23/16-C
04/27/16-C 05/25/16-C 07/27/16-C

ABSTRACT

Resolution No. 4175, Revised

This resolution adopts the 2015 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2015 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 10, 2014, December 10, 2014, February 11, 2015, April 8, 2015, May 13, 2015, July 8, 2015 and September 9, 2015, the Planning Committee summary sheet dated September 11, 2015, and the Programming & Allocations Committee summary sheet dated November 4, 2015, January 13, 2016, March 9, 2016, April 13, 2016, May 11, 2016, and July 13, 2016. This resolution was revised as outlined below. Additional information for each revision is included in attachment B: 'Revisions to the 2015 TIP'.

2015 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
15-01	Admin. Modification	73	$8,615,185	12/22/2014	12/22/2014
15-02	Amendment	150	1,391,772,107	12/17/2014	2/2/2015
15-03	Admin. Modification	23	13,255,907	2/9/2015	2/9/2015
15-04	Admin. Modification	21	7,357,165	2/25/2015	2/25/2015
15-05	Admin. Modification	23	6,,232,283	4/2/2015	4/2/2015
15-06	Amendment	23	64,304,889	2/25/2015	4/7/2015
15-07	Admin. Modification	19	2,987,431	5/5/2015	5/5/2015
15-08	Admin. Modification	12	13,486,116	6/1/2015	6/1/2015
15-09	Amendment	26	116,688,953	4/22/2015	6/3/2015
15-10	Admin. Modification	18	6,538,872	7/2/2015	7/2/2015

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
15-11	Amendment	34	111,557,395	5/27/2015	6/29/2015
15-12	Admin. Modification	15	$14,932,722	7/31/2015	7/31/2015
15-13	Admin. Modification	29	6,179,978	8/28/2015	8/28/2015
15-14	Amendment	13	241,439,661	7/22/2015	8/19/2015
15-15	Admin. Modification	83	74,000	10/5/2015	10/5/2015
15-16	Admin. Modification	29	(419,091)	11/4/2015	11/4/2015
15-17	Amendment	81	11,988,189	9/23/2015	10/29/2015
15-18	Amendment	1	73,584,000	9/23/2015	10/29/2015
15-19	Admin. Modification	9	3,152,195	12/2/2015	12/2/2015
15-20	Admin. Modification	8	(80,000)	1/7/2016	1/7/2016
15-21	Amendment	11	76,891,473	11/18/2015	1/12/2016
15-22	Admin. Modification	45	90,867,940	2/10/2016	2/10/2016
15-23	Admin. Modification	15	13,254,403	3/3/2016	3/3/2016
15-24	Amendment	77	616,820,269	1/27/2016	3/1/2016
15-25	Admin. Modification	14	2,107,070	4/8/2016	4/8/2016
15-26	Admin. Modification	28	3,396,484	5/10/16	5/10/16
15-27	Amendment	42	96,864,063	3/23/16	5/11/16
15-28	Admin. Modification	24	13145789	6/16/16	6/16/16
15-29	Amendment	17	15,871,626	4/27/2016	6/20/16
15-30	Amendment	245	613,796,386	5/25/2016	Pending
15-31	Admin. Modification	Pending	Pending	Pending	Pending
15-32	Admin. Modification	Pending	Pending	Pending	Pending
15-33	Amendment	8	$415,892,854	7/27/2016	Pending

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
Net Funding Change		1216	$4,052,556,314		
Absolute Funding Change			$4,053,554,496		

Date: September 24, 2014
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2015 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4175

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

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

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

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

WHEREAS, federal regulations (23 CFR §450.324(i)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

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

WHEREAS, federal regulations (23 CFR §450.330(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4176 that the 2015 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM2.5) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM2.5 SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2015 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2015 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2015 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 3821, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2015 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A of MTC Resolution No. 4175, and MTC Resolution 3606, Revised; and, be it further

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

RESOLVED, that the public hearing and public participation process conducted for the 2015 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

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

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

RESOLVED, that MTC finds that the 2015 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution 4176); and, be it further

RESOLVED, that the projects and programs included in the 2015 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2015 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2015 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4175, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

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

Revisions to the 2015 TIP

Revisions to the 2015 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 15-01 is an administrative modification that revises 73 projects with a net increase in funding of $8.6 million. The revision was approved into the FSTIP by the deputy executive director on December 22, 2015. Among other changes, the revision:

- Updates the funding plan of MTC's Regional Planning Activities and PPM listing to reflect the programming of $1 million in Transportation Investment Generating Economic Recovery (TIGER) funds;
- Updates the funding plans of the Regional Bicycle Sharing Program and Reconstruct I-80/San Pablo Dam Rd Interchange project to reflect the programming of $7.7 million and $682,000 in Alternative Transportation Program (ATP) Regional funds, respectively;
- Updates the funding plans of six Transit Capital Priority (TCP) funded projects, to reflect the FY14-15 TCP Program of Projects and the latest information on the FY13-14 Program, including the addition of $6.5 million in FTA 5337 funds and removal of $158,000 in FTA 5307 funds;
- Updates the funding plans of 40 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of $6.6 million in STP/CMAQ funds and the transfer of $3 million in STP funds from the Freeway Performance Initiative (FPI) project to the Regional Arterial Operations and Signal Timing project;
- Updates the San Mateo Local Priority Development Area (PDA) Planning project to split off a portion of the project's scope and funding to three new local PDA projects in Millbrae, Redwood City, and Belmont;
- Updates the funding plans of two Highway Safety Improvement Program (HSIP) funded projects and updates the funding plan and back-up listing of the HSIP grouped listing to reflect the latest information from Caltrans, including the removal of $3.3 million in HSIP funds and the splitting out of the scope and funding for three projects to the individually listed Concord New and Upgraded Signals at Various Locations project;

- Updates the funding plans of seven Highway Bridge Program (HBP) funded projects to reflect the latest programming information from Caltrans, including the addition of $2.9 million in HBP funds; and
- Updates the funding plans and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of $11.5 million in SHOPP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $1 million in TIGER funds, $8.4 million in ATP funds, $1.2 million in HBP funds, and $11.5 million in SHOPP funds. MTC's 2015 TIP, as revised with Revision No. 2015-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-02 is an amendment that revises 150 projects with a net increase in funding of approximately $1.39 billion. The revision was referred by the Programming and Allocations Committee on December 10, 2014 and approved by the MTC Commission on December 17, 2014. Caltrans approval was received on January 9, 2015, and final federal approval was received on February 2, 2015. Among other changes, the revision:

- Amends 24 new exempt Transit Capital Priority Program (TCP) funded projects into the TIP and updates the funding plans of 55 existing TCP funded projects to reflect the adoption of the FY2014-15 TCP Program of Projects, including the programming of approximately $379 million in Federal Transit Administration (FTA) formula funding;
- Amends two new exempt Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP and updates the funding plans of 12 other STP/CMAQ funded projects to reflect the latest programming decisions and obligations, including the programming of Transit Performance Initiative (TPI) funds for three projects;
- Amends 14 new exempt Active Transportation Program (ATP) funded projects into the TIP and updates the funding plans of four existing projects to reflect the programming of ATP funds;
- Amends three new locally-funded exempt project, one new locally-funded non-exempt-not regionally significant project, and the preliminary engineering phase of one new locally-funded non-exempt projects into the TIP;
- Updates the project description, funding plan, and regional air quality conformity project type for Solano County's Redwood Parkway-Fairgrounds Drive Interchange Improvements project to reflect that the project has changed from a study to a non-exempt construction project;
- Updates the funding plan of the San Francisco County Transportation Authority's Van Ness Avenue Bus Rapid Transit project to increase the total cost of the project by approximately $37 million to reflect the total cost of project implementation;
- Updates the funding plan of BART's Hayward Shop and Yard Expansion project to add approximately $39 million in prior year Proposition 1A funding;

- Updates the funding plans of the Golden Gate Bridge Highway and Transportation District's Golden Gate Bridge Seismic Retrofit Phase 3B and Golden Gate Bridge Suicide Deterrent-Safety Barrier projects to reflect the use of advanced construction financing;
- Updates the funding plan of the San Francisco Municipal Transportation Agency's Motor Coach Expansion project to reflect the award of approximately $9 million in funding available through the FTA's Ladders of Opportunity Initiative (LOI) grant program;
- Updates the funding plan of the Water Emergency Transportation Authority's Central Bay Operations and Maintenance Facility project to reflect the award of $3 million in funding available through the FTA's Passenger Ferry Grant Program;
- Archives two projects as they have been completed;
- Updates the funding plans and back-up listings of nine Caltrans managed grouped listings and amends one new exempt project into the TIP to reflect the latest programming decisions, including the addition of $343 million in State Highway Operation and Protection Program funding; and
- Updates the funding plans of eight individually-listed Highway Bridge Program (HBP) projects and one Highway Safety Improvement Program funded project and amends one HBP funded exempt project into the TIP to reflect the latest information from Caltrans.

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

Revision 15-03 is an administrative modification that revises 23 projects with a net increase in funding of approximately $13.3 million. The revision was approved into the FSTIP by the deputy executive director on February 9, 2015. Among other changes, the revision:

- Updates the funding plans of nine Regional Planning Activities and PPM listings to reflect the programming of $7.35 million in Surface Transportation Program (STP) funds;
- Updates the Regional Car Sharing project to add $220,000 in Strategic Growth Council Sustainable Communities funds for the Santa Rosa Car Share portion of the project and split out the project's scope and funding to six individual projects listings for Hayward, Oakland, Santa Rosa, San Mateo, Contra Costa County, and Marin County based on a recent programming action;
- Updates the funding plan of the Adobe Creek/Highway 101 Bicycle Pedestrian Bridge project to change the fund source of $1.35 million from local funds to Regional Improvement Program (RIP) funds;
- Updates the funding plans of three STP/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects, with no net increase in programmed amounts; and
- Updates the funding plan of the Non-Motorized Transportation Pilot Program – Marin County project to add $529,000 in Earmark-NMTPP funds to prior years and reprogram prior year funds to reconcile programming with obligation.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $220,000 in Strategic Growth Council Sustainable Communities funds. MTC's 2015 TIP, as revised with Revision No. 2015-03, remains in

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

Revision 15-04 is an administrative modification that revises 21 projects with a net increase in funding of approximately $7.4 million. The revision was approved into the FSTIP by the deputy executive director on February 25, 2015. Among other changes, the revision:

- Updates the funding plans of 10 Transit Capital Priority (TCP) funded projects, with no net increase in programmed amounts;
- Updates the funding plans of four Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, with no net increase in programmed amounts;
- Updates the funding plan and back-up listing of the Railway/Highway Crossing grouped listing to reflect the latest information from Caltrans, including the addition of $825,000 in State STP funds;
- Updates the funding plan and back-up listing of the Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of $3.3 million in HBP funds and $424,000 in local funds; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of $851,000 in HSIP funds and $1.7 million in local funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $825,000 in State STP funds, $3.3 million in HBP funds, and $851,000 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-05 is an administrative modification that revises 23 projects with a net increase in funding of approximately $6.2 million. The revision was approved into the FSTIP by the deputy executive director on April 2, 2015. Among other changes the revision:

- Updates the funding plans of 10 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of $320,526 in CMAQ funds;
- Updates the funding plans of four Non-Motorized Transportation Pilot Program (NMTPP) funded projects, including the addition of $189,682 in NMTPP funds;
- Updates the implementing agency of the US 101 Doyle Drive Replacement project from San Francisco County Transportation Authority to Caltrans, and updates the funding plan of the project with no net change in programmed amounts;
- Updates the funding plans of four Transit Capital Priority (TCP) funded projects, with the addition of $2.8 million in 5307 funds and $387,398 in 5339 funds; and

- Updates the funding plan of AC Transit's East Bay Bus Rapid Transit project to change the fund source of $25.6 million in RTP-LRP funds to FTA Small Starts funds and for $925,000 from Bridge Toll to Transportation Fund for Clean Air (TFCA) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $189,682 in NMTPP funds, $25.6 million in Small Starts funds, and $925,000 in TFCA funds. MTC's 2015 TIP, as revised with Revision No. 2015-05, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-06 is an amendment that revises 23 projects with a net increase in funding of approximately $64 million. The revision was referred by the Programming and Allocations Committee on February 11, 2015 and approved by the MTC Commission on February 25, 2015. Caltrans approval was received on February 27, 2015 and final federal approval was received on April 7, 2015. Among other changes, the revision:

- Updates the funding plans of three projects funded through the Non-Motorized Transportation Pilot Program (NMTPP) and amends one previously archived, exempt, NMTPP funded project back into the TIP to reflect the latest programming decisions;
- Amends five new exempt projects and one new non-exempt project into TIP with funding available through the Federal Transit Administration's (FTA) Passenger Ferry Grant Program, the Federal Highway Administration's (FHWA) Ferry Boat Program, the Surface Transportation Program (STP), the Transit Capital Priorities (TCP) Program and local programs;
- Amends two new grouped listings into the TIP and updates the funding plan and back-up listing of one existing grouped listing to reflect the latest information from Caltrans; and
- Deletes one locally funded project from the TIP as the funding has been redirected.

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

Revision 15-07 is an administrative modification that revises 19 projects with a net increase in funding of approximately $3 million. The revision was approved into the FSTIP by the deputy executive director on May 5, 2015. Among other changes the revision:

- Updates the funding plans of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including changing the fund source of $10,623,591 in local funds to CMAQ funds;
- Updates the funding plan of the San Francisco Ferry Terminal/Berthing Facilities project, including changing the fund source of $27,367,854 in RTP-LRP funds and $200,000 in Sales Tax funds to $24,000,000 in Proposition 1B funds, $2,660,200 in Regional Measure 2 funds, and $907,654 in FHWA Ferry Boat Formula funds;
- Updates the funding plan of the I-80/San Pablo Dam Rd Interchange Reconstruction project to change the fund source of $1,318,000 in Sales Tax funds to Alternative Transportation Program (ATP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including

the addition of $1.7 million in HSIP funds and the splitting out of the scope and funding for one individually listed Contra Costa Boulevard Improvement (Beth to Harriet) project;

- Updates the funding plan and back-up listing of the Bridge Rehabilitation and Reconstruction State Highway Operations and Protection Program (SHOPP) funded grouped listing to reflect the latest information from Caltrans, including the addition of $311,000 in SHOPP funds;
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of $1,465,200 in State STP funds; and
- Updates the funding plans of five Highway Bridge Program (HBP) funded projects with no net change in program amounts.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $907,654 in FHWA Ferry Boat Formula funds, $1,318,000 in ATP funds, $1,673,377 in HSIP funds, $311,000 in SHOPP funds, $24 million in Proposition 1B funds, and $1,465,200 in State STP funds. MTC's 2015 TIP, as revised with Revision No. 2015-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-08 is an administrative modification that revises 12 projects with a net increase in funding of approximately $13.5 million. The revision was approved into the FSTIP by the deputy executive director on June 1, 2015. Among other changes the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, including the addition of $6.2 million in STP funds;
- Updates the funding plan of three Transit Capital Priority program funded projects, including the addition of $370,520 in FTA Section 5307 funds and $174,228 in FTA Section 5339 funds;
- Updates the funding plan and back-up listing of the Enhanced Mobility of Seniors and Persons with Disabilities Program grouped listing to reflect the latest information, including the addition of $3.3 million in FTA Section 5310 funds; and
- Updates the funding plan and back-up listing of the Railroad/Highway Crossings grouped listing to reflect the latest information from Caltrans, including the addition of $3.2 million in State STP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $3.3 million in prior year FTA Section 5310 funds, $3,268 in Proposition 1B funds, and $3.2 million in State STP funds. MTC's 2015 TIP, as revised with Revision No. 2015-08, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-09 is an amendment that revises 26 projects with a net increase in funding of approximately $117 million. The revision was referred by the Programming and Allocations

Committee on April 8, 2015, and approved by the MTC Commission on April 22, 2015. Caltrans approval was received on May 7, 2015, and final federal approval was received on June 3, 2015. Among other changes, the revision:

- Updates the funding plans of seven projects funded through the Transit Capital Priorities program, including the addition of $6.6 million in Federal Transit Administration Section 5307 funding;
- Updates the scope of SFMTA's Additional Light Rail Vehicles to Expand Muni Rail project to include 10 additional vehicles and increase the cost of the project by $92 million to reflect the expanded scope of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and updates the scopes of two other STP/CMAQ funded projects to reflect the latest project changes;
- Adds one new grouped listing (GL: Lifeline Cycle 4 5307 JARC) and nine new exempt projects to the TIP; and
- Deletes the non-exempt, not regionally significant, Masonic Avenue Complete Streets project from the TIP as it is not a federal project.

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

Revision 15-10 revises 18 projects with a net increase in funding of approximately $6.5 million. The revision was approved into the FSTIP by the deputy executive director on July 2, 2015. Among other changes, this revision:

- Updates the funding plans of nine Active Transportation Program (ATP) funded projects, including changing the fund source of $8.9 million in local funds to ATP funds;
- Updates the funding plan of MTC's Regional Bike Sharing Program to change the fund source of $7.7 million in ATP and $7 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to local funds;
- Updates the Santa Clara County Local Priority Development Area (PDA Planning project to split off a portion of the project's scope and funding to a new local PDA planning project in Palo Alto;
- Updates the funding plan and back-up listings of two State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans, including the addition of $6.6 million in SHOPP funds;
- Updates the funding plan and back-up listing of the FTA 5311 Rural Area funded grouped listing to reflect the latest project information, including the addition of approximately $300,000 in FTA 5311f and $242,000 in local funds;
- Updates the funding plan and back-up listing of the Lifeline Cycle 4 FTA 5307 JARC funded grouped listing to reflect the latest project information, including the removal of approximately $608,000 in local funds; and
- Updates the funding plan and back-up listing of the New Freedom Small Urban Area and Rural Program funded group listing to reflect the latest information, with no net change in funding.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $6,648,000 in SHOPP funds, $1,225,000 in ATP funds, and $300,000 in FTA 5311f funds. MTC's 2015 TIP, as revised with Revision No. 2015-10, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-11 is an amendment that revises 34 projects with a net increase in funding of approximately $112 million. The revision was referred by the Programming and Allocations Committee on May 13, 2015, and approved by the MTC Commission on May 27, 2015. Caltrans approval was received on June 5, 2015, and final federal approval was received on June 29, 2015. Among other changes, the revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and adds five new exempt and one new non-exempt, not regionally significant STP/CMAQ funded projects to the TIP to reflect new programming through the Transit Performance Initiative – Incentive Program and the Safe Routes to School Program;
- Updates the funding plans of seven projects and adds one exempt project to the TIP to reflect changes in the Transit Capital Priorities Program;
- Adds one new exempt project funded through the Federal Highway Administration's Integrated Corridor Management Deployment Planning Grant Program;
- Updates the funding plans and back-up listings of two State Highway Operations and Preservation Program funded grouped listings to reflect the latest programming information from Caltrans;
- Update the funding plans of three individually listed projects and the funding plan and back-up listing of one grouped listing to reflect changes in the Highway Bridge Program;
- Deletes one project from the TIP as it will not be implemented; and
- Archives three projects from the TIP as they have been completed.

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

Revision 15-12 revises 15 projects with a net increase in funding of approximately $15 million. The revision was approved into the FSTIP by the executive director on July 31, 2015. Among other changes, this revision:

- Updates the funding plans of two projects to reflect the programming of Active Transportation Program (ATP) funded projects;
- Updates the funding plan of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans and to transfer $391,600 in HSIP funds to an individual listing;
- Updates the State Highway Operation and Protection Program (SHOPP) Minor Program grouped listing to reflect the latest information from Caltrans including the addition of $8.6 million in SHOPP Minor funds;

- Updates the funding plans of three project to reflect recent changes to the State Transportation Improvement Program (STIP) including changing the fund source for $3.7 million from STIP to Proposition 1B; and
- Updates the funding plans of two projects to reflect the programming of Federal Transit Administration 5307 funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $8.6 million in SHOPP Minor Program funds, $297,000 in High Priority Project funds, $169,185 in Value Pricing Pilot Program funds and $3.7 million in Proposition 1B funds. MTC's 2015 TIP, as revised with Revision No. 2015-12, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-13 revises 29 projects with a net increase in funding of approximately $6.2 million. The revision was approved into the FSTIP by the deputy executive director on August 28, 2015. Among other changes, this revision:

- Updates the funding plans of nine Surface Transportation Program/ Congestion Mitigation and Air Quality Improvement Program funded projects to reflect the latest programming decisions;
- Splits out Palo Alto's Local Priority Development Area (PDA) Planning project from the Santa Clara countywide Local PDA Planning project;
- Splits out the Value Pricing Pilot Program funded UC Berkeley Parking Price Auction Study from the Regional Planning Activities and Planning/ Programming/Monitoring (PPM) project;
- Updates the funding plan of VTA's Regional Planning Activities and PPM project to reflect the award of $200,000 in Federal Transit Administration (FTA) Ladders of Opportunity Initiative (LOI) grant funding;
- Updates the funding plans and back-up listings of three Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listing to reflect the latest information from Caltrans including the addition of $13.3 million in SHOPP funds and programs $23 million in SHOPP funds to the Freeway Performance Initiative project; and
- Updates the funding plans of three Non-Motorized Transportation Pilot Program (NMTPP) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $36 million in SHOPP funds, $7,044 in NMTPP funds, $200,000 in FTA LOI funds, and $3 million in FTA transfers from a prior FTIP. MTC's 2015 TIP, as revised with Revision No. 2015-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-14 is an amendment that revises 13 projects with a net increase in funding of approximately $241 million. The revision was referred by the Programming and Allocations Committee on July 8, 2015, and approved by the MTC Commission on July 22, 2015. Caltrans

approval was received on July 28, 2015, and final federal approval was received on August 19, 2015. Among other changes, the revision:

- Updates the project listing for Bay Area Rapid Transit's (BART) Station Modernization Program to expand the scope to include all stations in the system and reflect the programming of $199 million in Proposition 1B funding and $3.7 million in additional State Transportation Improvement Program funding;
- Updates the scope and funding of the Great Highway Restoration project to reflect changes to the second phase of the project;
- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects;
- Updates the funding plans and back-up listings for three Caltrans managed grouped listings to reflect the latest programming decisions; and
- Amends a new exempt joint San Francisco County Transportation Authority and BART project into the TIP with $508,000 in Value Pricing Pilot Program funds.

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

Revision 15-15 revises 83 projects with a net increase in funding of $74,000. The revision was approved into the FSTIP by the deputy executive director on October 5, 2015. Among other changes, this revision:

- Updates the funding plans of 78 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and one Regional Transportation Improvement Program funded project to reconcile the TIP with past and planned obligations; and
- Updates the funding plans of two projects to reflect the transfer of $500,000 in CMAQ funds from the Sonoma Marin Area Rail Corridor project to the Clipper Fare Collection System program.

MTC's 2015 TIP, as revised with Revision No. 2015-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-16 revises 29 projects with a net decrease in funding of $419,091. The revision was approved into the FSTIP by the deputy executive director on November 4, 2015. Among other changes, this revision:

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;
- Updates the funding plans of two San Francisco Department of Public Works projects to reflect the transfer of $957,200 in High Priority Project funds from the Southeast Waterfront Transportation Improvements Project to the Bayview Transportation Improvement Project;

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) funded Emergency Response grouped listing; and
- Updates the funding plans of 20 Transit Capital Priorities funded projects to reflect changes in the Fiscal Year 2015 Program of Projects.

MTC's 2015 TIP, as revised with Revision No. 2015-16, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-17 is an amendment that revises 81 projects with a net increase in funding of approximately $12 million. The revision was referred by the Programming and Allocations Committee on September 9, 2015, and approved by the MTC Commission on September 23, 2015. Caltrans approval was received on October 5, 2015, and final federal approval was received on October 29, 2015. Among other changes, the revision:

- Archives 72 projects as they have been completed or all of the funding for the project has been obligated and deletes one project that will not move forward;
- Updates the scope and funding of the City of Napa's California Blvd. Roundabouts project to add a third roundabout and $5.5 million in State Highway Operations and Protection Program (SHOPP) funds;
- Amends the preliminary engineering phase of the Marin County Transit District's (MCTD) Relocate Transit Maintenance Facility project into the TIP;
- Amends Bay Area Rapid Transit's exempt Ladders of Opportunity - Careers in Transit project into the TIP with $750,000 in Federal Transit Administration Ladders of Opportunity Initiative funding; and
- Update the funding plans and back-up listings for the Caltrans managed SHOPP – Collision Reduction grouped listing to reflect the latest programming decisions.

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

Revision 15-18 adds one new non-exempt project, the Richmond-San Rafael Bridge Access Improvements project, to the 2015 TIP with a net increase in funding of approximately $74 million. The revision was referred by the Planning Committee on September 11, 2015, and approved by the MTC Commission on September 23, 2015. Caltrans approval was received on October 5, 2015, and final federal approval was received on October 29, 2015. The addition of the funding for this project does not conflict with the financial constraint requirements of the TIP. The addition of the scope of this project to the 2015 TIP requires a new Transportation-Air Quality Conformity Analysis on Plan Bay Area and the 2015 TIP.

Revision 15-19 revises 9 projects with a net increase in funding of approximately $3 million. The revision was approved into the FSTIP by the deputy executive director on December 2, 2015. Among other changes, this revision:

- Updates the funding plan of four Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;

- Updates the funding plan of Marin Transit's Replace 3 Stagecoach Vehicles project to reflect the award of $138,800 in Federal Transit Administration (FTA) Section 5339 Discretionary funding; and
- Updates the funding plans of two Highway Bridge Program funded projects to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $138,300 in FTA Section 5339 Discretionary funding and $104,415 in Proposition 1B funding. MTC's 2015 TIP, as revised with Revision No. 2015-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-20 revises 8 projects with a net decrease in funding of $80,000. The revision was approved into the FSTIP by the deputy executive director on January 7, 2016. Among other changes, this revision:

- Updates the funding plan of seven Highway Bridge Program (HBP) funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the Pavement Resurfacing and/or Rehabilitation on the State Highway System – Highway Maintenance grouped listing based on the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately $1.6 million HBP funding. MTC's 2015 TIP, as revised with Revision No. 2015-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-21 is an amendment that revises 11 projects with a net increase in funding of approximately $77 million. The revision was referred by the Programming and Allocations Committee on November 4, 2015, and approved by the MTC Commission on November 18, 2015. Caltrans approval was received on December 4, 2015, and final federal approval was received on January 12, 2016. Among other changes, the revision:

- Updates the scopes of three Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and revises the funding plans of two other STP/CMAQ funded projects to reflect the transfer of funding from Vacaville's Ulatis Creek Bicycle and Pedestrian Path & Streetscape project to Vallejo's Downtown Streetscape project;
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Bridge Rehabilitation and Reconstruction Program grouped listing to reflect the latest information from Caltrans, including the addition of $13.9 million in SHOPP funding;
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to add $20 million in Regional Measure 2 funding and to update the total cost of the project;

- Amend Bay Area Rapid Transit's Transit-Oriented Development (TOD) Pilot Planning Program into the TIP with $1.1 million in Federal Transit Administration TOD Planning Pilot Program funds; and
- Archive one project as it has been completed.

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

Revision 15-22 revises 45 projects with a net increase in funding of approximately $91 million. The revision was approved into the FSTIP by the deputy executive director on February 10, 2016. Among other changes, this revision:

- Updates the funding plans of 31 projects funded through the Fiscal Year 2015-16 Transit Capital Priorities Program of Projects;
- Updates the funding plans of 10 Congestion Mitigation and Air Quality Improvement Program funded projects;
- Updates the funding plan of the East Bay Regional Parks District's SF Bay Trail – Pinole Shores to Bay Front Park project to reflect the award of approximately $1.3 million in Recreational Trails Program funds; and
- Updates the funding plan of the Sonoma Marin Area Rail Corridor project to reflect the programming of $20 million in Federal Transit Administration (FTA) Small Starts program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately $20 million in FTA Small Starts funds, $1.3 million in Recreational Trails Program funds, and $1.3 million in Proposition 1B funds. MTC's 2015 TIP, as revised with Revision No. 2015-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP and the TIP remains financially constrained by year.

Revision 15-23 revises 15 projects with a net increase in funding of approximately $13.3 million. The revision was approved into the FSTIP by the deputy executive director on March 3, 2016. Among other changes, this revision:

- Updates the funding plans of ten Fiscal Year 2015-2016 Transit Capital Priority (TCP) funded projects, with the addition of $3.3 million in 5307 funds and $1.4 million in 5337 funds;
- Updates the funding plans of two Caltrans-managed grouped listings, including the addition of $5 million in State Highway Operation and Protection Program (SHOPP) funding; and
- Updates the funding plan of one Active Transportation Program (ATP) funded project, including the addition of $1 million in ATP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately $5 million in SHOPP funds and $550,000 in ATP funds. MTC's 2015 TIP, as revised with Revision No. 2015-23, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not

interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-24 is an amendment that revises 77 projects with a net increase in funding of approximately $617 million. The revision was referred by the Programming and Allocations Committee on January 13, 2016, and approved by the MTC Commission on January 27, 2016. Caltrans approval was received on February 5, 2016, and final federal approval was received on March 1, 2016. Among other changes, the revision:

- Amends 21 new projects into the TIP and revises the funding plans of 24 other projects to reflect the adoption of the Fiscal Year 2016 Transit Capital Priorities (TCP) Programs of Projects (POPs), partial TCP POPs for FY2017 and FY2018, and changes to the Fiscal Years 2014 and 2015 TCP POPs;
- Updates the funding plan and back-up listing of the Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually-listed, HBP funded projects to reflect the latest programming information from Caltrans;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) and amends two new non-exempt, not regionally significant, HSIP funded projects into the TIP based on the latest programming information from Caltrans;
- Updates the funding plan and back-up listing of two State Highway Operations and Protection Program funded grouped listings based on the latest information from Caltrans;
- Amends a previously archived Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded project back into the TIP and revises the funding plans of that project and two other STP/CMAQ funded projects;
- Amends one Federal Transit Administration (FTA) Transit Oriented Development Planning Program funded project, two new locally funded projects, and one FTA Section 5311 Rural Area Formula Program funded grouped listing into the TIP;
- Deletes one project as it will not continue as a federal project; and
- Archives six projects as they have been completed.

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

Revision 15-25 revises 14 projects with a net increase in funding of approximately $2.1 million. The revision was approved into the FSTIP by the deputy executive director on April 8, 2016. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Program / Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program funded projects to reflect past and planned obligations including the transfer of $280,000 in STP from the 511 Traveler Information program to the Freeway Performance Initiative (FPI) program;
- Updates the funding plans of three Transit Capital Priorities funded projects to reflect current project schedules; and
- Combines the scope and funding of the St. John Street Multi-Modal Improvements - Phase 1 and the St. John Bikeway and Pedestrian Improvements projects.

The administrative modification is financially constrained by year. MTC's 2015 TIP, as revised with Revision No. 2015-25, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-26 revises 28 projects with a net increase in funding of approximately $3.4 million. The revision was approved into the FSTIP by the deputy executive director on May 10, 2016. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funded projects to reflect obligations;
- Updates the funding plans of 20 Transit Capital Priorities projects to reflect changes in the Fiscal Year 2016 Program of Projects (POP) and to accurately reflect the Fiscal Year 2015 POP, including a net decrease of $1.3 million in 5307 funds and a net increase of $4 million in 5337 funds and $152,849 in 5339 funds;
- Updates the funding plans of three individually-listed Highway Bridge Program (HBP) funded projects and one individually-listed Highway Safety Improvement Program (HSIP) funded project with a net decrease of $200,000 in HBP funds and a net increase of $31,844 in HSIP funds to reflect the latest information from Caltrans; and
- Update the funding plan and back-up listing of the Fiscal Year 2016 Federal Transit Administration Non-Urbanized Formula Program grouped listing to reflect the latest apportionments.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $31,844 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-26, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-27 is an amendment that revises 42 projects with a net increase in funding of approximately $97 million. The revision was referred by the Programming and Allocations Committee on March 9, 2016, and approved by the MTC Commission on March 23, 2016. Caltrans approval was received on April 11, 2016, and final federal approval was received on May 11, 2016. Among other changes, the revision:

- Amends nine new exempt and two new non-exempt not regionally significant projects into the TIP and updates two existing projects to reflect the recent adoption of Cycle 2 of the Active Transportation Program;
- Amends one new exempt project into the TIP funded by Cycle 1 of the Active Transportation Program;
- Deletes one project and amends four new exempt and one new non-exempt-not regionally significant projects into the TIP to reflect the recent adoption of the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) One Bay Area Grant Cycle 1 (OBAG1) Climate Initiatives Program – Parking Management and Transportation Demand Management Program;
- Amends one new exempt project into the TIP and updates the funding plans of two existing projects to reflect other changes in the STP/CMAQ OBAG1 program;

- Amends seven new exempt projects into the TIP and updates the funding plans of two existing projects to reflect the adoption of the fiscal year 2016 Transit Capital Priorities Program of Projects; and
- Archives four projects as they have been completed.

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

Revision 15-28 revises 24 projects with a net increase in funding of approximately $13.1 million. The revision was approved into the FSTIP by the deputy executive director on June 10, 2016. Among other changes, this revision:

- Updates the funding plans of five existing projects to reflect changes in the Transit Capital Priorities Program, including a net increase of $1.0 million in 5307 funds and a net decrease of $14,447 in 5339 funds;
- Updates the funding plans of six existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program, including a net increase of $7.5 million in Surface Transportation Block Grant (STP)/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds;
- Updates the funding plans of four existing projects funded with Federal Highway Administration (FHWA) earmarks to reprogram funds between years and phases, with a net increase of $364,807 in FHWA earmark funds;
- Updates the funding plan of the Freeway Performance Initiative (FPI) project to reprogram CMAQ funds between years and phases, with no net increase in programmed funds;
- Updates the funding plans of the Golden Gate Bridge, Highway and Transit District's ACIS Radio Communication System project to redirect $1.2 million in STP funds to the MS Sonoma Ferry Boat Refurbishment project; and
- Updates the funding plan of one individually-listed Highway Safety Improvement Program (HSIP) funded project with a net increase of $53,768 in HSIP funds to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $364,807 in FHWA earmark funds and $53,768 in HSIP funds. MTC's 2015 TIP, as revised with Revision No. 2015-28, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 15-29 is an amendment that revises 17 projects with a net increase in funding of approximately $16 million. The revision was referred by the Programming and Allocations Committee on April 13, 2016, and approved by the MTC Commission on April 27, 2016. Caltrans approval was received on May 12, 2016, and final federal approval was received on June 20, 2016. Among other changes, the revision:

- Amends one new, exempt Active Transportation Program funded project into the TIP;
- Amends two new grouped listings into the TIP with $10.3 million in Federal Lands Access Program and $2.5 million in Federal Lands Transportation Program funds;

- Amends two new, exempt Surface Transportation Program (STP) funded projects into the TIP and updates the funding plan of one STP funded project to reflect changes to Santa Clara County's Priority Development Area Planning program;
- Updates the funding plan of the Ferry Service to Port Sonoma project to reprogram earmark funds from prior years to fiscal year 2016-17;
- Updates the funding plans of four existing projects, amends two new exempt projects into the TIP and deletes one project from the TIP to reflect changes in the Transit Capital Priorities program; and
- Archives two projects as their funding have been put into grants.

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

Revision 15-30 is an amendment that revises 245 projects with a net increase in funding of approximately $614 million. The revision was referred by the Programming and Allocations Committee on May 11, 2016, and approved by the MTC Commission on May 25, 2016. Caltrans approval was received on June 6, 2016, and final federal approval is expected in mid-July, 2016. Among other changes, the revision:

- Archives 214 projects as they have either been completed or all of the funding programmed has been obligated or put into grants;
- Amends five new exempt projects and updates the funding plans of five existing projects to reflect the adoption of Round 4 of the Transit Performance Initiative Incentive Program;
- Combines San Jose's Coyote Creek Trail Reach 5.3 project with the larger Coyote Creek Trail (Highway 237 to Story Rd.) project and programs $5.3 million in Regional Active Transportation Program funds to the combined project;
- Updates the funding plan of Golden Gate Bridge, Highway and Transportation District's Ferry Major Components Rehabilitation project to reflect the award of $2.2 million in Federal Transit Administration Passenger Ferry Grant Program funds;
- Updates the funding plans of three projects to reflect changes in the Transit Capital Priority Program;
- Updates the funding plan of MTC's Regional Planning Activities and PPM project to reflect the programming of $48.6 million in Surface Transportation Program funds from Cycle 2 of the One Bay Area Grant Program:
- Amends the City/County Association of Governments of San Mateo County's non-exempt US-101 High-Occupancy Vehicle/High-Occupancy-Toll Lane from Santa Clara County Line to I-380 project into the TIP with $9.4 million in Regional Transportation Improvement Program funds and $161 million in uncommitted funding to show the full cost of the project; and
- Updates the funding plans and back-up listings of the Local Highway Bridge Program grouped listing and six State Highway Operation and Protection Program (SHOPP) grouped listings and amends one SHOPP funded grouped listing into the TIP to reflect the latest information from Caltrans.

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

Revision 15-31 is a pending administrative modification.

Revision 15-32 is a pending administrative modification.

Revision 15-33 is an amendment that revises eight projects with a net increase in funding of approximately $416 million. The revision was referred by the Programming and Allocations Committee on July 13, 2016, and approved by the MTC Commission on July 27, 2016. Caltrans approval is expected in mid-August, 2016, and final federal approval is expected in mid-September, 2016. Among other changes, the revision:

- Updates the funding plans of two Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects and amends one new exempt STP funded project into the TIP to reflect the selection of projects through the One Bay Area Grant (OBAG) Cycle 1 Regional Safe Routes to School and Priority Conservation Area programs;
- Adds two new exempt projects to the TIP funded through the OBAG Cycle 2 Bay Bridge Forward program;
- Updates the funding plans of two projects to reflect changes in the Transit Capital Priorities program; and
- Increases the total cost of the Caltrain Electrification project by $387 million to reflect the latest estimates.

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

Metropolitan Transportation Commission

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Oakland, CA

Legislation Details (With Text)

File #:	15-1761	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Consent
File created:	6/17/2016			**In control:**	Programming and Allocations Committee
On agenda:	7/13/2016			**Final action:**	
Title:	MTC Resolution Nos. 3925, Revised and 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG1) programs.				
Sponsors:					
Indexes:					
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Date	Ver.	Action By	Action	Result
7/27/2016	1	Metropolitan Transportation Commission		
7/13/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 3925, Revised and 4035, Revised. Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG1) programs.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Commission Agenda Item 6c**

MTC Resolutions No. 3925, Revised and 4035, Revised

Subject: Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG1) programs.

Background: The Cycle 1 and OBAG1 programs adopted by the Commission establish 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 from FY2009-10 through FY2016-17.

This month, staff recommends the following changes requested by sponsors:

- **County Transportation for Livable Communities Program:** Redirect unobligated balances from San Francisco's Folsom St. Streetscape project to the Second Street Complete Streets project;
- **Freeway Performance Initiative (FPI):** Update the amounts of cost savings and unobligated balances for Caltrans with no change in the total amount of funding for the projects involved;
- **Regional Safe Routes to School Program (RSRTS):** Direct $360,000 of the county's unprogrammed balance to the San Francisco's Safe Routes to School Non-Infrastructure Program, direct $314,000 of the county's unprogrammed balance to the Solano County Safe Routes to School Non-Infrastructure Program, and redirect $791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project;
- **Priority Conservation Area Program:** Identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions;
- **OBAG 1 County Program:** Redirect $52,251 from San Francisco's ER Taylor Safe Routes to School project to the Second Street Complete Streets project.

Additionally, staff recommends the following change related to the OBAG 2 proposed framework:

- **Transit Performance Initiative (TPI) - Capital Investment Program:** From the TPI program balance, direct $9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and $1 million to MTC's West Grand Avenue Transit Signal Priority project in accordance with the funding priorities in the Bay Bridge Forward Program in OBAG 2.

Issues: Approval of the $9 million in TPI funding for AC Transit and $1 million in TPI funding for MTC is contingent upon Commission approval of the OBAG 2 Framework in Item 6b.

Recommendation: Refer MTC Resolution Nos. 3925, Revised and 4035, Revised to the Commission for approval.

Attachments: MTC Resolution No. 3925, Revised
MTC Resolution No. 4035, Revised

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Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 07/28/10-C 09/22/10-C
10/27/10-C 02/23/11-C 03/23/11-C
05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C
09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C
01/28/15-C 05/27/15-C 09/23/15-C
05/25/16-C 07/27/16-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies
Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add $437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately $15.1 million in additional apportionment as follows: 1) Strategic Investment – Advance of SamTrans Payback ($6.0 million); 2) Transportation for Livable Communities ($4.1 million); 3) Regional Commitment – GGB Suicide Deterrent ($5.0 million). In addition, the framework for second cycle is revised to program "freed up" Second Cycle Funds of $6 million to the Climate Initiative program.

This resolution was revised on September 22, 2010 to advance $20 million in Freeway Performance Initiative project elements to address lower than expected state programming as

well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program ($31 million) and the Safe Routes to Schools Creative Grant Program ($2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add $2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind $1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance $5.0 million for SFgo in the Climate Initiative Element, and $13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide $376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance $8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The

latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add $34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from $54 million to $0 to accommodate this action and the advance of $20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program $1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining $2.7 million for the small/ northbay county operators (with this advance, the entire $31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect $700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program $7.6 million for specific STP/CMAQ projects for the Lifeline program; program $3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add $0.2 million for Lifeline transportation projects.

Attachment B to the resolution was revised on September 26, 2012 to add $50,000 to the Walnut Creek fourth cycle PDA planning grant and to move funds between two projects in the Sonoma County's County TLC Program.

Attachment B to the resolution was revised on February 27, 2013 to redirect $50,000 to the City of San Jose's San Carlos Multimodal project from the Los Gatos Creek Reach 5 Trail project.

This resolution was revised on May 22, 2013 to extend the obligation deadline for the remaining Cycle 1 funds for projects subject to the dissolution of the redevelopment agencies, and delays in programming of Lifeline Transportation projects and small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, and climate initiative innovative grant projects. Attachment B to the resolution was also revised to reflect the following actions: Redirect $180,000 from the City of Concord's Monument Blvd Corridor Shared Use Trail (Phase 1) to the Monument Blvd Corridor Pedestrian and Bikeway Network (Phase 2) with no change in total funding; add the Eddy and Ellis Traffic Calming Lifeline project in San Francisco for $1,175,105; modify the funding amounts between SamTrans' Caltrain Right-Of-Way payback commitment projects with no change in total funding; replace the Livermore plaza TLC project with the Livermore railroad depot restoration project with no change in total funding; deprogram the electric vehicle taxi climate initiative project for $6,988,000 as a result of Better Place withdrawing from the project and retain $988,000 for SFMTA's Electric Vehicles for Neighborhood Taxi Service project (a sub-element of the original project); and redirect: $875,000 to extend the Dynamic Rideshare project; and redirect $2,800,000 to increase the BAAQMD's bike sharing climate initiative project from $4,291,000 to $7,091,000.

Attachment B to the resolution was revised on September 25, 2013 to substitute the City of Oakland's Foothill Blvd. Streetscape Project with the Lakeside Green Streets Project.

Attachment B and Appendix A-1 to the resolution were revised on December 18, 2013 to change $31 million from RTIP to CMAQ in the FPI program and to add a Sonoma US 101 FPI project and to update the funding amounts for the remaining FPI projects.

Attachment B was revised February 26, 2014 to reprogram Santa Clara's RTIP-TE funding from a lapsed project to two new projects in Santa Clara County, redirect $3 million in Public Outreach Climate Initiatives Funding to the Spare the Air program and reduce funds for the Richmond Rail Connector Project.

Attachment B was revised March 26, 2014 to add $2.7 million to the Clipper Program to Implement Phase III and make funding adjustments within the Freeway Performance Initiative Program by moving funds from the Marin US 101 component to the Solano I-80/ I-680/ SR 12 Interchange component.

Attachment B was revised April 23, 2014 to make changes to the Climate Initiatives Program including the addition of the Bay Area Bike Share Program (Phase II) and funding amount adjustments for two other programs.

As referred by the Planning Committee, Attachment B was revised on May 28, 2014 to program remaining reserve in the TLC/Station Area Plans/PDA Planning Program, in companion with the programming of Cycle 2 PDA planning funds.

On July 23, 2014, Attachment B was revised to capture returned savings and unspent funding from various projects including the Richmond Rail Connector and Climate Initiatives EV strategies, and redirect funding from the Freeway Performance Initiatives (FPI) program which received funding from other sources, to the Golden Gate Bridge Suicide Deterrent Net.

On November 19, 2014, Attachment B was revised to replace Vacaville's Accessible Paths to Transit Project with its SRTS Infrastructure Improvements Project.

On December 17, 2014, Attachment B was revised to de-program $988,000 from SFMTA's Electric Vehicles for Neighborhood Taxi project, and redirect these funds to public education and outreach within the Climate Initiatives program to help address the FY 2016-17 funding shortfall.

On January 28, 2015, Attachment B was revised to de-program $1,446,802 from the city of San Jose's Innovative Bicycle Detection System to the San Jose TDM project. A total of $53,198 has been expended and reimbursed by FHWA and therefore remains programmed on the Bicycle Detection project.

On May 27, 2015, Attachment B was revised to add Caltrans as a co-sponsor of the Doyle Drive/Presidio Parkway project and delete the city of San Jose's Innovative Bicycle Detection System program and redirect the remaining $53,198 to the San Jose TDM project. The City of San Jose has repaid FHWA the $53,198 in expended and reimbursed funds freeing up the funds for redirection to the San Jose TDM project. Attachment B was also revised to reduce the existing bicycle sharing projects from a total of $9,816,000 to $4,403,000 and redirect $4,500,000 to Bicycle Sharing in Emerging Communities, and $500,000 to San Mateo Bicycle/Pedestrian Improvements. The remaining $413,000 will be determined at a later date.

On September 23, 2015, Attachment B was revised to reprogram $400,000 for the Climate Initiatives Outreach Program from MTC to the Bay Area Air Quality Management District, and to revise the project scope for the I-80 Freeway Performance Initiative project.

On May 25, 2016, Attachment B was revised to redirect $358,500 from PDA Implementation Studies/Forums and $1,390 in unprogrammed PDA planning funds within the Transportation for Livable Communities (TLC) program to ABAG PDA Planning and Implementation.

On July 27, 2016, Attachment B was revised to redirect $548,388 in unobligated balances from San Francisco Department of Public Works' Folsom Street Streetscape project to the Second Street Complete Streets project within the County Transportation for Livable Communities program.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016 and July 13, 2016.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the 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

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 28, 2009

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	$1,786,000	$0	$1,786,000
BCDC Planning	BCDC	$893,000	$0	$893,000
MTC Planning	MTC	$1,786,000	$0	$1,786,000
SUBTOTAL		$4,465,000	$0	$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	$2,566,000	$0	$2,566,000
CMA Planning - Contra Costa	CCTA	$2,029,000	$0	$2,029,000
CMA Planning - Marin	TAM	$1,786,000	$0	$1,786,000
CMA Planning - Napa	NCTPA	$1,786,000	$0	$1,786,000
CMA Planning - San Francisco	SFCTA	$1,867,000	$0	$1,867,000
CMA Planning - San Mateo	SMCCAG	$1,786,000	$0	$1,786,000
CMA Planning - Santa Clara	VTA	$2,840,000	$0	$2,840,000
CMA Planning - Solano	STA	$1,786,000	$0	$1,786,000
CMA Planning - Sonoma	SCTA	$1,786,000	$0	$1,786,000
SUBTOTAL		$18,232,000	$0	$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	**TOTAL:**	**$22,697,000**	**$0**	**$22,697,000**
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	$19,772,000	$0	$19,772,000
Clipper® Fare Card Collections System	GGBHTD	$8,900,000	$0	$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	$228,000	$0	$228,000
511 - Traveler Information	MTC	$34,500,000	$0	$34,500,000
Regional Transportation Marketing	MTC	$2,100,000	$0	$2,100,000
SUBTOTAL		$65,500,000	$0	$65,500,000
FSP/Incident Management	SAFE	$18,400,000	$0	$18,400,000
SUBTOTAL		$18,400,000	$0	$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS	**TOTAL:**	**$83,900,000**	**$0**	**$83,900,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	$750,000	$0	$750,000
Regional Performance Initiatives Implementation	SAFE	$4,058,000	$0	$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	$3,750,000	$0	$3,750,000
SUBTOTAL		$8,558,000	$0	$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	$2,690,000	$3,535,000	$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	$2,100,000	$6,673,000	$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	$2,000,000	$7,227,000	$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	$1,617,000	$4,680,000	$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	$15,740,000	$0	$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	$4,682,000	$0	$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	$3,657,000	$7,498,000	$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	$2,068,000	$2,258,000	$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	$4,240,000	$15,000,000	$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	$1,000,000	$0	$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	$3,700,000	$0	$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	$3,991,000	$18,086,000	$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	$4,000,000	$0	$4,000,000
SUBTOTAL		$51,485,000	$64,957,000	$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	**TOTAL:**	**$60,043,000**	**$64,957,000**	**$125,000,000**
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	$810,000	$0	$810,000
Vacaville Intermodal Station Phase 2	Vacaville	$975,000	$0	$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	$445,000	$0	$445,000
STA - Solano Safe Routes To School Program	STA	$215,000	$0	$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	$555,000	$0	$555,000
SUBTOTAL		$3,000,000	$0	$3,000,000

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	$2,863,000	$0	$2,863,000
Public Education Outreach including SB1339 Implementation	BAAQMD	$400,000	$0	$400,000
Electric Vehicle Promotional Campaign	MTC	$925,000	$0	$925,000
Smart Driving Pilot Program	MTC	$500,000	$0	$500,000
Spare the Air Youth Program	MTC	$3,000,000	$0	$3,000,000
Spare the Air	BAAQMD	$3,700,000	$0	$3,700,000
SUBTOTAL		$11,388,000	$0	$11,388,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	$500,000	$0	$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	TAM Marin County	$383,000	$0	$383,000
Bay Area School Transportation Collaborative	ACWMA	$867,000	$0	$867,000
Education and Encouragement School Route Maps	STA	$250,000	$0	$250,000
SUBTOTAL		$2,000,000	$0	$2,000,000
Safe Routes To Schools - County				
Specific projects TBD by CMAs				
Alameda County Safe Routes to School Program	ACTC	$2,069,065	$0	$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	$1,150,935	$0	$1,150,935
Brentwood School Area Safety Improvements	Brentwood	$432,000	$0	$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	$265,000	$0	$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	$365,000	$0	$365,000
Moraga Way Pedestrian Pathway	Orinda	$166,000	$0	$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	$250,000	$0	$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	$725,000	$0	$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	$264,000	$0	$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	$475,000	$0	$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	$315,000	$0	$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	$500,000	$0	$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	$579,000	$0	$579,000
San Mateo County Safe Routes to School Program	CCAG	$1,429,000	$0	$1,429,000
Mountain View VERBS Program	Mountain View	$500,000	$0	$500,000
Palo Alto Safe Routes to School	Palo Alto	$528,000	$0	$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	$943,000	$0	$943,000
San Jose Walk N' Roll - Safe Access	San Jose	$568,000	$0	$568,000
Santa Clara VERBS Program	Santa Clara (City)	$500,000	$0	$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	$1,000,000	$0	$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	$300,000	$0	$300,000
STA - Solano County Safe Routes to School Program	STA	$642,000	$0	$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	$1,034,000	$0	$1,034,000
SUBTOTAL		$15,000,000	$0	$15,000,000
Innovative Grants				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	$2,000,000	$0	$2,000,000
Shore Power Initiative	Port of Oakland	$3,000,000	$0	$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	$2,808,000	$0	$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	$4,379,000	$0	$4,379,000
Bicycle-Sharing Program (Phase II)	BAAQMD/MTC	$24,000	$0	$24,000
Bicycle Sharing in Emerging Communities	TBD	$4,500,000	$0	$4,500,000
San Mateo Bicycle/Pedestrian Improvements	San Mateo (City)	$500,000	$0	$500,000
$400,000 Redirected to OBAG 2 PCA Program in Nov 2015	Various	$13,000	$0	$13,000
Cold-In-Place (CIP) Pavement Recycling	City of Napa	$2,000,000	$0	$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	$600,000	$0	$600,000
Dynamic Rideshare	SCTA	$2,375,000	$0	$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	$1,700,000	$0	$1,700,000
Public-Private Partnership TDM	SFCTA	$750,000	$0	$750,000
SFgo	SFMTA	$20,000,000	$0	$20,000,000
TDM Strategies for Redwood City	SamTrans	$1,487,000	$0	$1,487,000
San Jose Transportation Demand Management	San Jose	$1,500,000	$0	$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria	$0	$376,000	$376,000
SUBTOTAL		$47,636,000	$376,000	$48,012,000
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	$3,200,000	$0	$3,200,000
SUBTOTAL		$3,200,000	$0	$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	**TOTAL:**	**$82,224,000**	**$376,000**	**$82,600,000**

Attachment B

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Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
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July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
Specific projects TBD by County CMAs				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	$153,000	$0	$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	$47,000	$0	$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	$66,000	$0	$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	$24,000	$0	$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	$55,000	$0	$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	$70,000	$0	$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	$186,000	$0	$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	$54,000	$0	$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	$49,000	$0	$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	$1,702,000	$0	$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	$435,000	$0	$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	$709,000	$0	$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	$860,000	$0	$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	$486,000	$0	$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	$180,000	$0	$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	$900,000	$0	$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	$600,000	$0	$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	$85,000	$0	$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	$88,000	$0	$88,000
TAM - Central Marin Ferry Connection	TAM	$1,410,000	$0	$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	$170,000	$0	$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	$200,000	$0	$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	$211,000	$0	$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	$988,000	$0	$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	$185,000	$0	$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	$420,000	$0	$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	$337,000	$0	$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	$256,000	$0	$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	$261,000	$0	$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	$424,000	$0	$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	$672,000	$0	$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	$1,200,000	$0	$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	$50,000	$0	$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	$1,258,000	$0	$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	$1,081,000	$0	$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	$437,000	$0	$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	$221,000	$0	$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	$814,000	$0	$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	$876,000	$0	$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	$948,000	$0	$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	$620,000	$0	$620,000
Berkely Bay Trail (TE)	Bekeley	$0	$1,557,000	$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	$0	$1,009,000	$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin Couty	$0	$294,000	$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	$0	$183,000	$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	$0	$235,000	$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	$0	$388,000	$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	$0	$174,000	$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	$0	$200,000	$200,000
Bayshore Bicycle Lane	Brisbane	$0	$627,000	$627,000
Gilroy Schools Pedestrain and Bicycle Lane Access Improvements (TE)	Gilroy	$0	$697,000	$697,000
Safe Routes to Schools, Pedestrain and Bicycle Improvements (TE)	Los Altos Hills	$0	$467,000	$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	$0	$159,000	$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enahcements (TE)	Milpitas	$0	$501,000	$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	$0	$400,000	$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	$0	$77,000	$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	$0	$581,000	$581,000
SUBTOTAL		$19,788,000	$7,549,000	$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)	**TOTAL:**	**$19,788,000**	**$7,549,000**	**$27,337,000**

* NOTE: Regional Bicycle Program STP fund administered by County CMAs as part of the Block Grant Program.
* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAs in 2010 RTIP

Attachment B

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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC) *				
TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	$450,000	$0	$450,000
MTC Station Area Planning Implementation	MTC	$402,110	$0	$402,110
Station Area Plans				
Central Fremont – City Center	Fremont	$224,000	$0	$224,000
South Fremont/Warm Springs BART Station	Fremont	$276,000	$0	$276,000
Walnut Creek BART	Walnut Creek	$500,000	$0	$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	$68,000	$0	$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	$300,000	$0	$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	$600,000	$0	$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	$450,000	$0	$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	$200,000	$0	$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	$400,000	$0	$400,000
Warm Springs/South Fremont BART	Fremont	$300,000	$0	$300,000
Concord Downtown BART	Concord	$480,000	$0	$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	$240,000	$0	$240,000
South Richmond	Richmond	$496,000	$0	$496,000
Treasure Island Mobility Management	San Francisco	$500,000	$0	$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	$200,000	$0	$200,000
El Camino/San Antonio	Mountain View	$400,000	$0	$400,000
Central Rohnert Park	Rohnert Park	$448,000	$0	$448,000
MTC PDA Planning Implementation	MTC	$1,101,000	$0	$1,101,000
ABAG PDA Planning Implementation	ABAG	$609,890	$0	$609,890
Smart Growth Technical Assistance Program	MTC	$360,000	$0	$360,000
SUBTOTAL		**$9,005,000**	**$0**	**$9,005,000**
Transit Oriented Development (TOD)				
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
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	$860,000	$0	$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	$1,805,000	$0	$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	$647,000	$0	$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	$1,800,000	$0	$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	$2,500,000	$0	$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	$2,200,000	$0	$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	$4,610,000	$0	$4,610,000
Union City Intermodal Station East Plaza	Union City	$4,450,000	$0	$4,450,000
Richmond Nevin Avenue Imps	Richmond	$2,654,000	$0	$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	$1,381,000	$0	$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	$2,109,000	$0	$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	$2,800,000	$0	$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	$1,120,000	$0	$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	$2,221,000	$0	$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	$605,000	$0	$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	$3,132,000	$0	$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	$1,425,000	$0	$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	$2,024,000	$0	$2,024,000
Vallejo Downtown Streetscape Phase 3	Vallejo	$400,000	$0	$400,000
Cotati Train Depot	Cotati	$1,516,000	$0	$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	$708,000	$0	$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	$1,045,000	$0	$1,045,000
SUBTOTAL		$42,012,000	$0	$42,012,000
County Transportation for Livable Communities (TLC) Program				
Specific projects TBD by CMAs				

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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
County TLC - Alameda - Block Grant TLC Implementation	ACTC	$238,000	$0	$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	$83,000	$0	$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	$40,000	$0	$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	$22,000	$0	$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	$125,000	$0	$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	$115,000	$0	$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	$285,000	$0	$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	$67,000	$0	$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	$47,000	$0	$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	$625,000	$0	$625,000
Fremont - Midtown Catalyst Project	Fremont	$1,600,000	$0	$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	$1,566,000	$0	$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	$176,000	$0	$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	$1,700,000	$0	$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	$816,000	$0	$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	$1,690,000	$0	$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	$1,217,000	$0	$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	$970,000	$0	$970,000
American Canyon - PDA Development Plan	American Canyon	$318,000	$0	$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	$200,000	$0	$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	**$516,612**	$0	**$516,612**
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	$948,000	$0	$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	$1,104,000	$0	$1,104,000
Second Street Complete Streets	**SFDPW**	**$548,388**	$0	**$548,388**
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	$301,000	$0	$301,000
Daly City - Citywide Accessibility Improvements	Daly City	$420,000	$0	$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	$355,000	$0	$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	$263,000	$0	$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	$654,000	$0	$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	$503,000	$0	$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	$1,500,000	$0	$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	$788,000	$0	$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	$1,100,000	$0	$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	$500,000	$0	$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	$1,161,000	$0	$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	$523,000	$0	$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	$594,000	$0	$594,000
Vallejo - Streetscapes Improvements	Vallejo	$1,277,000	$0	$1,277,000
Cotati - Downtown Streetscape	Cotati	$1,100,000	$0	$1,100,000
Cotati Train Depot	Cotati	$200,000	$0	$200,000
SUBTOTAL		$26,256,000	$0	$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC)	**TOTAL:**	**$87,273,000**	**$0**	**$87,273,000**
* NOTE: Two thirds of the TLC Program administered by MTC. One third admininstered by County CMAs, as part of the Block Grant Program.				
7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	$4,500,000	$0	$4,500,000
Pavement Management Program (PMP)	MTC	$1,500,000	$0	$1,500,000
SUBTOTAL		$6,000,000	$0	$6,000,000
Federal Aid Secondary (FAS) Committment *				
Specific projects TBD by Counties				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	$2,135,000	$0	$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	$1,611,000	$0	$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	$1,006,000	$0	$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	$312,000	$0	$312,000
Napa County - Various Streets Rehabilitation	Napa County	$1,114,000	$0	$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	$1,070,000	$0	$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	$2,041,000	$0	$2,041,000
Solano County - Pavement Overlay Program	Solano County	$1,807,000	$0	$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	$3,917,000	$0	$3,917,000
SUBTOTAL		$15,013,000	$0	$15,013,000
Local Streets and Roads (LSR) Rehabililtation **				

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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
Specific projects TBD by CMAs				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	$662,000	$0	$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	$215,000	$0	$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	$97,000	$0	$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	$75,000	$0	$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	$310,000	$0	$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	$272,000	$0	$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	$689,000	$0	$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	$259,000	$0	$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	$229,000	$0	$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	$837,000	$0	$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	$1,121,000	$0	$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	$117,000	$0	$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	$955,000	$0	$955,000
Dublin - Citywide Street Resurfacing	Dublin	$547,000	$0	$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	$2,706,550	$0	$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	$431,450	$0	$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	$1,336,000	$0	$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	$1,028,000	$0	$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	$682,000	$0	$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	$3,617,000	$0	$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	$876,000	$0	$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	$807,000	$0	$807,000
Union City - Dyer Street Rehabilitation	Union City	$861,000	$0	$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	$1,907,000	$0	$1,907,000
Brentwood - Various Streets Overlay	Brentwood	$823,000	$0	$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	$2,147,000	$0	$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	$2,121,000	$0	$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	$848,000	$0	$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	$500,000	$0	$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	$825,000	$0	$825,000
Walnut Creek - Various Arterials and Colletors Rehabilitation	Walnut Creek	$1,856,000	$0	$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	$1,196,000	$0	$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	$123,000	$0	$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	$1,019,000	$0	$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	$654,000	$0	$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	$625,000	$0	$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	$526,000	$0	$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	$3,200,000	$0	$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	$530,000	$0	$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	$350,000	$0	$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	$3,368,000	$0	$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	$308,000	$0	$308,000
Daly City - Various Streets Rehabilitation	Daly City	$1,058,000	$0	$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	$385,000	$0	$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	$383,000	$0	$383,000
Redwood City - Various Streets Overlay	Redwood City	$946,000	$0	$946,000
San Bruno Various Streets Resurfacing	San Bruno	$398,000	$0	$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	$319,000	$0	$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	$1,255,000	$0	$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	$1,416,000	$0	$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	$712,000	$0	$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	$500,000	$0	$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	$500,000	$0	$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	$614,000	$0	$614,000
Los Altos - San Antonio Road Microseal	Los Altos	$259,000	$0	$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	$500,000	$0	$500,000
Mountain View - Church Street Improvements	Mountain View	$530,000	$0	$530,000

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
Palo Alto - Various Streets Pavement Overlay	Palo Alto	$549,000	$0	$549,000
San Jose - Various Streets Rehabilitation	San Jose	$7,987,000	$0	$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	$1,163,000	$0	$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	$1,157,000	$0	$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	$530,000	$0	$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	$500,000	$0	$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	$638,000	$0	$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	$1,117,000	$0	$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	$371,000	$0	$371,000
Fairfield - Various Streets Overlay	Fairfield	$1,370,000	$0	$1,370,000
Solano County Pavement Overlay	Solano County	$1,689,000	$0	$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	$437,000	$0	$437,000
Vacaville - Various Streets Overlay	Vacaville	$1,324,000	$0	$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	$1,595,000	$0	$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	$1,036,000	$0	$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	$563,000	$0	$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	$2,072,000	$0	$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	$4,912,000	$0	$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	$348,000	$0	$348,000
SUBTOTAL		$80,789,000	$0	$80,789,000
7. LOCAL STREETS AND ROADS (LSR)	**TOTAL:**	**$101,802,000**	**$0**	**$101,802,000**

* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county.
The FAS amounts in Cycle 1 represent the total annual FAS committments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share.
** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.

8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	$6,330,000	$0	$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GGBH&TD	$5,000,000	$0	$5,000,000
Golden Gate Bridge Suicide Deterent	GGBH&TD	$27,000,000	$0	$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	$34,000,000	$0	$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	$15,942,309	$0	$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	$1,085,808	$0	$1,085,808
SamTrans Advanced Comm. Sys.Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	$2,260,796	$0	$2,260,796
SCL I-280 I/C Improvements	VTA	$1,000,000	$31,000,000	$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	$500,000	$0	$500,000
Small/Northbay Operators (Transit Payback Commitment)	Various			
Clipper Phase III Implementation	Various	$2,691,476	$0	$2,691,476
SUBTOTAL		**$95,810,389**	$31,000,000	**$126,810,389**
8. REGIONAL STRATEGIC INVESTMENTS (RSI)	**TOTAL:**	**$95,810,389**	**$31,000,000**	**$126,810,389**

9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	$475,000	$0	$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	$430,000	$0	$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	$1,225,539	$0	$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	$1,000,000	$0	$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	$203,291	$0	$203,291
Advanced Communications and Information System	GGBHTD	$233,728	$0	$233,728
Community Based Transportation Plan Updates	NCTPA	$80,000	$0	$80,000
ADA Bus Stop Upgrades	NCTPA	$116,794	$0	$116,794
Eddy and Ellis Traffic Calming	SFMTA	$1,175,105	$0	$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	$339,924	$0	$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	$339,924	$0	$339,924
East San Jose Pedestrian Improvements	Santa Clara County	$2,127,977	$0	$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	$481,368	$0	$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	$40,000	$0	$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	$202,937	$0	$202,937
Central Sonoma Valley Trail	Sonoma County	$500,000	$0	$500,000
SUBTOTAL		**$8,971,587**	**$0**	**$8,971,587**
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)	**TOTAL:**	**$8,971,587**	**$0**	**$8,971,587**

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
First Cycle Total		**$562,508,976**	**$103,882,000**	**$666,390,976**

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** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.
The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

*** NOTE: All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

**** NOTE: Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

***** NOTE: Doyle Drive/Presidio Parkway - Contingent upon $34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining $88 million commitment to the Central Subway project.

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

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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for $2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect $1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect $270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the $10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect $0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

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

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

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

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

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

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

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

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

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

On March 23, 2016, Attachment B-1 was revised to transfer $280,000 from MTC's 511-Traveler Information to MTC's Regional Performance Initiatives Implementation; identify

funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct $1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect $68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect $20.0 million in unobligated balances and cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer $1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 ($23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B1and B2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct $360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct $314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect $791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct $9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and $1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect $52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and

Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, and July 13, 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

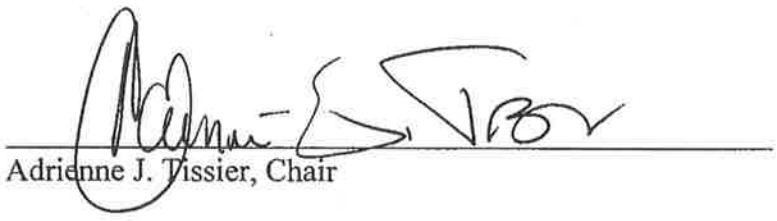
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C
07/27/16-C

OBAG 1 County Program
FY 2012-13 through FY 2016-17
July 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		**$310,459,000**	**$18,036,000**	**$328,495,000**
ALAMEDA COUNTY				
Specific projects TBD by Alameda CMA		$0	$0	$0
CMA Base Planning Activities - Alameda	ACTC	$3,836,000	$0	$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	$3,270,000	$0	$3,270,000
CMA Planning Activities FY 2016-17 Supplement - Alameda	ACTC	$1,034,000	$0	$1,034,000
Alameda County Safe Routes to School Program	ACTC	$2,000,000	$0	$2,000,000
Alameda City Complete Streets	Alameda (City)	$635,000	$0	$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	$1,665,000	$0	$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	$340,000	$3,726,000	$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	$2,777,000	$0	$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	$2,156,000	$0	$2,156,000
Dublin Boulevard Preservation	Dublin	$470,000	$0	$470,000
Emeryville - Hollis Street Preservation	Emeryville	$100,000	$0	$100,000
Fremont Various Streets and Roads Preservation	Fremont	$2,105,000	$0	$2,105,000
Fremont City Center Multi-Modal Imps	Fremont	$5,855,000	$0	$5,855,000
Hayward - Industrial Boulevard Preservation	Hayward	$1,335,000	$0	$1,335,000
Livermore Various Streets Preservation	Livermore	$1,053,000	$0	$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	$454,000	$0	$454,000
Oakland Complete Streets	Oakland	$3,851,000	$0	$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	$3,288,000	$0	$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	$7,000,000	$0	$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	$5,452,000	$0	$5,452,000
Lake Merritt BART Bikeways	Oakland	$571,000	$0	$571,000
Piedmont Complete Streets	Piedmont	$129,000	$0	$129,000
Pleasanton Complete Streets	Pleasanton	$832,000	$0	$832,000
San Leandro Boulevard Preservation	San Leandro	$804,000	$0	$804,000
Whipple Road Complete Streets	Union City	$669,000	$0	$669,000
Union City BART TLC Phase 2	Union City	$8,692,000	$0	$8,692,000
ALAMEDA COUNTY	**TOTAL:**	**$60,373,000**	**$3,726,000**	**$64,099,000**
CONTRA COSTA COUNTY				
Specific projects TBD by Contra Costa CMA	TBD	$0	$0	$0
CMA Base Planning Activities - Contra Costa	CCTA	$3,036,000	$0	$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	$1,214,000	$0	$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	$818,000	$0	$818,000
Antioch 9th Street Preservation	Antioch	$673,000	$0	$673,000
Richmond BART Station Intermodal Imps.	BART	$2,900,000	$0	$2,900,000
Balfour Road Preservation	Brentwood	$290,000	$0	$290,000
Clayton Various Streets Preservation	Clayton	$386,000	$0	$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	$0	$1,195,000	$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	$965,000	$1,189,000	$2,154,000
Concord Various Streets Preservation	Concord	$757,000	$0	$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	$1,941,000	$0	$1,941,000
Danville Various Streets and Roads Preservation	Danville	$933,000	$0	$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	$630,000	$0	$630,000
El Cerritto Ohlone Greenway Bike and Ped. Imps.	El Cerrito	$3,468,000	$0	$3,468,000
Hercules Intermodal Transit Center	Hercules	$2,584,000	$0	$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	$702,000	$0	$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	$584,000	$0	$584,000
Martinez Various Streets and Roads Preservation	Martinez	$1,023,000	$0	$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	$709,000	$0	$709,000
Oakley Various Streets and Roads Preservation	Oakley	$1,031,000	$0	$1,031,000
Ivy Street Preservation	Orinda	$552,000	$0	$552,000
Pinole - San Pablo Avenue Preservation	Pinole	$453,000	$0	$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	$299,000	$0	$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	$1,300,000	$0	$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	$4,770,000	$0	$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	$799,000	$0	$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	$413,000	$0	$413,000
Richmond Local Streets and Roads Preservation	Richmond	$3,030,000	$0	$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	$454,000	$0	$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	$5,978,000	$0	$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	$291,000	$0	$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	$655,000	$0	$655,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C
07/27/16-C

OBAG 1 County Program
FY 2012-13 through FY 2016-17
July 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		**$310,459,000**	**$18,036,000**	**$328,495,000**
CONTRA COSTA COUNTY	**TOTAL:**	**$43,638,000**	**$2,384,000**	**$46,022,000**
MARIN COUNTY				
Specific projects TBD by Marin CMA	TBD	$0	$0	$0
CMA Base Planning Activities - Marin	TAM	$2,673,000	$0	$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	$418,000	$0	$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	$720,000	$0	$720,000
Central Marin Ferry Bike/Ped Connection	TAM	$1,500,000	$0	$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	$274,000	$0	$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	$457,000	$0	$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	$1,900,000	$0	$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	$0	$300,000	$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	$243,000	$407,000	$650,000
Donahue Street Preservation	Marin County	$1,077,000	$0	$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	$779,000	$0	$779,000
MARIN COUNTY	**TOTAL:**	**$10,041,000**	**$707,000**	**$10,748,000**
NAPA COUNTY				
Specific projects TBD by Napa - NCTPA	TBD	$0	$0	$0
CMA Base Planning Activities - Napa	NCTPA	$2,673,000	$0	$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	$720,000	$0	$720,000
Napa City North/South Bike Connection	Napa (City)	$300,000	$0	$300,000
California Boulevard Roundabouts	Napa (City)	$2,463,000	$431,000	$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	$794,000	$0	$794,000
NAPA COUNTY	**TOTAL:**	**$6,950,000**	**$431,000**	**$7,381,000**
SAN FRANCISCO COUNTY		$3,393,000		$0.46
Specific projects TBD by San Francisco CMA		$0	$0	$0
CMA Base Planning Activities - San Francisco	SFCTA	$2,795,000	$0	$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	$773,000	$0	$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	$753,000	$0	$753,000
Longfellow Safe Routes to School	SF DPW	$670,307	$0	$670,307
ER Taylor Safe Routes to School	SF DPW	**$400,115**	$0	**$400,115**
Chinatown Broadway Complete Streets Phase IV	SF DPW	$3,477,801	$1,910,000	$5,387,801
Mansell Corridor Complete Streets	SFCTA	$1,762,239	$0	$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	$10,227,539	$0	$10,227,539
Second Street Complete Streets	~~SFMTA~~ **SF DPW**	**$10,567,999**	$0	**$10,567,999**
Transbay Center Bicyle and Pedestrian Imps.	TJPA	$6,000,000	$0	$6,000,000
SAN FRANCISCO COUNTY	**TOTAL:**	**$37,427,000**	**$1,910,000**	**$39,337,000**
SAN MATEO COUNTY				
Specific projects TBD by San Mateo CMA		$0	$0	$0
CMA Base Planning Activities - San Mateo	SMCCAG	$2,673,000	$0	$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	$752,000	$0	$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	$720,000	$0	$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	$84,000	$0	$84,000
Atherton Various Streets and Roads Preservation	Atherton	$285,000	$0	$285,000
Belmont Various Streets and Roads Preservation	Belmont	$534,000	$0	$534,000
Old County Road Bike and Pedestrian Imps	Belmont	$270,000	$0	$270,000
Ralston Road Pedestrian Improvements	Belmont	$250,000	$0	$250,000
Carolan Avenue Complete Streets and Road Diet	Burlingame	$986,000	$0	$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	$3,613,000	$0	$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	$562,000	$0	$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	$1,290,000	$0	$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	$1,000,000	$0	$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	$427,000	$0	$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	$499,000	$0	$499,000
Millbrae Various Streets and Roads Prerservation	Millbrae	$445,000	$0	$445,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C
07/27/16-C

OBAG 1 County Program
FY 2012-13 through FY 2016-17
July 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		**$310,459,000**	**$18,036,000**	**$328,495,000**
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	$1,141,000	$0	$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	$431,000	$0	$431,000
Palmetto Avenue Streetscape	Pacifica	$1,000,000	$0	$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	$224,000	$0	$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	$548,000	$0	$548,000
Middlefield Road Bicyle and Pedestrian Imps	Redwood City	$1,752,000	$0	$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	$123,000	$0	$123,000
San Bruno Avenue Street Median Imps	San Bruno	$735,000	$0	$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	$412,000	$0	$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	$1,000,000	$0	$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Inititive)	San Carlos	$182,000	$0	$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	$270,000	$0	$270,000
North Central Pedestrian Imps	San Mateo (City)	$1,000,000	$0	$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	$368,000	$0	$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	$320,000	$0	$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	$357,000	$0	$357,000
South San Francisco Grand Blvd Pedestrain Imps	South San Francisco	$1,000,000	$0	$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	$0	$1,991,000	$1,991,000
SAN MATEO COUNTY	**TOTAL:**	**$25,253,000**	**$1,991,000**	**$27,244,000**
SANTA CLARA COUNTY				
Specific projects TBD by Santa Clara CMA		$1,145,000	$0	$1,145,000
CMA Base Planning Activities - Santa Clara	VTA	$4,246,000	$0	$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	$1,754,000	$0	$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	$1,145,000	$0	$1,145,000
Hamilton Avenue Preservation	Campbell	$279,000	$0	$279,000
Campbell Avenue Bicycle and Pedestrain Imps.	Campbell	$3,718,000	$0	$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	$735,000	$0	$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	$1,034,000	$0	$1,034,000
Eigleberry Street Preservation	Gilroy	$808,000	$0	$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	$312,000	$0	$312,000
El Monte Road Preservation	Los Altos Hills	$186,000	$0	$186,000
Hillside Road Preservation	Los Gatos	$139,000	$0	$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	$1,652,000	$0	$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	$250,000	$0	$250,000
Monterey Road Preservation	Morgan Hill	$1,379,000	$0	$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	$1,166,000	$0	$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	$956,000	$0	$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	$0	$4,350,000	$4,350,000
San Jose Citywide Bikeway Program	San Jose	$1,150,000	$0	$1,150,000
San Jose Citywide Pavement Management Program	San Jose	$11,531,000	$0	$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	$1,150,000	$0	$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	$1,150,000	$0	$1,150,000
Downtown San Jose Bike Lanes and De-Couplet	San Jose	$1,500,000	$0	$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	$2,000,000	$0	$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	$1,500,000	$0	$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	$3,000,000	$0	$3,000,000
St. Johns Bikeway and Pedestiran Improvements	San Jose	$1,185,000	$0	$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	$3,150,000	$0	$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	$1,891,000	$0	$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	$8,350,000	$0	$8,350,000
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	$7,735,000	$0	$7,735,000
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	$3,234,000	$0	$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	$162,000	$0	$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	$4,205,000	$0	$4,205,000
Duane Avenue Preservation	Sunnyvale	$1,576,000	$0	$1,576,000
East & West Channel Multi-Use Trails	Sunnyvale	$3,440,000	$0	$3,440,000
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	$956,000	$0	$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	$695,000	$0	$695,000

Attachment B-2

OBAG 1 County Program
FY 2012-13 through FY 2016-17
July 2016

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C
07/27/16-C

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		**$310,459,000**	**$18,036,000**	**$328,495,000**
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	$1,569,000	$0	$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	$524,000	$0	$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	$744,000	$0	$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	$1,514,000	$0	$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	$1,251,000	$0	$1,251,000
SANTA CLARA COUNTY	**TOTAL:**	**$86,066,000**	**$4,350,000**	**$90,416,000**
SOLANO COUNTY				
Specific projects TBD by Solano CMA				
CMA Base Planning Activities - Solano	STA	$2,673,000	$0	$2,673,000
CMA Planning Activities Augmentation - Solano	STA	$333,000	$0	$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	$720,000	$0	$720,000
Local PDA Planning Augmentation	STA	$511,000	$0	$511,000
East 2nd Street Preservation	Benicia	$495,000	$0	$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	$100,000	$0	$100,000
West A Street Preservation	Dixon	$584,000	$0	$584,000
Dixon SRTS Infrastructure Imps	Dixon	$100,000	$0	$100,000
Beck Avenue Preservation	Fairfield	$1,424,000	$0	$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	$100,000	$0	$100,000
Solano County - Various Streets and Roads Preservation	Solano County	$1,389,000	$0	$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	$1,800,000	$0	$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	$1,394,000	$1,141,000	$2,535,000
Eastern Solano / SNCI Rideshare Program	STA	$533,000	$0	$533,000
Solano Transit Ambassador Program	STA	$250,000	$0	$250,000
Driftwood Drive Path	Suisun City	$439,045	$0	$439,045
Walters Road/Pintail Drive Preservation	Suisun City	$356,000	$0	$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	$415,000	$0	$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	$303,207	$0	$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	$1,231,000	$0	$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	$450,000	$0	$450,000
Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	$60,020	$0	$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	$247,728	$0	$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	$2,440,000	$0	$2,440,000
SOLANO COUNTY	**TOTAL:**	**$18,348,000**	**$1,141,000**	**$19,489,000**
SONOMA COUNTY				
Specific projects TBD by Sonoma - SCTA				
CMA Base Planning Activities - Sonoma	SCTA	$2,673,000	$0	$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	$720,000	$0	$720,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	$250,000	$0	$250,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	$250,000	$0	$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	$250,000	$0	$250,000
Petaluma Complete Streets	Petaluma	$1,848,000	$0	$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	$1,103,000	$0	$1,103,000
Rohnert Park Bicyle and Pedestrian Improvements	Rohnert Park	$500,000	$0	$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	$360,000	$353,000	$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	$2,460,000	$0	$2,460,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	$250,000	$0	$250,000
SMART Larkspur Extension (Regional Project)	SMART	$6,100,000	$0	$6,100,000
SMART Clipper Card Service	MTC	$500,000	$0	$500,000
SMART Bicycle/Pedestrian Pathway	SMART	$0	$1,043,000	$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	$250,000	$0	$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	$3,377,000	$0	$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	$630,000	$0	$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	$432,000	$0	$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	$410,000	$0	$410,000
	TOTAL:	**$22,363,000**	**$1,396,000**	**$23,759,000**

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C
07/27/16-C

OBAG 1 County Program
FY 2012-13 through FY 2016-17
July 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		**$310,459,000**	**$18,036,000**	**$328,495,000**
Cycle 2 Total	**TOTAL:**	**$310,459,000**	**$18,036,000**	**$328,495,000**

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Attachment B-1

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 03/23/16-C 05/25/16-C 07/27/16-C

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

OBAG 1 Regional Programs Project List

DO NOT PRINT DO NOT PRINT

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		**$243,243,984**	**$208,085,016**	**$451,329,000**	**$40,000,000**	**$491,329,000**
1. REGIONAL PLANNING ACTIVITIES (STP Planning)						
ABAG Planning	ABAG	$3,393,000		$3,393,000	$0	$3,393,000
BCDC Planning	BCDC	$1,626,000		$1,626,000	$0	$1,626,000
MTC Planning	MTC	$3,468,000		$3,468,000	$0	$3,468,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	**TOTAL:**	**$8,487,000**	**$0**	**$8,487,000**	**$0**	**$8,487,000**
2. REGIONAL OPERATIONS (RO)						
511 - Traveler Information	MTC	$41,250,000	$16,270,000	$57,520,000	$0	$57,520,000
Clipper® Fare Media Collection	MTC	$12,300,000	$9,100,000	$21,400,000	$0	$21,400,000
SUBTOTAL		$53,550,000	$25,370,000	$78,920,000	$0	$78,920,000
Incident Management Program	MTC/SAFE		$12,240,000	$12,240,000	$0	$12,240,000
FSP/Call Box Program	MTC/SAFE	$14,462,000		$14,462,000	$0	$14,462,000
SUBTOTAL		$14,462,000	$12,240,000	$26,702,000	$0	$26,702,000
2. REGIONAL OPERATIONS (RO)	**TOTAL:**	**$68,012,000**	**$37,610,000**	**$105,622,000**	**$0**	**$105,622,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)						
Regional Performance Initiatives Implementation	SAFE	$2,000,000	$5,750,000	$7,750,000	$0	$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	$7,480,000	$5,834,000	$13,314,000	$0	$13,314,000
Program for Arterial System Synchronization (PASS)	MTC	$2,000,000	$7,000,000	$9,000,000	$0	$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	$500,000		$500,000	$0	$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	$500,000		$500,000	$0	$500,000
SUBTOTAL		$12,480,000	$18,584,000	$31,064,000		$31,064,000
Ramp Metering and TOS Elements - MTC Program						
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans		$656,000	$656,000	$0	$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	$750,000		$750,000	$0	$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	$0	$8,118,000	$8,118,000	$0	$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans		$730,000	$730,000	$0	$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans		$170,000	$170,000	$0	$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans		$3,200,000	$3,200,000	$0	$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	$350,000		$350,000	$0	$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans		$270,000	$270,000	$0	$270,000
Unprogrammed Future RTIP	TBD			$0	$34,000,000	$34,000,000
SUBTOTAL		$1,100,000	$13,144,000	$14,244,000	$34,000,000	$48,244,000
Ramp Metering and TOS Elements - Caltrans Program						
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans		$270,000	$270,000	$0	$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans		$3,417,000	$3,417,000	$0	$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans		**$4,686,000**	**$4,686,000**	$0	**$4,686,000**
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans		$4,808,000	$4,808,000	$0	$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans		**$6,819,000**	**$6,819,000**	$0	**$6,819,000**
SUBTOTAL		$0	$20,000,000	$20,000,000	$0	$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	**TOTAL:**	**$13,580,000**	**$51,728,000**	**$65,308,000**	**$34,000,000**	**$99,308,000**
4. PAVEMENT MANAGEMENT PROGRAM (PMP)		($4,000,000)	$65,308,000			
Pavement Management Program (PMP)	MTC	$1,547,000		$1,547,000	$0	$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	$7,500,000		$7,500,000	$0	$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	$53,000		$53,000	$0	$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	**TOTAL:**	**$9,100,000**	**$0**	**$9,100,000**	**$0**	**$9,100,000**
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION						
Regional PDA Implementation						
PDA Planning - ABAG	ABAG	$2,068,228		$2,068,228	$0	$2,068,228
SUBTOTAL		$2,068,228	$0	$2,068,228	$0	$2,068,228
Transit Oriented Affordable Housing (TOAH)						
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA		$10,000,000	$10,000,000	$0	$10,000,000
SUBTOTAL		$0	$10,000,000	$10,000,000	$0	$10,000,000
Local PDA Planning						
Local PDA Planning - Alameda	ACTC	$3,905,000		$3,905,000	$0	$3,905,000
Local PDA Planning - Contra Costa	CCTA	$2,745,000		$2,745,000	$0	$2,745,000
Local PDA Planning - Marin	TAM	$750,000		$750,000	$0	$750,000
Local PDA Planning - City of Napa	Napa	$275,000		$275,000	$0	$275,000
Local PDA Planning - American Canyon	American Canyon	$475,000		$475,000	$0	$475,000
Local PDA Planning - San Francisco	SF City/County	$2,380,000		$2,380,000	$0	$2,380,000
Local PDA Planning - San Mateo	SMCCAG	$218,000		$218,000	$0	$218,000
Belmont Village Specific/Implementation Plan	Belmont	$440,000		$440,000	$0	$440,000
Millbrae PDA Specific Plan	Millbrae	$500,000		$500,000	$0	$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	$450,000		$450,000	$0	$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	$260,000		$260,000	$0	$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	$640,305		$640,305	$0	$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	$100,000		$100,000	$0	$100,000
Local PDA Planning - Palo Alto	Palo Alto	$265,000		$265,000	$0	$265,000
North 1st Street Urban Village Plan	San Jose	$369,962		$369,962	$0	$369,962
Berryessa BART Urban Village Plan	San Jose	$331,630		$331,630	$0	$331,630
Local PDA Planning - Santa Clara	VTA	$3,382,103		$3,382,103	$0	$3,382,103
Local PDA Planning - Solano	STA	$1,066,000		$1,066,000	$0	$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	$647,000		$647,000	$0	$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	$450,000		$450,000	$0	$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	$350,000		$350,000	$0	$350,000
SUBTOTAL		$20,000,000	$0	$20,000,000	$0	$20,000,000
Regional PDA Planning						
Regional PDA Implementation Priorities						
Bay Area Transit Core Capacity Study	MTC	$250,000		$250,000	$0	$250,000
Public Lands Near Rail Corridors Assessment	MTC	$500,000		$500,000	$0	$500,000

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

OBAG 1 Regional Programs Project List

DO NOT PRINT DO NOT PRINT

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		**$243,243,984**	**$208,085,016**	**$451,329,000**	**$40,000,000**	**$491,329,000**
PDA Implementation Studies/Forums	MTC	$156,500		$156,500	$0	$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	$206,772		$206,772	$0	$206,772
PDA Planning						
Oakland Downtown Specific Plan	Oakland	$750,000		$750,000	$0	$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	$750,000		$750,000	$0	$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	$440,000		$440,000	$0	$440,000
Alameda Naval Air Station Specific Plan	Alameda	$250,000		$250,000	$0	$250,000
Del Norte BART Station Precise Plan	El Cerrito	$302,500		$302,500	$0	$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	$700,000		$700,000	$0	$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	$750,000		$750,000	$0	$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	$587,000		$587,000	$0	$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	$750,000		$750,000	$0	$750,000
Staff Assistance						
Alameda PDA TDM Plan	Alameda	$150,000		$150,000	$0	$150,000
Downtown Livermore Parking Implementation Plan	Livermore	$100,000		$100,000	$0	$100,000
Oakland Transporation Impact Review Streamlining	Oakland	$300,000		$300,000	$0	$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	$235,000		$235,000	$0	$235,000
Downtown Oakland Parking Management Strategy	Oakland	$200,000		$200,000	$0	$200,000
Technical Assistance						
Concord Salvio Streetscape	Concord	$50,000		$50,000	$0	$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	$60,000		$60,000	$0	$60,000
San Mateo Planning/Growth Forum Series	San Mateo	$25,000		$25,000	$0	$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	$60,000		$60,000	$0	$60,000
Milpitas Transit Area Parking Analysis	Milpitas	$60,000		$60,000	$0	$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	$60,000		$60,000	$0	$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	$60,000		$60,000	$0	$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	$60,000		$60,000	$0	$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	$59,000		$59,000	$0	$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	$60,000		$60,000	$0	$60,000
SUBTOTAL		$7,931,772	$0	$7,931,772	$0	$7,931,772
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION	**TOTAL:**	**$30,000,000**	**$10,000,000**	**$40,000,000**	**$0**	**$40,000,000**
6. CLIMATE INITIATIVES PROGRAM (CIP)						
Car Sharing						
Hayward RFP for Car Sharing Services	Hayward		$200,480	$200,480	$0	$200,480
Oakland Car Share and Outreach Program	Oakland		$320,526	$320,526	$0	$320,526
CCTA Car Share4All	CCTA		$973,864	$973,864	$0	$973,864
TAM Car Share CANAL	TAM		$125,000	$125,000	$0	$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo		$210,000	$210,000	$0	$210,000
Santa Rosa Car Share	SCTA		$170,130	$170,130	$0	$170,130
Public Education Outreach	MTC		$312,000	$312,000	$0	$312,000
Transportation Demand Management						
goBerkeley Residential Shared Parking Pilot	Berkeley		$950,000	$950,000	$0	$950,000
Hayward Comprehensive Parking Mgmt Plan Implementation	Hayward		$338,000	$338,000	$0	$338,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland		$1,300,000	$1,300,000	$0	$1,300,000
Downtown San Mateo Parking Technology Implementation	San Mateo		$1,500,000	$1,500,000	$0	$1,500,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek		$783,000	$783,000	$0	$783,000
Peery Park Rides	VTA/Sunnyvale		$1,129,000	$1,129,000	$0	$1,129,000
EV Charging Infastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD			$0	$6,000,000	$6,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)	**TOTAL:**	**$0**	**$8,312,000**	**$8,312,000**	**$6,000,000**	**$14,312,000**
* Selected and funded by the BAAQMD. Listed here for informational purposes only						
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)						
Specific projects TBD by CMAs						
Contra Costa County SRTS Program - Supplemental	CCTA		$822,000	$822,000	$0	$822,000
Napa County SRTS Program - Supplemental	NVTA		$105,000	$105,000	$0	$105,000
~~San Francisco County SRTS Program - Supplemental~~	~~SFCTA~~		~~$360,000~~	~~$360,000~~	~~$0~~	~~$360,000~~
San Mateo County SRTS Program - Supplemental	SMCCAG		$225,000	$225,000	$0	$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara		$1,346,000	$1,346,000	$0	$1,346,000
~~Solano County SRTS Program - Supplemental~~	~~STA~~		~~$314,000~~	~~$314,000~~	$0	~~$314,000~~
Sonoma County SRTS Program - Supplemental	SCTA		$345,000	$345,000	$0	$345,000
Alameda County SRTS Program	ACTC	$1,000,000	$4,366,000	$5,366,000	$0	$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch		$330,000	$330,000	$0	$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord		$504,900	$504,900	$0	$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County		$441,700	$441,700	$0	$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County		$709,800	$709,800	$0	$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville		$157,000	$157,000	$0	$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette		$100,000	$100,000	$0	$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga		$100,000	$100,000	$0	$100,000
Orinda Sidewalk Imps	Orinda		$100,000	$100,000	$0	$100,000
Pittsburg School Area Safety Imps	Pittsburg		$203,000	$203,000	$0	$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill		$395,000	$395,000	$0	$395,000
San Ramon School Crossings Enhancements	San Ramon		$247,600	$247,600	$0	$247,600
~~San Rafael Grand Ave Bike/Ped Imps North Civic Center Bicycle and Pedestrian Imps~~	~~San Rafael Marin County~~		$791,000	$791,000	$0	$791,000
Napa County SRTS Non-Infrastructure Program	NVTA		$420,000	$420,000	$0	$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH		**$1,799,000**	**$1,799,000**	$0	**$1,799,000**
San Mateo County SRTS Program	SMCCAG	$372,000	$1,785,000	$2,157,000	$0	$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell		$708,000	$708,000	$0	$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View		$840,000	$840,000	$0	$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View		$500,000	$500,000	$0	$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto		$1,000,000	$1,000,000	$0	$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose		$1,000,000	$1,000,000	$0	$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara		$500,000	$500,000	$0	$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County		$838,000	$838,000	$0	$838,000

Attachment B-1

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 03/23/16-C 05/25/16-C 07/27/16-C

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

OBAG 1 Regional Programs Project List

DO NOT PRINT DO NOT PRINT

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		**$243,243,984**	**$208,085,016**	**$451,329,000**	**$40,000,000**	**$491,329,000**
Solano County SRTS Non-Infrastructure Program	STA		**$1,570,000**	**$1,570,000**	$0	**$1,570,000**
Sonoma County SRTS Program	Sonoma County TPW	$1,379,000		$1,379,000	$0	$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	**TOTAL:**	**$2,751,000**	**$22,249,000**	**$25,000,000**	**$0**	**$25,000,000**
8. TRANSIT CAPITAL REHABILITATION PROGRAM						
SolTrans - Preventive Maintenance	SolTrans	$1,000,000		$1,000,000	$0	$1,000,000
Transit Capital Rehabilitation						
Specific Projects TBD by Commission						
ECCTA Replace Eleven 2001 40' Buses	ECCTA	$636,763		$636,763	$0	$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	$828,539		$828,539	$0	$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	$1,171,461		$1,171,461	$0	$1,171,461
BART Car Exchange Preventative Maintenance	BART	$2,831,849		$2,831,849	$0	$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	$9,994,633		$9,994,633	$0	$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	$2,684,772		$2,684,772	$0	$2,684,772
SFMTA - New 60' Flyer Trolly Bus Replacement	SFMTA	$5,502,261		$5,502,261	$0	$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	$10,000,000		$10,000,000	$0	$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	$3,349,722		$3,349,722	$0	$3,349,722
SUBTOTAL		$37,000,000	$0	$37,000,000	$0	$37,000,000

Attachment B-1

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 03/23/16-C 05/25/16-C 07/27/16-C

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

OBAG 1 Regional Programs Project List

DO NOT PRINT DO NOT PRINT

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		**$243,243,984**	**$208,085,016**	**$451,329,000**	**$40,000,000**	**$491,329,000**
Transit Performance Initiative (TPI) Incentive Program						
Specific Projects TBD by Commission						
TPI - AC Transit Spectrum Ridership Growth	AC Transit	$1,802,676		$1,802,676	$0	$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit		$4,547,305	$4,547,305	$0	$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA		$423,798	$423,798	$0	$423,798
TPI - ACE Positive Train Control	SJRRC/ACE	$502,214		$502,214	$0	$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	$20,587		$20,587	$0	$20,587
TPI - Union City - South Alameda County Major Corrriors Travel Time Imps	Union City	$140,000		$140,000	$0	$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	$100,000		$100,000	$0	$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	$685,196		$685,196	$0	$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	$35,451		$35,451	$0	$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	$817,297		$817,297	$0	$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	$344,513		$344,513	$0	$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD		$387,440	$387,440	$0	$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	$402,572		$402,572	$0	$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	$99,289		$99,289	$0	$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	$239,808		$239,808	$0	$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	$122,249		$122,249	$0	$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	$91,757		$91,757	$0	$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	$120,988		$120,988	$0	$120,988
TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)	NVTA	$96,058		$96,058	$0	$96,058
TPI - BART Train Car Accident Repair	BART	$1,493,189		$1,493,189	$0	$1,493,189
TPI - BART - Metro Priority Track Elements	BART	$3,419,057	$40,000	$3,459,057	$0	$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	$7,165,450		$7,165,450	$0	$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	$44,200		$44,200	$0	$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	$1,325,466		$1,325,466	$0	$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	$2,000,000		$2,000,000	$0	$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	$5,120,704		$5,120,704	$0	$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	$9,285,937		$9,285,937	$0	$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	$1,600,000		$1,600,000	$0	$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	$5,337,401		$5,337,401	$0	$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	$4,091,162		$4,091,162	$0	$4,091,162
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	$44,000		$44,000	$0	$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	$1,344,917		$1,344,917	$0	$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	$1,302,018		$1,302,018	$0	$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA		$2,768,555	$2,768,555	$0	$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield		$372,216	$372,216	$0	$372,216
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	$399,223		$399,223	$0	$399,223
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville		$171,388	$171,388	$0	$171,388
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	$378,692		$378,692	$0	$378,692
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	$525,787		$525,787	$0	$525,787
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	$100,000		$100,000	$0	$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	$156,390		$156,390	$0	$156,390
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	$173,052		$173,052	$0	$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	$199,667		$199,667	$0	$199,667
Specific TPI Incentive Program projects - TBD	TBD		$162,331	$162,331	$0	$162,331
SUBTOTAL		$51,126,967	$8,873,033	$60,000,000	$0	$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	**TOTAL:**	**$89,126,967**	**$8,873,033**	**$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	$10,515,624	$0	$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit		$5,000,000	$5,000,000	$0	$5,000,000
OBAG2 - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	**AC Transit**		**$9,000,000**	**$9,000,000**	$0	**$9,000,000**
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA		$1,009,440	$1,009,440	$0	$1,009,440
TPI-1 - MTC Clipper Phase III Implementation	MTC		$8,000,000	$8,000,000	$0	$8,000,000
OBAG2 - West Grand Ave Transit Signal Priority	**MTC**		**$1,000,000**	**$1,000,000**	$0	**$1,000,000**
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	$4,133,031		$4,133,031	$0	$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA		$4,784,880	$4,784,880	$0	$4,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA		$3,205,680	$3,205,680	$0	$3,205,680
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA		$2,383,860	$2,383,860	$0	$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA		$5,383,109	$5,383,109	$0	$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA		$712,888	$712,888	$0	$712,888

Attachment B-1

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 03/23/16-C 05/25/16-C 07/27/16-C

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

OBAG 1 Regional Programs Project List

DO NOT PRINT DO NOT PRINT

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		**$243,243,984**	**$208,085,016**	**$451,329,000**	**$40,000,000**	**$491,329,000**
TPI-1 - VTA Light Rail Transit Signal Priority	VTA		$1,587,176	$1,587,176	$0	$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	$8,000,000		$8,000,000	$0	$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	$553,986	$16,730,326	$17,284,312	$0	$17,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)	**TOTAL:**	**$12,687,017**	**$69,312,983**	**$82,000,000**	**$0**	**$82,000,000**
10. PRIORITY CONSERVATION AREA (PCA)						
North Bay PCA Program						
Specific projects TBD by North Bay CMAs		$0				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	$320,000		$320,000	$0	$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	$100,000		$100,000	$0	$100,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	$250,000		$250,000	$0	$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	$500,000		$500,000	$0	$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	$80,000		$80,000	$0	$80,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	$1,107,000		$1,107,000	$0	$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	$143,000		$143,000	$0	$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	$1,175,000		$1,175,000	$0	$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	$75,000		$75,000	$0	$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	$250,000		$250,000	$0	$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	$1,000,000		$1,000,000	$0	$1,000,000
SUBTOTAL		$5,000,000	$0	$5,000,000	$0	$5,000,000
Peninsula, Southern and Eastern Counties PCA Program						
Bay Trail Shoreline Access Staging Area	Berkeley	$500,000		$500,000	$0	$500,000
Breuner Marsh Restoration and Public Access	EBRPD	$1,000,000		$1,000,000	$0	$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	$119,711		$119,711	$0	$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	$712,700		$712,700	$0	$712,700
Pier 70 - Crane Cove Park	Port of SF	$1,000,000		$1,000,000	$0	$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	$167,589		$167,589	$0	$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	$1,000,000		$1,000,000	$0	$1,000,000
SUBTOTAL		$4,500,000	$0	$4,500,000	$0	$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)	**TOTAL:**	**$9,500,000**	**$0**	**$9,500,000**	**$0**	**$9,500,000**
OBAG 1 REGIONAL PROGRAMS TOTAL	**TOTAL:**	**$243,243,984**	**$208,085,016**	**$451,329,000**	**$40,000,000**	**$491,329,000**

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Agenda Item 2e**

MTC Resolutions No. 3925, Revised and 4035, Revised

Subject: Revisions to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG1) programs.

Background: The Cycle 1 and OBAG1 programs adopted by the Commission establish 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 from FY2009-10 through FY2016-17.

This month, staff recommends the following changes requested by sponsors:

- **County Transportation for Livable Communities Program:** Redirect unobligated balances from San Francisco's Folsom St. Streetscape project to the Second Street Complete Streets project;
- **Freeway Performance Initiative (FPI):** Update the amounts of cost savings and unobligated balances for Caltrans with no change in the total amount of funding for the projects involved;
- **Regional Safe Routes to School Program (RSRTS):** Direct $360,000 of the county's unprogrammed balance to the San Francisco's Safe Routes to School Non-Infrastructure Program, direct $314,000 of the county's unprogrammed balance to the Solano County Safe Routes to School Non-Infrastructure Program, and redirect $791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project;
- **Priority Conservation Area Program:** Identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions;
- **OBAG 1 County Program:** Redirect $52,251 from San Francisco's ER Taylor Safe Routes to School project to the Second Street Complete Streets project.

Additionally, staff recommends the following change related to the OBAG 2 proposed framework:

- **Transit Performance Initiative (TPI) - Capital Investment Program:** From the TPI program balance, direct $9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and $1 million to MTC's West Grand Avenue Transit Signal Priority project in accordance with the funding priorities in the Bay Bridge Forward Program in OBAG 2.

Issues: Approval of the $9 million in TPI funding for AC Transit and $1 million in TPI funding for MTC is contingent upon Commission approval of the OBAG 2 Framework in Item 6b.

Recommendation: Refer MTC Resolution Nos. 3925, Revised and 4035, Revised to the Commission for approval.

Attachments: MTC Resolution No. 3925, Revised
MTC Resolution No. 4035, Revised

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Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 07/28/10-C 09/22/10-C
10/27/10-C 02/23/11-C 03/23/11-C
05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C
09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C
01/28/15-C 05/27/15-C 09/23/15-C
05/25/16-C 07/27/16-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies
Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add $437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately $15.1 million in additional apportionment as follows: 1) Strategic Investment – Advance of SamTrans Payback ($6.0 million); 2) Transportation for Livable Communities ($4.1 million); 3) Regional Commitment – GGB Suicide Deterrent ($5.0 million). In addition, the framework for second cycle is revised to program "freed up" Second Cycle Funds of $6 million to the Climate Initiative program.

This resolution was revised on September 22, 2010 to advance $20 million in Freeway Performance Initiative project elements to address lower than expected state programming as

well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program ($31 million) and the Safe Routes to Schools Creative Grant Program ($2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add $2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind $1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance $5.0 million for SFgo in the Climate Initiative Element, and $13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide $376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance $8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The

latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add $34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from $54 million to $0 to accommodate this action and the advance of $20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program $1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining $2.7 million for the small/ northbay county operators (with this advance, the entire $31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect $700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program $7.6 million for specific STP/CMAQ projects for the Lifeline program; program $3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add $0.2 million for Lifeline transportation projects.

Attachment B to the resolution was revised on September 26, 2012 to add $50,000 to the Walnut Creek fourth cycle PDA planning grant and to move funds between two projects in the Sonoma County's County TLC Program.

Attachment B to the resolution was revised on February 27, 2013 to redirect $50,000 to the City of San Jose's San Carlos Multimodal project from the Los Gatos Creek Reach 5 Trail project.

This resolution was revised on May 22, 2013 to extend the obligation deadline for the remaining Cycle 1 funds for projects subject to the dissolution of the redevelopment agencies, and delays in programming of Lifeline Transportation projects and small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, and climate initiative innovative grant projects. Attachment B to the resolution was also revised to reflect the following actions: Redirect $180,000 from the City of Concord's Monument Blvd Corridor Shared Use Trail (Phase 1) to the Monument Blvd Corridor Pedestrian and Bikeway Network (Phase 2) with no change in total funding; add the Eddy and Ellis Traffic Calming Lifeline project in San Francisco for $1,175,105; modify the funding amounts between SamTrans' Caltrain Right-Of-Way payback commitment projects with no change in total funding; replace the Livermore plaza TLC project with the Livermore railroad depot restoration project with no change in total funding; deprogram the electric vehicle taxi climate initiative project for $6,988,000 as a result of Better Place withdrawing from the project and retain $988,000 for SFMTA's Electric Vehicles for Neighborhood Taxi Service project (a sub-element of the original project); and redirect: $875,000 to extend the Dynamic Rideshare project; and redirect $2,800,000 to increase the BAAQMD's bike sharing climate initiative project from $4,291,000 to $7,091,000.

Attachment B to the resolution was revised on September 25, 2013 to substitute the City of Oakland's Foothill Blvd. Streetscape Project with the Lakeside Green Streets Project.

Attachment B and Appendix A-1 to the resolution were revised on December 18, 2013 to change $31 million from RTIP to CMAQ in the FPI program and to add a Sonoma US 101 FPI project and to update the funding amounts for the remaining FPI projects.

Attachment B was revised February 26, 2014 to reprogram Santa Clara's RTIP-TE funding from a lapsed project to two new projects in Santa Clara County, redirect $3 million in Public Outreach Climate Initiatives Funding to the Spare the Air program and reduce funds for the Richmond Rail Connector Project.

Attachment B was revised March 26, 2014 to add $2.7 million to the Clipper Program to Implement Phase III and make funding adjustments within the Freeway Performance Initiative Program by moving funds from the Marin US 101 component to the Solano I-80/ I-680/ SR 12 Interchange component.

Attachment B was revised April 23, 2014 to make changes to the Climate Initiatives Program including the addition of the Bay Area Bike Share Program (Phase II) and funding amount adjustments for two other programs.

As referred by the Planning Committee, Attachment B was revised on May 28, 2014 to program remaining reserve in the TLC/Station Area Plans/PDA Planning Program, in companion with the programming of Cycle 2 PDA planning funds.

On July 23, 2014, Attachment B was revised to capture returned savings and unspent funding from various projects including the Richmond Rail Connector and Climate Initiatives EV strategies, and redirect funding from the Freeway Performance Initiatives (FPI) program which received funding from other sources, to the Golden Gate Bridge Suicide Deterrent Net.

On November 19, 2014, Attachment B was revised to replace Vacaville's Accessible Paths to Transit Project with its SRTS Infrastructure Improvements Project.

On December 17, 2014, Attachment B was revised to de-program $988,000 from SFMTA's Electric Vehicles for Neighborhood Taxi project, and redirect these funds to public education and outreach within the Climate Initiatives program to help address the FY 2016-17 funding shortfall.

On January 28, 2015, Attachment B was revised to de-program $1,446,802 from the city of San Jose's Innovative Bicycle Detection System to the San Jose TDM project. A total of $53,198 has been expended and reimbursed by FHWA and therefore remains programmed on the Bicycle Detection project.

On May 27, 2015, Attachment B was revised to add Caltrans as a co-sponsor of the Doyle Drive/Presidio Parkway project and delete the city of San Jose's Innovative Bicycle Detection System program and redirect the remaining $53,198 to the San Jose TDM project. The City of San Jose has repaid FHWA the $53,198 in expended and reimbursed funds freeing up the funds for redirection to the San Jose TDM project. Attachment B was also revised to reduce the existing bicycle sharing projects from a total of $9,816,000 to $4,403,000 and redirect $4,500,000 to Bicycle Sharing in Emerging Communities, and $500,000 to San Mateo Bicycle/Pedestrian Improvements. The remaining $413,000 will be determined at a later date.

On September 23, 2015, Attachment B was revised to reprogram $400,000 for the Climate Initiatives Outreach Program from MTC to the Bay Area Air Quality Management District, and to revise the project scope for the I-80 Freeway Performance Initiative project.

On May 25, 2016, Attachment B was revised to redirect $358,500 from PDA Implementation Studies/Forums and $1,390 in unprogrammed PDA planning funds within the Transportation for Livable Communities (TLC) program to ABAG PDA Planning and Implementation.

On July 27, 2016, Attachment B was revised to redirect $548,388 in unobligated balances from San Francisco Department of Public Works' Folsom Street Streetscape project to the Second Street Complete Streets project within the County Transportation for Livable Communities program.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016 and July 13, 2016.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the 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

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 28, 2009

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	$1,786,000	$0	$1,786,000
BCDC Planning	BCDC	$893,000	$0	$893,000
MTC Planning	MTC	$1,786,000	$0	$1,786,000
SUBTOTAL		$4,465,000	$0	$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	$2,566,000	$0	$2,566,000
CMA Planning - Contra Costa	CCTA	$2,029,000	$0	$2,029,000
CMA Planning - Marin	TAM	$1,786,000	$0	$1,786,000
CMA Planning - Napa	NCTPA	$1,786,000	$0	$1,786,000
CMA Planning - San Francisco	SFCTA	$1,867,000	$0	$1,867,000
CMA Planning - San Mateo	SMCCAG	$1,786,000	$0	$1,786,000
CMA Planning - Santa Clara	VTA	$2,840,000	$0	$2,840,000
CMA Planning - Solano	STA	$1,786,000	$0	$1,786,000
CMA Planning - Sonoma	SCTA	$1,786,000	$0	$1,786,000
SUBTOTAL		$18,232,000	$0	$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	**TOTAL:**	**$22,697,000**	**$0**	**$22,697,000**
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	$19,772,000	$0	$19,772,000
Clipper® Fare Card Collections System	GGBHTD	$8,900,000	$0	$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	$228,000	$0	$228,000
511 - Traveler Information	MTC	$34,500,000	$0	$34,500,000
Regional Transportation Marketing	MTC	$2,100,000	$0	$2,100,000
SUBTOTAL		$65,500,000	$0	$65,500,000
FSP/Incident Management	SAFE	$18,400,000	$0	$18,400,000
SUBTOTAL		$18,400,000	$0	$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS	**TOTAL:**	**$83,900,000**	**$0**	**$83,900,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	$750,000	$0	$750,000
Regional Performance Initiatives Implementation	SAFE	$4,058,000	$0	$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	$3,750,000	$0	$3,750,000
SUBTOTAL		$8,558,000	$0	$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	$2,690,000	$3,535,000	$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	$2,100,000	$6,673,000	$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	$2,000,000	$7,227,000	$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	$1,617,000	$4,680,000	$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	$15,740,000	$0	$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	$4,682,000	$0	$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	$3,657,000	$7,498,000	$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	$2,068,000	$2,258,000	$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	$4,240,000	$15,000,000	$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	$1,000,000	$0	$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	$3,700,000	$0	$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	$3,991,000	$18,086,000	$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	$4,000,000	$0	$4,000,000
SUBTOTAL		$51,485,000	$64,957,000	$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	**TOTAL:**	**$60,043,000**	**$64,957,000**	**$125,000,000**
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	$810,000	$0	$810,000
Vacaville Intermodal Station Phase 2	Vacaville	$975,000	$0	$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	$445,000	$0	$445,000
STA - Solano Safe Routes To School Program	STA	$215,000	$0	$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	$555,000	$0	$555,000
SUBTOTAL		$3,000,000	$0	$3,000,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	$2,863,000	$0	$2,863,000
Public Education Outreach including SB1339 Implementation	BAAQMD	$400,000	$0	$400,000
Electric Vehicle Promotional Campaign	MTC	$925,000	$0	$925,000
Smart Driving Pilot Program	MTC	$500,000	$0	$500,000
Spare the Air Youth Program	MTC	$3,000,000	$0	$3,000,000
Spare the Air	BAAQMD	$3,700,000	$0	$3,700,000
SUBTOTAL		$11,388,000	$0	$11,388,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	$500,000	$0	$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	TAM Marin County	$383,000	$0	$383,000
Bay Area School Transportation Collaborative	ACWMA	$867,000	$0	$867,000
Education and Encouragement School Route Maps	STA	$250,000	$0	$250,000
SUBTOTAL		$2,000,000	$0	$2,000,000
Safe Routes To Schools - County				
Specific projects TBD by CMAs				
Alameda County Safe Routes to School Program	ACTC	$2,069,065	$0	$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	$1,150,935	$0	$1,150,935
Brentwood School Area Safety Improvements	Brentwood	$432,000	$0	$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	$265,000	$0	$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	$365,000	$0	$365,000
Moraga Way Pedestrian Pathway	Orinda	$166,000	$0	$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	$250,000	$0	$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	$725,000	$0	$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	$264,000	$0	$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	$475,000	$0	$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	$315,000	$0	$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	$500,000	$0	$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	$579,000	$0	$579,000
San Mateo County Safe Routes to School Program	CCAG	$1,429,000	$0	$1,429,000
Mountain View VERBS Program	Mountain View	$500,000	$0	$500,000
Palo Alto Safe Routes to School	Palo Alto	$528,000	$0	$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	$943,000	$0	$943,000
San Jose Walk N' Roll - Safe Access	San Jose	$568,000	$0	$568,000
Santa Clara VERBS Program	Santa Clara (City)	$500,000	$0	$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	$1,000,000	$0	$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	$300,000	$0	$300,000
STA - Solano County Safe Routes to School Program	STA	$642,000	$0	$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	$1,034,000	$0	$1,034,000
SUBTOTAL		$15,000,000	$0	$15,000,000
Innovative Grants				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	$2,000,000	$0	$2,000,000
Shore Power Initiative	Port of Oakland	$3,000,000	$0	$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	$2,808,000	$0	$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	$4,379,000	$0	$4,379,000
Bicycle-Sharing Program (Phase II)	BAAQMD/MTC	$24,000	$0	$24,000
Bicycle Sharing in Emerging Communities	TBD	$4,500,000	$0	$4,500,000
San Mateo Bicycle/Pedestrian Improvements	San Mateo (City)	$500,000	$0	$500,000
$400,000 Redirected to OBAG 2 PCA Program in Nov 2015	Various	$13,000	$0	$13,000
Cold-In-Place (CIP) Pavement Recycling	City of Napa	$2,000,000	$0	$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	$600,000	$0	$600,000
Dynamic Rideshare	SCTA	$2,375,000	$0	$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	$1,700,000	$0	$1,700,000
Public-Private Partnership TDM	SFCTA	$750,000	$0	$750,000
SFgo	SFMTA	$20,000,000	$0	$20,000,000
TDM Strategies for Redwood City	SamTrans	$1,487,000	$0	$1,487,000
San Jose Transportation Demand Management	San Jose	$1,500,000	$0	$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria	$0	$376,000	$376,000
SUBTOTAL		$47,636,000	$376,000	$48,012,000
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	$3,200,000	$0	$3,200,000
SUBTOTAL		$3,200,000	$0	$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	**TOTAL:**	**$82,224,000**	**$376,000**	**$82,600,000**

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
Specific projects TBD by County CMAs				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	$153,000	$0	$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	$47,000	$0	$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	$66,000	$0	$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	$24,000	$0	$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	$55,000	$0	$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	$70,000	$0	$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	$186,000	$0	$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	$54,000	$0	$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	$49,000	$0	$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	$1,702,000	$0	$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	$435,000	$0	$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	$709,000	$0	$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	$860,000	$0	$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	$486,000	$0	$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	$180,000	$0	$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	$900,000	$0	$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	$600,000	$0	$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	$85,000	$0	$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	$88,000	$0	$88,000
TAM - Central Marin Ferry Connection	TAM	$1,410,000	$0	$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	$170,000	$0	$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	$200,000	$0	$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	$211,000	$0	$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	$988,000	$0	$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	$185,000	$0	$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	$420,000	$0	$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	$337,000	$0	$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	$256,000	$0	$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	$261,000	$0	$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	$424,000	$0	$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	$672,000	$0	$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	$1,200,000	$0	$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	$50,000	$0	$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	$1,258,000	$0	$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	$1,081,000	$0	$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	$437,000	$0	$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	$221,000	$0	$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	$814,000	$0	$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	$876,000	$0	$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	$948,000	$0	$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	$620,000	$0	$620,000
Berkely Bay Trail (TE)	Bekeley	$0	$1,557,000	$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	$0	$1,009,000	$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin Couty	$0	$294,000	$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	$0	$183,000	$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	$0	$235,000	$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	$0	$388,000	$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	$0	$174,000	$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	$0	$200,000	$200,000
Bayshore Bicycle Lane	Brisbane	$0	$627,000	$627,000
Gilroy Schools Pedestrain and Bicycle Lane Access Improvements (TE)	Gilroy	$0	$697,000	$697,000
Safe Routes to Schools, Pedestrain and Bicycle Improvements (TE)	Los Altos Hills	$0	$467,000	$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	$0	$159,000	$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enahcements (TE)	Milpitas	$0	$501,000	$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	$0	$400,000	$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	$0	$77,000	$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	$0	$581,000	$581,000
SUBTOTAL		$19,788,000	$7,549,000	$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)	**TOTAL:**	**$19,788,000**	**$7,549,000**	**$27,337,000**

* NOTE: Regional Bicycle Program STP fund administered by County CMAs as part of the Block Grant Program.
* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAs in 2010 RTIP

Attachment B

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02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC) *				
TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	$450,000	$0	$450,000
MTC Station Area Planning Implementation	MTC	$402,110	$0	$402,110
Station Area Plans				
Central Fremont – City Center	Fremont	$224,000	$0	$224,000
South Fremont/Warm Springs BART Station	Fremont	$276,000	$0	$276,000
Walnut Creek BART	Walnut Creek	$500,000	$0	$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	$68,000	$0	$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	$300,000	$0	$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	$600,000	$0	$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	$450,000	$0	$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	$200,000	$0	$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	$400,000	$0	$400,000
Warm Springs/South Fremont BART	Fremont	$300,000	$0	$300,000
Concord Downtown BART	Concord	$480,000	$0	$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	$240,000	$0	$240,000
South Richmond	Richmond	$496,000	$0	$496,000
Treasure Island Mobility Management	San Francisco	$500,000	$0	$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	$200,000	$0	$200,000
El Camino/San Antonio	Mountain View	$400,000	$0	$400,000
Central Rohnert Park	Rohnert Park	$448,000	$0	$448,000
MTC PDA Planning Implementation	MTC	$1,101,000	$0	$1,101,000
ABAG PDA Planning Implementation	ABAG	$609,890	$0	$609,890
Smart Growth Technical Assistance Program	MTC	$360,000	$0	$360,000
SUBTOTAL		**$9,005,000**	**$0**	**$9,005,000**
Transit Oriented Development (TOD)				
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
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	$860,000	$0	$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	$1,805,000	$0	$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	$647,000	$0	$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	$1,800,000	$0	$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	$2,500,000	$0	$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	$2,200,000	$0	$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	$4,610,000	$0	$4,610,000
Union City Intermodal Station East Plaza	Union City	$4,450,000	$0	$4,450,000
Richmond Nevin Avenue Imps	Richmond	$2,654,000	$0	$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	$1,381,000	$0	$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	$2,109,000	$0	$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	$2,800,000	$0	$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	$1,120,000	$0	$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	$2,221,000	$0	$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	$605,000	$0	$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	$3,132,000	$0	$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	$1,425,000	$0	$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	$2,024,000	$0	$2,024,000
Vallejo Downtown Streetscape Phase 3	Vallejo	$400,000	$0	$400,000
Cotati Train Depot	Cotati	$1,516,000	$0	$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	$708,000	$0	$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	$1,045,000	$0	$1,045,000
SUBTOTAL		$42,012,000	$0	$42,012,000
County Transportation for Livable Communities (TLC) Program				
Specific projects TBD by CMAs				

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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
County TLC - Alameda - Block Grant TLC Implementation	ACTC	$238,000	$0	$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	$83,000	$0	$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	$40,000	$0	$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	$22,000	$0	$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	$125,000	$0	$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	$115,000	$0	$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	$285,000	$0	$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	$67,000	$0	$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	$47,000	$0	$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	$625,000	$0	$625,000
Fremont - Midtown Catalyst Project	Fremont	$1,600,000	$0	$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	$1,566,000	$0	$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	$176,000	$0	$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	$1,700,000	$0	$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	$816,000	$0	$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	$1,690,000	$0	$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	$1,217,000	$0	$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	$970,000	$0	$970,000
American Canyon - PDA Development Plan	American Canyon	$318,000	$0	$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	$200,000	$0	$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	**$516,612**	$0	**$516,612**
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	$948,000	$0	$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	$1,104,000	$0	$1,104,000
Second Street Complete Streets	**SFDPW**	**$548,388**	$0	**$548,388**
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	$301,000	$0	$301,000
Daly City - Citywide Accessibility Improvements	Daly City	$420,000	$0	$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	$355,000	$0	$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	$263,000	$0	$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	$654,000	$0	$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	$503,000	$0	$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	$1,500,000	$0	$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	$788,000	$0	$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	$1,100,000	$0	$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	$500,000	$0	$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	$1,161,000	$0	$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	$523,000	$0	$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	$594,000	$0	$594,000
Vallejo - Streetscapes Improvements	Vallejo	$1,277,000	$0	$1,277,000
Cotati - Downtown Streetscape	Cotati	$1,100,000	$0	$1,100,000
Cotati Train Depot	Cotati	$200,000	$0	$200,000
SUBTOTAL		$26,256,000	$0	$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC)	**TOTAL:**	**$87,273,000**	**$0**	**$87,273,000**

* NOTE: Two thirds of the TLC Program administered by MTC. One third admininstered by County CMAs, as part of the Block Grant Program.

7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	$4,500,000	$0	$4,500,000
Pavement Management Program (PMP)	MTC	$1,500,000	$0	$1,500,000
SUBTOTAL		$6,000,000	$0	$6,000,000
Federal Aid Secondary (FAS) Committment *				
Specific projects TBD by Counties				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	$2,135,000	$0	$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	$1,611,000	$0	$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	$1,006,000	$0	$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	$312,000	$0	$312,000
Napa County - Various Streets Rehabilitation	Napa County	$1,114,000	$0	$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	$1,070,000	$0	$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	$2,041,000	$0	$2,041,000
Solano County - Pavement Overlay Program	Solano County	$1,807,000	$0	$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	$3,917,000	$0	$3,917,000
SUBTOTAL		$15,013,000	$0	$15,013,000
Local Streets and Roads (LSR) Rehabililtation **				

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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
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MTC Resolution 3925
Project List***
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July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
Specific projects TBD by CMAs				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	$662,000	$0	$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	$215,000	$0	$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	$97,000	$0	$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	$75,000	$0	$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	$310,000	$0	$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	$272,000	$0	$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	$689,000	$0	$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	$259,000	$0	$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	$229,000	$0	$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	$837,000	$0	$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	$1,121,000	$0	$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	$117,000	$0	$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	$955,000	$0	$955,000
Dublin - Citywide Street Resurfacing	Dublin	$547,000	$0	$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	$2,706,550	$0	$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	$431,450	$0	$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	$1,336,000	$0	$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	$1,028,000	$0	$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	$682,000	$0	$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	$3,617,000	$0	$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	$876,000	$0	$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	$807,000	$0	$807,000
Union City - Dyer Street Rehabilitation	Union City	$861,000	$0	$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	$1,907,000	$0	$1,907,000
Brentwood - Various Streets Overlay	Brentwood	$823,000	$0	$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	$2,147,000	$0	$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	$2,121,000	$0	$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	$848,000	$0	$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	$500,000	$0	$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	$825,000	$0	$825,000
Walnut Creek - Various Arterials and Colletors Rehabilitation	Walnut Creek	$1,856,000	$0	$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	$1,196,000	$0	$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	$123,000	$0	$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	$1,019,000	$0	$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	$654,000	$0	$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	$625,000	$0	$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	$526,000	$0	$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	$3,200,000	$0	$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	$530,000	$0	$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	$350,000	$0	$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	$3,368,000	$0	$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	$308,000	$0	$308,000
Daly City - Various Streets Rehabilitation	Daly City	$1,058,000	$0	$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	$385,000	$0	$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	$383,000	$0	$383,000
Redwood City - Various Streets Overlay	Redwood City	$946,000	$0	$946,000
San Bruno Various Streets Resurfacing	San Bruno	$398,000	$0	$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	$319,000	$0	$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	$1,255,000	$0	$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	$1,416,000	$0	$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	$712,000	$0	$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	$500,000	$0	$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	$500,000	$0	$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	$614,000	$0	$614,000
Los Altos - San Antonio Road Microseal	Los Altos	$259,000	$0	$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	$500,000	$0	$500,000
Mountain View - Church Street Improvements	Mountain View	$530,000	$0	$530,000

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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
Palo Alto - Various Streets Pavement Overlay	Palo Alto	$549,000	$0	$549,000
San Jose - Various Streets Rehabilitation	San Jose	$7,987,000	$0	$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	$1,163,000	$0	$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	$1,157,000	$0	$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	$530,000	$0	$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	$500,000	$0	$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	$638,000	$0	$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	$1,117,000	$0	$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	$371,000	$0	$371,000
Fairfield - Various Streets Overlay	Fairfield	$1,370,000	$0	$1,370,000
Solano County Pavement Overlay	Solano County	$1,689,000	$0	$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	$437,000	$0	$437,000
Vacaville - Various Streets Overlay	Vacaville	$1,324,000	$0	$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	$1,595,000	$0	$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	$1,036,000	$0	$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	$563,000	$0	$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	$2,072,000	$0	$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	$4,912,000	$0	$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	$348,000	$0	$348,000
SUBTOTAL		$80,789,000	$0	$80,789,000
7. LOCAL STREETS AND ROADS (LSR)	**TOTAL:**	**$101,802,000**	**$0**	**$101,802,000**

* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county.
The FAS amounts in Cycle 1 represent the total annual FAS committments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share.
** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.

8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	$6,330,000	$0	$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GGBH&TD	$5,000,000	$0	$5,000,000
Golden Gate Bridge Suicide Deterent	GGBH&TD	$27,000,000	$0	$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	$34,000,000	$0	$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	$15,942,309	$0	$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	$1,085,808	$0	$1,085,808
SamTrans Advanced Comm. Sys.Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	$2,260,796	$0	$2,260,796
SCL I-280 I/C Improvements	VTA	$1,000,000	$31,000,000	$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	$500,000	$0	$500,000
Small/Northbay Operators (Transit Payback Commitment)	Various			
Clipper Phase III Implementation	Various	$2,691,476	$0	$2,691,476
SUBTOTAL		**$95,810,389**	$31,000,000	**$126,810,389**
8. REGIONAL STRATEGIC INVESTMENTS (RSI)	**TOTAL:**	**$95,810,389**	**$31,000,000**	**$126,810,389**

9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	$475,000	$0	$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	$430,000	$0	$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	$1,225,539	$0	$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	$1,000,000	$0	$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	$203,291	$0	$203,291
Advanced Communications and Information System	GGBHTD	$233,728	$0	$233,728
Community Based Transportation Plan Updates	NCTPA	$80,000	$0	$80,000
ADA Bus Stop Upgrades	NCTPA	$116,794	$0	$116,794
Eddy and Ellis Traffic Calming	SFMTA	$1,175,105	$0	$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	$339,924	$0	$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	$339,924	$0	$339,924
East San Jose Pedestrian Improvements	Santa Clara County	$2,127,977	$0	$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	$481,368	$0	$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	$40,000	$0	$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	$202,937	$0	$202,937
Central Sonoma Valley Trail	Sonoma County	$500,000	$0	$500,000
SUBTOTAL		$8,971,587	$0	$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)	**TOTAL:**	**$8,971,587**	**$0**	**$8,971,587**

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 27, 2016

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,508,976**	**$103,882,000**	**$666,390,976**
First Cycle Total		**$562,508,976**	**$103,882,000**	**$666,390,976**

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-3925_ongoing\[tmp-3925_Attach-B.xlsx]Attach B 7-27-16

** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.
The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

*** NOTE: All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

**** NOTE: Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

***** NOTE: Doyle Drive/Presidio Parkway - Contingent upon $34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining $88 million commitment to the Central Subway project.

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

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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for $2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect $1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect $270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the $10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect $0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

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

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

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

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

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

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

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

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

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

On March 23, 2016, Attachment B-1 was revised to transfer $280,000 from MTC's 511-Traveler Information to MTC's Regional Performance Initiatives Implementation; identify

funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct $1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect $68,228 in cost savings from MTC/VTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect $20.0 million in unobligated balances and cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer $1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 ($23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B1and B2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct $360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct $314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect $791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct $9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and $1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect $52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and

Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, and July 13, 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

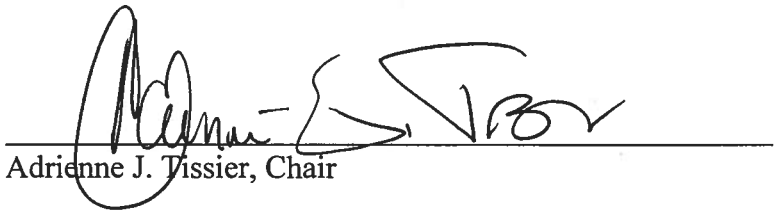
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C
07/27/16-C

OBAG 1 County Program
FY 2012-13 through FY 2016-17
July 2016

OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		**$310,459,000**	**$18,036,000**	**$328,495,000**
ALAMEDA COUNTY				
Specific projects TBD by Alameda CMA		$0	$0	$0
CMA Base Planning Activities - Alameda	ACTC	$3,836,000	$0	$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	$3,270,000	$0	$3,270,000
CMA Planning Activities FY 2016-17 Supplement - Alameda	ACTC	$1,034,000	$0	$1,034,000
Alameda County Safe Routes to School Program	ACTC	$2,000,000	$0	$2,000,000
Alameda City Complete Streets	Alameda (City)	$635,000	$0	$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	$1,665,000	$0	$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	$340,000	$3,726,000	$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	$2,777,000	$0	$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	$2,156,000	$0	$2,156,000
Dublin Boulevard Preservation	Dublin	$470,000	$0	$470,000
Emeryville - Hollis Street Preservation	Emeryville	$100,000	$0	$100,000
Fremont Various Streets and Roads Preservation	Fremont	$2,105,000	$0	$2,105,000
Fremont City Center Multi-Modal Imps	Fremont	$5,855,000	$0	$5,855,000
Hayward - Industrial Boulevard Preservation	Hayward	$1,335,000	$0	$1,335,000
Livermore Various Streets Preservation	Livermore	$1,053,000	$0	$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	$454,000	$0	$454,000
Oakland Complete Streets	Oakland	$3,851,000	$0	$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	$3,288,000	$0	$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	$7,000,000	$0	$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	$5,452,000	$0	$5,452,000
Lake Merritt BART Bikeways	Oakland	$571,000	$0	$571,000
Piedmont Complete Streets	Piedmont	$129,000	$0	$129,000
Pleasanton Complete Streets	Pleasanton	$832,000	$0	$832,000
San Leandro Boulevard Preservation	San Leandro	$804,000	$0	$804,000
Whipple Road Complete Streets	Union City	$669,000	$0	$669,000
Union City BART TLC Phase 2	Union City	$8,692,000	$0	$8,692,000
ALAMEDA COUNTY	**TOTAL:**	**$60,373,000**	**$3,726,000**	**$64,099,000**
CONTRA COSTA COUNTY				
Specific projects TBD by Contra Costa CMA	TBD	$0	$0	$0
CMA Base Planning Activities - Contra Costa	CCTA	$3,036,000	$0	$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	$1,214,000	$0	$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	$818,000	$0	$818,000
Antioch 9th Street Preservation	Antioch	$673,000	$0	$673,000
Richmond BART Station Intermodal Imps.	BART	$2,900,000	$0	$2,900,000
Balfour Road Preservation	Brentwood	$290,000	$0	$290,000
Clayton Various Streets Preservation	Clayton	$386,000	$0	$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	$0	$1,195,000	$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	$965,000	$1,189,000	$2,154,000
Concord Various Streets Preservation	Concord	$757,000	$0	$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	$1,941,000	$0	$1,941,000
Danville Various Streets and Roads Preservation	Danville	$933,000	$0	$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	$630,000	$0	$630,000
El Cerritto Ohlone Greenway Bike and Ped. Imps.	El Cerrito	$3,468,000	$0	$3,468,000
Hercules Intermodal Transit Center	Hercules	$2,584,000	$0	$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	$702,000	$0	$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	$584,000	$0	$584,000
Martinez Various Streets and Roads Preservation	Martinez	$1,023,000	$0	$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	$709,000	$0	$709,000
Oakley Various Streets and Roads Preservation	Oakley	$1,031,000	$0	$1,031,000
Ivy Street Preservation	Orinda	$552,000	$0	$552,000
Pinole - San Pablo Avenue Preservation	Pinole	$453,000	$0	$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	$299,000	$0	$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	$1,300,000	$0	$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	$4,770,000	$0	$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	$799,000	$0	$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	$413,000	$0	$413,000
Richmond Local Streets and Roads Preservation	Richmond	$3,030,000	$0	$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	$454,000	$0	$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	$5,978,000	$0	$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	$291,000	$0	$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	$655,000	$0	$655,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C
07/27/16-C

OBAG 1 County Program
FY 2012-13 through FY 2016-17
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OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		**$310,459,000**	**$18,036,000**	**$328,495,000**
CONTRA COSTA COUNTY	**TOTAL:**	**$43,638,000**	**$2,384,000**	**$46,022,000**
MARIN COUNTY				
Specific projects TBD by Marin CMA	TBD	$0	$0	$0
CMA Base Planning Activities - Marin	TAM	$2,673,000	$0	$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	$418,000	$0	$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	$720,000	$0	$720,000
Central Marin Ferry Bike/Ped Connection	TAM	$1,500,000	$0	$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	$274,000	$0	$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	$457,000	$0	$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	$1,900,000	$0	$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	$0	$300,000	$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	$243,000	$407,000	$650,000
Donahue Street Preservation	Marin County	$1,077,000	$0	$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	$779,000	$0	$779,000
MARIN COUNTY	**TOTAL:**	**$10,041,000**	**$707,000**	**$10,748,000**
NAPA COUNTY				
Specific projects TBD by Napa - NCTPA	TBD	$0	$0	$0
CMA Base Planning Activities - Napa	NCTPA	$2,673,000	$0	$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	$720,000	$0	$720,000
Napa City North/South Bike Connection	Napa (City)	$300,000	$0	$300,000
California Boulevard Roundabouts	Napa (City)	$2,463,000	$431,000	$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	$794,000	$0	$794,000
NAPA COUNTY	**TOTAL:**	**$6,950,000**	**$431,000**	**$7,381,000**
SAN FRANCISCO COUNTY		$3,393,000		$0.46
Specific projects TBD by San Francisco CMA		$0	$0	$0
CMA Base Planning Activities - San Francisco	SFCTA	$2,795,000	$0	$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	$773,000	$0	$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	$753,000	$0	$753,000
Longfellow Safe Routes to School	SF DPW	$670,307	$0	$670,307
ER Taylor Safe Routes to School	SF DPW	**$400,115**	$0	**$400,115**
Chinatown Broadway Complete Streets Phase IV	SF DPW	$3,477,801	$1,910,000	$5,387,801
Mansell Corridor Complete Streets	SFCTA	$1,762,239	$0	$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	$10,227,539	$0	$10,227,539
Second Street Complete Streets	**~~SFMTA~~ SF DPW**	**$10,567,999**	$0	**$10,567,999**
Transbay Center Bicyle and Pedestrian Imps.	TJPA	$6,000,000	$0	$6,000,000
SAN FRANCISCO COUNTY	**TOTAL:**	**$37,427,000**	**$1,910,000**	**$39,337,000**
SAN MATEO COUNTY				
Specific projects TBD by San Mateo CMA		$0	$0	$0
CMA Base Planning Activities - San Mateo	SMCCAG	$2,673,000	$0	$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	$752,000	$0	$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	$720,000	$0	$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	$84,000	$0	$84,000
Atherton Various Streets and Roads Preservation	Atherton	$285,000	$0	$285,000
Belmont Various Streets and Roads Preservation	Belmont	$534,000	$0	$534,000
Old County Road Bike and Pedestrian Imps	Belmont	$270,000	$0	$270,000
Ralston Road Pedestrian Improvements	Belmont	$250,000	$0	$250,000
Carolan Avenue Complete Streets and Road Diet	Burlingame	$986,000	$0	$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	$3,613,000	$0	$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	$562,000	$0	$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	$1,290,000	$0	$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	$1,000,000	$0	$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	$427,000	$0	$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	$499,000	$0	$499,000
Millbrae Various Streets and Roads Prerservation	Millbrae	$445,000	$0	$445,000

Attachment B-2

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09/25/13-C 11/20/13-C 01/22/14-C
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OBAG 1 County Program
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OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		**$310,459,000**	**$18,036,000**	**$328,495,000**
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	$1,141,000	$0	$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	$431,000	$0	$431,000
Palmetto Avenue Streetscape	Pacifica	$1,000,000	$0	$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	$224,000	$0	$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	$548,000	$0	$548,000
Middlefield Road Bicyle and Pedestrian Imps	Redwood City	$1,752,000	$0	$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	$123,000	$0	$123,000
San Bruno Avenue Street Median Imps	San Bruno	$735,000	$0	$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	$412,000	$0	$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	$1,000,000	$0	$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Inititive)	San Carlos	$182,000	$0	$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	$270,000	$0	$270,000
North Central Pedestrian Imps	San Mateo (City)	$1,000,000	$0	$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	$368,000	$0	$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	$320,000	$0	$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	$357,000	$0	$357,000
South San Francisco Grand Blvd Pedestrain Imps	South San Francisco	$1,000,000	$0	$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	$0	$1,991,000	$1,991,000
SAN MATEO COUNTY	**TOTAL:**	**$25,253,000**	**$1,991,000**	**$27,244,000**
SANTA CLARA COUNTY				
Specific projects TBD by Santa Clara CMA		$1,145,000	$0	$1,145,000
CMA Base Planning Activities - Santa Clara	VTA	$4,246,000	$0	$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	$1,754,000	$0	$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	$1,145,000	$0	$1,145,000
Hamilton Avenue Preservation	Campbell	$279,000	$0	$279,000
Campbell Avenue Bicycle and Pedestrain Imps.	Campbell	$3,718,000	$0	$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	$735,000	$0	$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	$1,034,000	$0	$1,034,000
Eigleberry Street Preservation	Gilroy	$808,000	$0	$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	$312,000	$0	$312,000
El Monte Road Preservation	Los Altos Hills	$186,000	$0	$186,000
Hillside Road Preservation	Los Gatos	$139,000	$0	$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	$1,652,000	$0	$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	$250,000	$0	$250,000
Monterey Road Preservation	Morgan Hill	$1,379,000	$0	$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	$1,166,000	$0	$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	$956,000	$0	$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	$0	$4,350,000	$4,350,000
San Jose Citywide Bikeway Program	San Jose	$1,150,000	$0	$1,150,000
San Jose Citywide Pavement Management Program	San Jose	$11,531,000	$0	$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	$1,150,000	$0	$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	$1,150,000	$0	$1,150,000
Downtown San Jose Bike Lanes and De-Couplet	San Jose	$1,500,000	$0	$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	$2,000,000	$0	$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	$1,500,000	$0	$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	$3,000,000	$0	$3,000,000
St. Johns Bikeway and Pedestiran Improvements	San Jose	$1,185,000	$0	$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	$3,150,000	$0	$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	$1,891,000	$0	$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	$8,350,000	$0	$8,350,000
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	$7,735,000	$0	$7,735,000
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	$3,234,000	$0	$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	$162,000	$0	$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	$4,205,000	$0	$4,205,000
Duane Avenue Preservation	Sunnyvale	$1,576,000	$0	$1,576,000
East & West Channel Multi-Use Trails	Sunnyvale	$3,440,000	$0	$3,440,000
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	$956,000	$0	$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	$695,000	$0	$695,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C
07/27/16-C

OBAG 1 County Program
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OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		**$310,459,000**	**$18,036,000**	**$328,495,000**
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	$1,569,000	$0	$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	$524,000	$0	$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	$744,000	$0	$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	$1,514,000	$0	$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	$1,251,000	$0	$1,251,000
SANTA CLARA COUNTY	**TOTAL:**	**$86,066,000**	**$4,350,000**	**$90,416,000**
SOLANO COUNTY				
Specific projects TBD by Solano CMA				
CMA Base Planning Activities - Solano	STA	$2,673,000	$0	$2,673,000
CMA Planning Activities Augmentation - Solano	STA	$333,000	$0	$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	$720,000	$0	$720,000
Local PDA Planning Augmentation	STA	$511,000	$0	$511,000
East 2nd Street Preservation	Benicia	$495,000	$0	$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	$100,000	$0	$100,000
West A Street Preservation	Dixon	$584,000	$0	$584,000
Dixon SRTS Infrastructure Imps	Dixon	$100,000	$0	$100,000
Beck Avenue Preservation	Fairfield	$1,424,000	$0	$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	$100,000	$0	$100,000
Solano County - Various Streets and Roads Preservation	Solano County	$1,389,000	$0	$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	$1,800,000	$0	$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	$1,394,000	$1,141,000	$2,535,000
Eastern Solano / SNCI Rideshare Program	STA	$533,000	$0	$533,000
Solano Transit Ambassador Program	STA	$250,000	$0	$250,000
Driftwood Drive Path	Suisun City	$439,045	$0	$439,045
Walters Road/Pintail Drive Preservation	Suisun City	$356,000	$0	$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	$415,000	$0	$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	$303,207	$0	$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	$1,231,000	$0	$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	$450,000	$0	$450,000
Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	$60,020	$0	$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	$247,728	$0	$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	$2,440,000	$0	$2,440,000
SOLANO COUNTY	**TOTAL:**	**$18,348,000**	**$1,141,000**	**$19,489,000**
SONOMA COUNTY				
Specific projects TBD by Sonoma - SCTA				
CMA Base Planning Activities - Sonoma	SCTA	$2,673,000	$0	$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	$720,000	$0	$720,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	$250,000	$0	$250,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	$250,000	$0	$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	$250,000	$0	$250,000
Petaluma Complete Streets	Petaluma	$1,848,000	$0	$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	$1,103,000	$0	$1,103,000
Rohnert Park Bicyle and Pedestrian Improvements	Rohnert Park	$500,000	$0	$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	$360,000	$353,000	$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	$2,460,000	$0	$2,460,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	$250,000	$0	$250,000
SMART Larkspur Extension (Regional Project)	SMART	$6,100,000	$0	$6,100,000
SMART Clipper Card Service	MTC	$500,000	$0	$500,000
SMART Bicycle/Pedestrian Pathway	SMART	$0	$1,043,000	$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	$250,000	$0	$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	$3,377,000	$0	$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	$630,000	$0	$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	$432,000	$0	$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	$410,000	$0	$410,000
	TOTAL:	**$22,363,000**	**$1,396,000**	**$23,759,000**

Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
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12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
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OBAG 1 County Program
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OBAG 1 County Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		**$310,459,000**	**$18,036,000**	**$328,495,000**
Cycle 2 Total	**TOTAL:**	**$310,459,000**	**$18,036,000**	**$328,495,000**

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Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
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11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C

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

OBAG 1 Regional Programs Project List

DO NOT PRINT DO NOT PRINT

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		**$243,243,984**	**$208,085,016**	**$451,329,000**	**$40,000,000**	**$491,329,000**
1. REGIONAL PLANNING ACTIVITIES (STP Planning)						
ABAG Planning	ABAG	$3,393,000		$3,393,000	$0	$3,393,000
BCDC Planning	BCDC	$1,626,000		$1,626,000	$0	$1,626,000
MTC Planning	MTC	$3,468,000		$3,468,000	$0	$3,468,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	**TOTAL:**	**$8,487,000**	**$0**	**$8,487,000**	**$0**	**$8,487,000**
2. REGIONAL OPERATIONS (RO)						
511 - Traveler Information	MTC	$41,250,000	$16,270,000	$57,520,000	$0	$57,520,000
Clipper® Fare Media Collection	MTC	$12,300,000	$9,100,000	$21,400,000	$0	$21,400,000
SUBTOTAL		$53,550,000	$25,370,000	$78,920,000	$0	$78,920,000
Incident Management Program	MTC/SAFE		$12,240,000	$12,240,000	$0	$12,240,000
FSP/Call Box Program	MTC/SAFE	$14,462,000		$14,462,000	$0	$14,462,000
SUBTOTAL		$14,462,000	$12,240,000	$26,702,000	$0	$26,702,000
2. REGIONAL OPERATIONS (RO)	**TOTAL:**	**$68,012,000**	**$37,610,000**	**$105,622,000**	**$0**	**$105,622,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)						
Regional Performance Initiatives Implementation	SAFE	$2,000,000	$5,750,000	$7,750,000	$0	$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	$7,480,000	$5,834,000	$13,314,000	$0	$13,314,000
Program for Arterial System Synchronization (PASS)	MTC	$2,000,000	$7,000,000	$9,000,000	$0	$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	$500,000		$500,000	$0	$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	$500,000		$500,000	$0	$500,000
SUBTOTAL		$12,480,000	$18,584,000	$31,064,000		$31,064,000
Ramp Metering and TOS Elements - MTC Program						
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans		$656,000	$656,000	$0	$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	$750,000		$750,000	$0	$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	$0	$8,118,000	$8,118,000	$0	$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans		$730,000	$730,000	$0	$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans		$170,000	$170,000	$0	$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans		$3,200,000	$3,200,000	$0	$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	$350,000		$350,000	$0	$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans		$270,000	$270,000	$0	$270,000
Unprogrammed Future RTIP	TBD			$0	$34,000,000	$34,000,000
SUBTOTAL		$1,100,000	$13,144,000	$14,244,000	$34,000,000	$48,244,000
Ramp Metering and TOS Elements - Caltrans Program						
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans		$270,000	$270,000	$0	$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans		$3,417,000	$3,417,000	$0	$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans		**$4,686,000**	**$4,686,000**	$0	**$4,686,000**
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans		$4,808,000	$4,808,000	$0	$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans		**$6,819,000**	**$6,819,000**	$0	**$6,819,000**
SUBTOTAL		$0	$20,000,000	$20,000,000	$0	$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	**TOTAL:**	**$13,580,000**	**$51,728,000**	**$65,308,000**	**$34,000,000**	**$99,308,000**
4. PAVEMENT MANAGEMENT PROGRAM (PMP)		($4,000,000)	$65,308,000			
Pavement Management Program (PMP)	MTC	$1,547,000		$1,547,000	$0	$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	$7,500,000		$7,500,000	$0	$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	$53,000		$53,000	$0	$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	**TOTAL:**	**$9,100,000**	**$0**	**$9,100,000**	**$0**	**$9,100,000**
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION						
Regional PDA Implementation						
PDA Planning - ABAG	ABAG	$2,068,228		$2,068,228	$0	$2,068,228
SUBTOTAL		$2,068,228	$0	$2,068,228	$0	$2,068,228
Transit Oriented Affordable Housing (TOAH)						
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA		$10,000,000	$10,000,000	$0	$10,000,000
SUBTOTAL		$0	$10,000,000	$10,000,000	$0	$10,000,000
Local PDA Planning						
Local PDA Planning - Alameda	ACTC	$3,905,000		$3,905,000	$0	$3,905,000
Local PDA Planning - Contra Costa	CCTA	$2,745,000		$2,745,000	$0	$2,745,000
Local PDA Planning - Marin	TAM	$750,000		$750,000	$0	$750,000
Local PDA Planning - City of Napa	Napa	$275,000		$275,000	$0	$275,000
Local PDA Planning - American Canyon	American Canyon	$475,000		$475,000	$0	$475,000
Local PDA Planning - San Francisco	SF City/County	$2,380,000		$2,380,000	$0	$2,380,000
Local PDA Planning - San Mateo	SMCCAG	$218,000		$218,000	$0	$218,000
Belmont Village Specific/Implementation Plan	Belmont	$440,000		$440,000	$0	$440,000
Millbrae PDA Specific Plan	Millbrae	$500,000		$500,000	$0	$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	$450,000		$450,000	$0	$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	$260,000		$260,000	$0	$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	$640,305		$640,305	$0	$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	$100,000		$100,000	$0	$100,000
Local PDA Planning - Palo Alto	Palo Alto	$265,000		$265,000	$0	$265,000
North 1st Street Urban Village Plan	San Jose	$369,962		$369,962	$0	$369,962
Berryessa BART Urban Village Plan	San Jose	$331,630		$331,630	$0	$331,630
Local PDA Planning - Santa Clara	VTA	$3,382,103		$3,382,103	$0	$3,382,103
Local PDA Planning - Solano	STA	$1,066,000		$1,066,000	$0	$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	$647,000		$647,000	$0	$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	$450,000		$450,000	$0	$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	$350,000		$350,000	$0	$350,000
SUBTOTAL		$20,000,000	$0	$20,000,000	$0	$20,000,000
Regional PDA Planning						
Regional PDA Implementation Priorities						
Bay Area Transit Core Capacity Study	MTC	$250,000		$250,000	$0	$250,000
Public Lands Near Rail Corridors Assessment	MTC	$500,000		$500,000	$0	$500,000

Attachment B-1

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
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PDA Implementation Studies/Forums	MTC	$156,500		$156,500	$0	$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	$206,772		$206,772	$0	$206,772
PDA Planning						
Oakland Downtown Specific Plan	Oakland	$750,000		$750,000	$0	$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	$750,000		$750,000	$0	$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	$440,000		$440,000	$0	$440,000
Alameda Naval Air Station Specific Plan	Alameda	$250,000		$250,000	$0	$250,000
Del Norte BART Station Precise Plan	El Cerrito	$302,500		$302,500	$0	$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	$700,000		$700,000	$0	$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	$750,000		$750,000	$0	$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	$587,000		$587,000	$0	$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	$750,000		$750,000	$0	$750,000
Staff Assistance						
Alameda PDA TDM Plan	Alameda	$150,000		$150,000	$0	$150,000
Downtown Livermore Parking Implementation Plan	Livermore	$100,000		$100,000	$0	$100,000
Oakland Transporation Impact Review Streamlining	Oakland	$300,000		$300,000	$0	$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	$235,000		$235,000	$0	$235,000
Downtown Oakland Parking Management Strategy	Oakland	$200,000		$200,000	$0	$200,000
Technical Assistance						
Concord Salvio Streetscape	Concord	$50,000		$50,000	$0	$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	$60,000		$60,000	$0	$60,000
San Mateo Planning/Growth Forum Series	San Mateo	$25,000		$25,000	$0	$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	$60,000		$60,000	$0	$60,000
Milpitas Transit Area Parking Analysis	Milpitas	$60,000		$60,000	$0	$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	$60,000		$60,000	$0	$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	$60,000		$60,000	$0	$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	$60,000		$60,000	$0	$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	$59,000		$59,000	$0	$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	$60,000		$60,000	$0	$60,000
SUBTOTAL		$7,931,772	$0	$7,931,772	$0	$7,931,772
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION	**TOTAL:**	**$30,000,000**	**$10,000,000**	**$40,000,000**	**$0**	**$40,000,000**
6. CLIMATE INITIATIVES PROGRAM (CIP)						
Car Sharing						
Hayward RFP for Car Sharing Services	Hayward		$200,480	$200,480	$0	$200,480
Oakland Car Share and Outreach Program	Oakland		$320,526	$320,526	$0	$320,526
CCTA Car Share4All	CCTA		$973,864	$973,864	$0	$973,864
TAM Car Share CANAL	TAM		$125,000	$125,000	$0	$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo		$210,000	$210,000	$0	$210,000
Santa Rosa Car Share	SCTA		$170,130	$170,130	$0	$170,130
Public Education Outreach	MTC		$312,000	$312,000	$0	$312,000
Transportation Demand Management						
goBerkeley Residential Shared Parking Pilot	Berkeley		$950,000	$950,000	$0	$950,000
Hayward Comprehensive Parking Mgmt Plan Implementation	Hayward		$338,000	$338,000	$0	$338,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland		$1,300,000	$1,300,000	$0	$1,300,000
Downtown San Mateo Parking Technology Implementation	San Mateo		$1,500,000	$1,500,000	$0	$1,500,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek		$783,000	$783,000	$0	$783,000
Peery Park Rides	VTA/Sunnyvale		$1,129,000	$1,129,000	$0	$1,129,000
EV Charging Infastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD			$0	$6,000,000	$6,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)	**TOTAL:**	**$0**	**$8,312,000**	**$8,312,000**	**$6,000,000**	**$14,312,000**
* Selected and funded by the BAAQMD. Listed here for informational purposes only						
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)						
Specific projects TBD by CMAs						
Contra Costa County SRTS Program - Supplemental	CCTA		$822,000	$822,000	$0	$822,000
Napa County SRTS Program - Supplemental	NVTA		$105,000	$105,000	$0	$105,000
~~**San Francisco County SRTS Program - Supplemental**~~	~~**SFCTA**~~		~~**$360,000**~~	~~**$360,000**~~	~~$0~~	~~**$360,000**~~
San Mateo County SRTS Program - Supplemental	SMCCAG		$225,000	$225,000	$0	$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara		$1,346,000	$1,346,000	$0	$1,346,000
~~**Solano County SRTS Program - Supplemental**~~	~~**STA**~~		~~**$314,000**~~	~~**$314,000**~~	~~$0~~	~~**$314,000**~~
Sonoma County SRTS Program - Supplemental	SCTA		$345,000	$345,000	$0	$345,000
Alameda County SRTS Program	ACTC	$1,000,000	$4,366,000	$5,366,000	$0	$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch		$330,000	$330,000	$0	$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord		$504,900	$504,900	$0	$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County		$441,700	$441,700	$0	$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County		$709,800	$709,800	$0	$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville		$157,000	$157,000	$0	$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette		$100,000	$100,000	$0	$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga		$100,000	$100,000	$0	$100,000
Orinda Sidewalk Imps	Orinda		$100,000	$100,000	$0	$100,000
Pittsburg School Area Safety Imps	Pittsburg		$203,000	$203,000	$0	$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill		$395,000	$395,000	$0	$395,000
San Ramon School Crossings Enhancements	San Ramon		$247,600	$247,600	$0	$247,600
~~**San Rafael Grand Ave Bike/Ped Imps**~~**North Civic Center Bicycle and Pedestrian Imps**	~~**San Rafael**~~ **Marin County**		$791,000	$791,000	$0	$791,000
Napa County SRTS Non-Infrastructure Program	NVTA		$420,000	$420,000	$0	$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH		**$1,799,000**	**$1,799,000**	$0	**$1,799,000**
San Mateo County SRTS Program	SMCCAG	$372,000	$1,785,000	$2,157,000	$0	$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell		$708,000	$708,000	$0	$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View		$840,000	$840,000	$0	$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View		$500,000	$500,000	$0	$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto		$1,000,000	$1,000,000	$0	$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose		$1,000,000	$1,000,000	$0	$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara		$500,000	$500,000	$0	$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County		$838,000	$838,000	$0	$838,000

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Solano County SRTS Non-Infrastructure Program	STA		**$1,570,000**	**$1,570,000**	$0	**$1,570,000**
Sonoma County SRTS Program	Sonoma County TPW	$1,379,000		$1,379,000	$0	$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	**TOTAL:**	**$2,751,000**	**$22,249,000**	**$25,000,000**	**$0**	**$25,000,000**
8. TRANSIT CAPITAL REHABILITATION PROGRAM						
SolTrans - Preventive Maintenance	SolTrans	$1,000,000		$1,000,000	$0	$1,000,000
Transit Capital Rehabilitation						
Specific Projects TBD by Commission						
ECCTA Replace Eleven 2001 40' Buses	ECCTA	$636,763		$636,763	$0	$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	$828,539		$828,539	$0	$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	$1,171,461		$1,171,461	$0	$1,171,461
BART Car Exchange Preventative Maintenance	BART	$2,831,849		$2,831,849	$0	$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	$9,994,633		$9,994,633	$0	$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	$2,684,772		$2,684,772	$0	$2,684,772
SFMTA - New 60' Flyer Trolly Bus Replacement	SFMTA	$5,502,261		$5,502,261	$0	$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	$10,000,000		$10,000,000	$0	$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	$3,349,722		$3,349,722	$0	$3,349,722
SUBTOTAL		$37,000,000	$0	$37,000,000	$0	$37,000,000

Attachment B-1

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
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Transit Performance Initiative (TPI) Incentive Program						
Specific Projects TBD by Commission						
TPI - AC Transit Spectrum Ridership Growth	AC Transit	$1,802,676		$1,802,676	$0	$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit		$4,547,305	$4,547,305	$0	$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA		$423,798	$423,798	$0	$423,798
TPI - ACE Positive Train Control	SJRRC/ACE	$502,214		$502,214	$0	$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	$20,587		$20,587	$0	$20,587
TPI - Union City - South Alameda County Major Corrriors Travel Time Imps	Union City	$140,000		$140,000	$0	$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	$100,000		$100,000	$0	$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	$685,196		$685,196	$0	$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	$35,451		$35,451	$0	$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	$817,297		$817,297	$0	$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	$344,513		$344,513	$0	$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD		$387,440	$387,440	$0	$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	$402,572		$402,572	$0	$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	$99,289		$99,289	$0	$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	$239,808		$239,808	$0	$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	$122,249		$122,249	$0	$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	$91,757		$91,757	$0	$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	$120,988		$120,988	$0	$120,988
TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)	NVTA	$96,058		$96,058	$0	$96,058
TPI - BART Train Car Accident Repair	BART	$1,493,189		$1,493,189	$0	$1,493,189
TPI - BART - Metro Priority Track Elements	BART	$3,419,057	$40,000	$3,459,057	$0	$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	$7,165,450		$7,165,450	$0	$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	$44,200		$44,200	$0	$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	$1,325,466		$1,325,466	$0	$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	$2,000,000		$2,000,000	$0	$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	$5,120,704		$5,120,704	$0	$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	$9,285,937		$9,285,937	$0	$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	$1,600,000		$1,600,000	$0	$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	$5,337,401		$5,337,401	$0	$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	$4,091,162		$4,091,162	$0	$4,091,162
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	$44,000		$44,000	$0	$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	$1,344,917		$1,344,917	$0	$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	$1,302,018		$1,302,018	$0	$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA		$2,768,555	$2,768,555	$0	$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield		$372,216	$372,216	$0	$372,216
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	$399,223		$399,223	$0	$399,223
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville		$171,388	$171,388	$0	$171,388
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	$378,692		$378,692	$0	$378,692
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	$525,787		$525,787	$0	$525,787
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	$100,000		$100,000	$0	$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	$156,390		$156,390	$0	$156,390
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	$173,052		$173,052	$0	$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	$199,667		$199,667	$0	$199,667
Specific TPI Incentive Program projects - TBD	TBD		$162,331	$162,331	$0	$162,331
SUBTOTAL		$51,126,967	$8,873,033	$60,000,000	$0	$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	**TOTAL:**	**$89,126,967**	**$8,873,033**	**$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	$10,515,624	$0	$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit		$5,000,000	$5,000,000	$0	$5,000,000
OBAG2 - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	**AC Transit**		**$9,000,000**	**$9,000,000**	$0	**$9,000,000**
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA		$1,009,440	$1,009,440	$0	$1,009,440
TPI-1 - MTC Clipper Phase III Implementation	MTC		$8,000,000	$8,000,000	$0	$8,000,000
OBAG2 - West Grand Ave Transit Signal Priority	**MTC**		**$1,000,000**	**$1,000,000**	$0	**$1,000,000**
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	$4,133,031		$4,133,031	$0	$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA		$4,784,880	$4,784,880	$0	$4,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA		$3,205,680	$3,205,680	$0	$3,205,680
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA		$2,383,860	$2,383,860	$0	$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA		$5,383,109	$5,383,109	$0	$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA		$712,888	$712,888	$0	$712,888

Attachment B-1

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 03/23/16-C 05/25/16-C 07/27/16-C

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

OBAG 1 Regional Programs Project List

DO NOT PRINT DO NOT PRINT

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		**$243,243,984**	**$208,085,016**	**$451,329,000**	**$40,000,000**	**$491,329,000**
TPI-1 - VTA Light Rail Transit Signal Priority	VTA		$1,587,176	$1,587,176	$0	$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	$8,000,000		$8,000,000	$0	$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	$553,986	$16,730,326	$17,284,312	$0	$17,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)	**TOTAL:**	**$12,687,017**	**$69,312,983**	**$82,000,000**	**$0**	**$82,000,000**
10. PRIORITY CONSERVATION AREA (PCA)						
North Bay PCA Program						
Specific projects TBD by North Bay CMAs		$0				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	$320,000		$320,000	$0	$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	$100,000		$100,000	$0	$100,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	$250,000		$250,000	$0	$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	$500,000		$500,000	$0	$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	$80,000		$80,000	$0	$80,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	$1,107,000		$1,107,000	$0	$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	$143,000		$143,000	$0	$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	$1,175,000		$1,175,000	$0	$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	$75,000		$75,000	$0	$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	$250,000		$250,000	$0	$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	$1,000,000		$1,000,000	$0	$1,000,000
SUBTOTAL		$5,000,000	$0	$5,000,000	$0	$5,000,000
Peninsula, Southern and Eastern Counties PCA Program						
Bay Trail Shoreline Access Staging Area	Berkeley	$500,000		$500,000	$0	$500,000
Breuner Marsh Restoration and Public Access	EBRPD	$1,000,000		$1,000,000	$0	$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	$119,711		$119,711	$0	$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	$712,700		$712,700	$0	$712,700
Pier 70 - Crane Cove Park	Port of SF	$1,000,000		$1,000,000	$0	$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	$167,589		$167,589	$0	$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	$1,000,000		$1,000,000	$0	$1,000,000
SUBTOTAL		$4,500,000	$0	$4,500,000	$0	$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)	**TOTAL:**	**$9,500,000**	**$0**	**$9,500,000**	**$0**	**$9,500,000**
OBAG 1 REGIONAL PROGRAMS TOTAL	**TOTAL:**	**$243,243,984**	**$208,085,016**	**$451,329,000**	**$40,000,000**	**$491,329,000**

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Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1713	**Version:** 1	**Name:**		
Type:	Resolution		**Status:**	Regional	
File created:	6/7/2016		**In control:**	Programming and Allocations Committee	
On agenda:	7/13/2016		**Final action:**		
Title:	MTC Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232. Revises the FY 2016-17 Fund Estimate and allocates $292 million in FY 2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB1107) funds, and Regional Measure 2 (RM2) operating and capital funds to several transit operators support transit operations and capital projects in the region.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	7a_PAC_4a_Reso-4220-4229-4230-4231-4232_Fund-Estimate_Revision&Allocations_PAC-original 4a_Reso-4220-4229-4230-4231-4232_Fund-Estimate_Revision&Allocations				

Date	Ver.	Action By	Action	Result
7/27/2016	1	Metropolitan Transportation Commission		
7/13/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232. Revises the FY 2016-17 Fund Estimate and allocates $292 million in FY 2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB1107) funds, and Regional Measure 2 (RM2) operating and capital funds to several transit operators support transit operations and capital projects in the region.

Presenter:

William Bacon

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Commission Agenda Item 7a**

Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232

Subject: Revises the FY 2016-17 Fund Estimate and allocates $292 million in FY 2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB1107) funds, and Regional Measure 2 (RM2) operating and capital funds to several transit operators to support transit operations and capital projects in the region.

Background: **1) Fund Estimate Revision**

- **Reconcile Actual FY 2015-16 TDA and AB 1107 Revenue:** Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY 2015-16 are 1% and 4% higher, respectively, than originally estimated by County Auditors and MTC in February 2015. This results in roughly $7.2 million in additional funding for Bay Area transit operators for FY 2015-16. However, rescissions will be needed for operators in four counties with lower than anticipated receipts to bring allocations in line with actual receipts as described below. Rescissions made in a county may be less than the negative revenue adjustment for that county due to remaining balances from previous years for an apportionment jurisdiction.
  - Contra Costa County's actual TDA receipts are 2% below the original County Auditor estimate, resulting in rescissions for AC Transit and WestCAT totaling approximately $132,000.
  - Marin County's actual TDA receipts are slightly below the original County Auditor estimate, resulting in rescissions for Golden Gate Transit totaling approximately $20,000.
  - San Francisco County's actual TDA receipts are 3% below the original County Auditor estimate, and 10% lower than their revised estimates that were issued in February 2016, resulting in rescissions for the S.F. Municipal Transportation Agency (SFMTA) totaling approximately $1.2 million.
  - Sonoma County's actual TDA receipts are 4% below the original County Auditor estimate, resulting in rescissions for Golden Gate Transit totaling approximately $211,000.

Table 1: FY 2015-16 TDA and AB 1107 Revenues ($ millions)

County	FY 2015-16 Feb. 2015 Estimate	FY 2015-16 Actual Revenue	FY 2015-16 Revenue Adjustment - $	FY 2015-16 Revenue Adjustment - %
Alameda	$73.5	$75.5	$1.9	2.6%
Contra Costa	$40.1	$39.3	($0.8)	-2.1%
Marin	$12.7	$12.7	($0.02)	-0.2%
Napa	$7.6	$8.3	$0.7	9.3%
San Francisco	$48.4	$47.1	($1.3)	-2.7%
San Mateo	$36.9	$39.0	$2.0	5.5%
Santa Clara	$102.3	$104.7	$2.4	2.3%
Solano	$17.4	$17.6	$0.2	1.3%
Sonoma	$22.9	$21.9	($1.0)	-4.2%
Total TDA	**$361.9**	**$366.1**	**$4.2**	**1.2%**
Total AB 1107	**$77.6**	**$80.5**	**$3.0**	**3.8%**

- **Final FY 2015-16 STA Revenue:** Revenue for the STA Revenue-Based program has been a point of significant uncertainty during FY 2015-16 as the State Controller's Office (SCO) altered the program's policies earlier this year. In response to those changes the California Transit Association and MTC worked to develop a temporary legislative fix, in the form of language included in a FY 2016-17 state budget trailer bill, to the problems created due to the SCO's changes. As of this writing the budget trailer bill is pending approval by the Legislature. The trailer bill was expected to be adopted by the end of June, however due to complications with an unrelated part of the overall transportation trailer bill staff now expects the trailer bill to be signed into law by September. Staff anticipates presenting a revision to the FY 2016-17 Fund Estimate reflecting the final FY 2015-16 STA revenue and distribution shares as well as updated FY 2016-17 distribution estimates at the Programming and Allocation Committee's September meeting.

2) New Allocations to Transit Agencies

- This month's proposed actions continue the annual allocation process of these funds for FY2015-16. Entities requesting TDA, STA, AB1107 and RM2 allocations this month that exceed the $1 million delegated authority limit are identified in the table below. Allocation requests that are less than $1.0 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4220, Revised for TDA, STA and AB1107 funds) and the RM2 Operating Program (MTC Resolution 4228). Allocation requests, greater than $1.0 million, are summarized below:

Table 2: July 2016 Allocations

Transit Operator/ Claimant	TDA Resolution No. 4230	STA Resolution No. 4231	AB 1107 Resolution No. 4232	RM2 Resolution No. 4229	Total
AC Transit	$66,711,827	$7,917,266	$40,374,920	$12,578,503	**$127,582,516**
LAVTA	$9,433,761	$0	$0	$0	**$9,433,761**
SFMTA	$47,721,539	$29,044,960	$40,374,920	$2,500,000	**$119,641,419**
Soltrans	$7,108,060	$0	$0	$0	**$7,108,060**
Sonoma County	$8,555,069	$0	$0	$0	**$8,555,069**
Tri Delta Transit (ECCTA)	$10,924,502	$3,564,581	$0	$0	**$14,489,083**
WestCat	$2,290,427	$2,522,198	$0	$0	**$4,812,625**
Total	**$152,745,185**	**$43,049,005**	**$80,749,840**	**$15,078,503**	**$291,622,533**

Information regarding the operating budgets of the above operators is provided in Attachment A. As reported in June, operators are beginning to strategically expand service. SFMTA, in particular, is expanding

service 3% overall in FY2016-17 and also had a service expansion in FY2015-16 as part of its Muni Forward project. LAVTA and SolTrans are planning 4% increases in services. AC Transit and WestCAT plan to implement significant service increases to respond to growing demand and supported by new funding.

By the end of FY2016-17, the seven largest seven transit operators are required to achieve a 5 percent cost reduction in one of three performance measures—Cost per Revenue Hour, Cost per Passenger or Cost per Passenger Mile—as approved in the Transit Sustainability Project (TSP). Staff will report on the progress of these operators toward achieving the reductions in the Fall. In Fall 2015, staff reported that all seven large operators (AC Transit, BART, Caltrain, Golden Gate, SamTrans, SFMTA, and SCVTA) have achieved a 5% reduction, but that in general operators aren't seeing significant reduction in operating cost per hour. Rather, most operators are achieving the 5% performance target due to strong ridership gains during the economic recovery.

Recommendation: Refer MTC Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232 to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary.
MTC Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232

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Attachment A – Transit Operator Budget Summary
Page 1 of 3

Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
AC Transit	$375,251,766	$394,332,433	5.1%	7.0%	$130,076,635	33.3%	• Local service will be expanded largely as a result of Measure BB in Alameda County and will cost $9 million in FY2016-17. Measure BB revenue is estimated at $30 million annually. • Farebox revenue is projected to increase 3% due to service increases. Ridership has begun to plateau in late 2015 likely due to falling gas prices.
LAVTA	$ 16,383,346	$ 17,323,889	5.7%	1.0%	$ 12,012,120	69.3%	• LAVTA completed its Comprehensive Operational Analysis of its fixed route service and will implement changes in FY2016-17.LAVTA will conduct its first long-range transit plan that will provide a performance based blueprint of improvements for the next 30 years. • Paratransit costs are increasing over 30%, but revenue vehicle hours and miles are only increasing 5%. A change in contractor coupled with poor record keeping accounts for the rise in cost. • LAVTA will begin a shared autonomous vehicle shuttle demonstration and a rideshare pilot program in early 2017.
SFMTA	$758,074,420	$810,076,444	6.9%	3.2%	$120,460,374	14.9%	• MUNI Forward, the result of its Transit Effectiveness Project, will see full implementation of the 10% service increase in FY2016-17. • Budget includes continuation of free transit passes for low and moderate income youth, seniors and disabled.

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

Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
SolTrans	$ 12,836,979	$ 14,480,000	12.8%	1.7%	$ 5,361,315	37.0%	• The current year's budget reflects projected actuals, but the initial budget was used as a starting point to develop the FY2016-17 budget. This difference accounts for half of the budget increase and serves as a contingency. • Increase in the costs of purchased transportation due to contract rate increases as well as service expansion account for 25% of the increased budget. • Soltrans will receive 6 CNG buses and 2 electric buses by the middle of the year.
Sonoma County	$ 15,083,419	$ 15,523,159	2.9%	6.0%	$ 10,065,630	64.6%	• Sonoma County continues to coordinate with SMART and expects to increase service hours once SMART begins operations. • Paratransit revenue vehicle hours increased nearly 10% while serving only 3% more people.
Tri Delta Transit (ECCTA)	$ 20,409,000	$ 20,838,000	2.1%	0%	$ 16,091,418	77.2%	• Cost of purchased transportation will be slightly lower than the previous fiscal year due to a new contract. • Increasing the budget for salaries and benefits accounts for most budget increase. Two additional positions are budgeted as well as a small contingency for health care costs. • ECCTA approved route modifications and schedule changes to integrate with future eBART service. • 4 new electric demonstration buses.

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

Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
WCCTA (WestCAT)	$ 9,614,800	$10,963,000	14.0%	10.0%	$ 6,910,633	63.0%	• WestCAT plans to increase service hours 10% through a combination of RM2, Lifeline, and LCTOP funds. Increases in the cost of purchased transportation account for half of the budget increase. • Increases to the budget for fuel and lubricants account for most of the remainder of the budget increase.

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

Date: February 24, 2016
W.I.: 1511
Referred by: PAC
Revised: 05/25/16-C
07/27/16-C

ABSTRACT

Resolution No. 4220, Revised

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.

This resolution was revised on May 25, 2016 to incorporate estimated STA Revenue-based (PUC 99314) allocations by operator for FY 2016-17, to revise the STA Revenue-based forecast for FY 2015-16, and to incorporate adjustments to Transportation Development Act (TDA) balances to reflect transfers between TDA fund types.

This resolution was revised on July 27, 2016 to reflect actual receipts for TDA and AB 1107 funds in FY 2015-16, the rescission actions that were necessary to match FY 2015-16 allocations to the actual revenue collected, and the allocations of the excess revenue for FY 2015-16 per operator's requests.

Further discussion of these actions is contained in the MTC Programming and Allocations Summary Sheets dated February 10, 2016, May 11, 2016, and July 13, 2016.

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

TDA REGIONAL SUMMARY TABLE

Column	*A*	*B*	*C*	*D*	*E*	*F*	*G*	*H=Sum(A:G)*
	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	(73,536,990)	73,546,000	1,930,254	(3,019,050)	76,110,000	(3,044,400)	89,705,891
Contra Costa	17,154,518	(45,186,892)	40,146,919	(830,419)	(1,572,660)	41,463,827	(1,658,553)	49,516,739
Marin	838,286	(13,022,714)	12,713,895	(22,591)	(507,652)	13,362,830	(534,513)	12,827,543
Napa	11,965,811	(15,126,553)	7,600,000	703,166	(332,127)	8,160,000	(326,400)	12,643,897
San Francisco	725,412	(45,971,809)	48,421,155	(1,296,339)	(1,884,993)	50,724,425	(2,028,977)	48,688,875
San Mateo	5,372,178	(37,490,591)	36,914,589	2,045,476	(1,558,403)	39,205,837	(1,568,233)	42,920,854
Santa Clara	6,183,338	(103,012,843)	102,299,000	2,375,202	(4,186,968)	108,772,000	(4,350,880)	108,078,849
Solano	14,703,366	(14,668,639)	17,358,114	222,742	(703,234)	17,773,436	(710,937)	33,974,847
Sonoma	9,938,332	(22,153,733)	22,900,000	(960,603)	(877,576)	22,800,000	(912,000)	30,734,421
TOTAL	**$84,601,320**	**($370,170,764)**	**$361,899,672**	**$4,166,888**	**($14,642,663)**	**$378,372,355**	**($15,134,893)**	**$429,091,916**

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

Column	*A*	*B*	*C*	*D*		*E=Sum(A:D)*
	6/30/2015	FY2014-16	FY2015-16	FY2016-17		FY2016-17
Fund Source	Balance (w/ interest)[1]	Outstanding Commitments[3]	Revenue Estimate	Revenue Estimate		Available for Allocation
State Transit Assistance						
Revenue-Based	12,656,340	(92,387,294)	82,689,232	74,159,127		77,117,405
Population-Based	53,989,754	(46,740,679)	28,799,198	25,890,283		61,387,718
SUBTOTAL	**53,989,754**	**(139,127,973)**	**111,488,430**	**100,049,410**		**138,505,123**
AB1107 - BART District Tax (25% Share)	**0**	**(80,517,826)**	**80,517,825**	**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	**$179,072,616**	**($306,603,149)**	**$227,133,401**	**$226,472,519**		**$279,548,383**

Please see Attachment A pages 2-17 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 6/30/16.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16 except for AB1107 which is current as of 6/30/2016.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	73,546,000	
2. Actual Revenue (June, 16)	75,476,254	
3. Revenue Adjustment (Lines 2-1)		1,930,254
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	9,651	
5. County Administration (Up to 0.5% of Line 3)[1]	9,651	
6. MTC Planning (3.0% of Line 3)	57,908	
7. Total Charges (Lines 4+5+6)		77,210
8. Adjusted Generations Less Charges (Lines 3-7)		1,853,044
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	37,061	
10. Funds Remaining (Lines 8-9)		1,815,983
11. Article 4.5 Adjustment (5.0% of Line 10)	90,799	
12. Article 4 Adjustment (Lines 10-11)		1,725,184

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		76,110,000
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	380,550	
15. County Administration (0.5% of Line 13)	380,550	
16. MTC Planning (3.0% of Line 13)	2,283,300	
17. Total Charges (Lines 14+15+16)		3,044,400
18. TDA Generations Less Charges (Lines 13-17)		73,065,600
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	1,461,312	
20. Funds Remaining (Lines 18-19)		71,604,288
21. Article 4.5 (5.0% of Line 20)	3,580,214	
22. TDA Article 4 (Lines 20-21)		68,024,074

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
Apportionment Jurisdictions	**6/30/2015 Balance (w/o interest)**	**FY2014-15 Interest**	**6/30/2015 Balance (w/ interest)[2]**	**FY2014-16 Outstanding Commitments[3]**	**FY2015-16 Transfers/ Refunds**	**FY2015-16 Original Estimate**	**FY2015-16 Revenue Adjustment**	**6/30/2016 Projected Carryover**	**FY2016-17 Revenue Estimate**	**FY 2016-17 Available for Allocation**
Article 3	3,238,996	13,455	3,252,451	(3,595,113)	0	1,412,083	37,061	1,106,482	1,461,312	2,567,794
Article 4.5	26,073	1,220	27,293	(323,355)	(3,161,732)	3,459,604	90,799	92,609	3,580,214	3,672,823
SUBTOTAL	**3,265,069**	**14,675**	**3,279,744**	**(3,918,468)**	**(3,161,732)**	**4,871,687**	**127,860**	**1,199,091**	**5,041,526**	**6,240,617**
Article 4										
AC Transit										
District 1	6,771	1,710	8,481	(45,589,892)	3,161,732	42,419,679	1,113,327	1,113,327	43,864,335	44,977,662
District 2	1,880	297	2,177	(11,315,000)	0	11,315,940	296,993	300,109	11,669,120	11,969,229
BART[4]	5,136	16	5,153	(85,033)	0	79,882	2,097	2,098	83,158	85,256
LAVTA	9,692,902	28,266	9,721,169	(13,476,888)	4,316,718	8,899,101	233,562	9,693,662	9,304,213	18,997,875
Union City	4,748,319	18,071	4,766,390	(3,979,251)	447,788	3,017,872	79,206	4,332,004	3,103,248	7,435,252
SUBTOTAL	**14,455,009**	**48,361**	**14,503,369**	**(74,446,064)**	**7,926,238**	**65,732,473**	**1,725,184**	**15,441,200**	**68,024,074**	**83,465,274**
GRAND TOTAL	**$17,720,078**	**$63,036**	**$17,783,113**	**($78,364,532)**	**$4,764,506**	**$70,604,160**	**$1,853,044**	**$16,640,291**	**$73,065,600**	**$89,705,891**

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

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 6/30/16.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	40,146,919	
2. Actual Revenue (June, 16)	39,316,500	
3. Revenue Adjustment (Lines 2-1)		(830,419)
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(4,152)	
5. County Administration (Up to 0.5% of Line 3)[1]	(4,152)	
6. MTC Planning (3.0% of Line 3)	(24,913)	
7. Total Charges (Lines 4+5+6)		(33,217)
8. Adjusted Generations Less Charges (Lines 3-7)		(797,202)
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(15,944)	
10. Funds Remaining (Lines 8-9)		(781,258)
11. Article 4.5 Adjustment (5.0% of Line 10)	(39,063)	
12. Article 4 Adjustment (Lines 10-11)		(742,195)

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		41,463,827
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	207,319	
15. County Administration (0.5% of Line 13)	207,319	
16. MTC Planning (3.0% of Line 13)	1,243,915	
17. Total Charges (Lines 14+15+16)		1,658,553
18. TDA Generations Less Charges (Lines 13-17)		39,805,274
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	796,105	
20. Funds Remaining (Lines 18-19)		39,009,169
21. Article 4.5 (5.0% of Line 20)	1,950,458	
22. TDA Article 4 (Lines 20-21)		37,058,711

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
Apportionment Jurisdictions	**6/30/2015 Balance (w/o interest)**	**FY2014-15 Interest**	**6/30/2015 Balance (w/ interest)[2]**	**FY2014-16 Outstanding Commitments[3]**	**FY2015-16 Transfers/ Refunds**	**FY2015-16 Original Estimate**	**FY2015-16 Revenue Adjustment**	**6/30/2016 Projected Carryover**	**FY2016-17 Revenue Estimate**	**FY 2016-17 Available for Allocation**
Article 3	1,236,685	440	1,237,125	(836,241)	0	770,821	(15,944)	1,155,762	796,105	1,951,867
Article 4.5	146,487	12	146,499	(1,241,739)	(647,531)	1,888,511	(39,063)	106,677	1,950,458	2,057,135
SUBTOTAL	**1,383,172**	**452**	**1,383,624**	**(2,077,980)**	**(647,531)**	**2,659,332**	**(55,007)**	**1,262,439**	**2,746,563**	**4,009,002**
Article 4										
AC Transit										
District 1	3,835	6	3,841	(6,695,817)	571,086	6,254,093	(129,363)	3,841	6,436,688	6,440,529
BART[4]	156	0	157	(245,724)	0	250,912	(5,190)	155	261,977	262,132
CCCTA	12,945,397	2,353	12,947,750	(24,393,594)	416,196	17,054,847	(352,771)	5,672,427	17,584,948	23,257,375
ECCTA	816,528	52	816,580	(9,939,397)	0	10,151,017	(209,969)	818,231	10,537,184	11,355,415
WCCTA	2,005,431	350	2,005,781	(2,803,045)	625,699	2,170,840	(44,903)	1,954,372	2,237,914	4,192,286
SUBTOTAL	**15,771,347**	**2,762**	**15,774,109**	**(44,077,577)**	**1,612,981**	**35,881,709**	**(742,195)**	**8,449,026**	**37,058,711**	**45,507,737**
GRAND TOTAL	**$17,154,518**	**$3,215**	**$17,157,733**	**($46,155,557)**	**$965,450**	**$38,541,041**	**($797,202)**	**$9,711,465**	**$39,805,274**	**$49,516,739**

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

2. 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.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

4. 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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	12,713,895	
2. Actual Revenue (June, 16)	12,691,304	
3. Revenue Adjustment (Lines 2-1)		(22,591)
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(113)	
5. County Administration (Up to 0.5% of Line 3)	(113)	
6. MTC Planning (3.0% of Line 3)	(678)	
7. Total Charges (Lines 4+5+6)		(904)
8. Adjusted Generations Less Charges (Lines 3-7)		(21,687)
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(434)	
10. Funds Remaining (Lines 8-9)		(21,253)
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		(21,253)

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		13,362,830
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	66,814	
15. County Administration (0.5% of Line 13)	66,814	
16. MTC Planning (3.0% of Line 13)	400,885	
17. Total Charges (Lines 14+15+16)		534,513
18. TDA Generations Less Charges (Lines 13-17)		12,828,317
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	256,566	
20. Funds Remaining (Lines 18-19)		12,571,751
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		12,571,751

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
Apportionment Jurisdictions	**6/30/2015 Balance (w/o interest)**	**FY2014-15 Interest**	**6/30/2015 Balance (w/ interest)[1]**	**FY2014-16 Outstanding Commitments[2]**	**FY2015-16 Transfers/ Refunds**	**FY2015-16 Original Estimate**	**FY2015-16 Revenue Adjustment**	**6/30/2016 Projected Carryover[4]**	**FY2016-17 Revenue Estimate**	**FY 2016-17 Available for Allocation**
Article 3	417,608	4,066	421,673	(665,748)	0	244,107	(434)	(401)	256,566	256,165
Article 4.5										
SUBTOTAL	**417,608**	**4,066**	**421,673**	**(665,748)**	**0**	**244,107**	**(434)**	**(401)**	**256,566**	**256,165**
Article 4/8										
GGBHTD[3]	420,679	872	421,551	(12,361,904)	0	11,961,233	(21,253)	(235)	7,931,518	7,931,282
Marin Transit[3]	0	0	0	0	0	0	0	(138)	4,640,233	4,640,096
SUBTOTAL	**420,679**	**872**	**421,551**	**(12,361,904)**	**0**	**11,961,233**	**(21,253)**	**(373)**	**12,571,751**	**12,571,378**
GRAND TOTAL	**$838,286**	**$4,938**	**$843,224**	**($13,027,652)**	**$0**	**$12,205,340**	**($21,687)**	**($774)**	**$12,828,317**	**$12,827,543**

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 6/30/16.

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.

4. Negative projected carryover will be covered by FY 2015-16 interest payments.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	7,600,000	
2. Actual Revenue (June, 16)	8,303,166	
3. Revenue Adjustment (Lines 2-1)		703,166
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	3,516	
5. County Administration (Up to 0.5% of Line 3)	3,516	
6. MTC Planning (3.0% of Line 3)	21,095	
7. Total Charges (Lines 4+5+6)		28,127
8. Adjusted Generations Less Charges (Lines 3-7)		675,039
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	13,501	
10. Funds Remaining (Lines 8-9)		661,538
11. Article 4.5 Adjustment (5.0% of Line 10)	33,077	
12. Article 4 Adjustment (Lines 10-11)		628,461

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		8,160,000
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	40,800	
15. County Administration (0.5% of Line 13)	40,800	
16. MTC Planning (3.0% of Line 13)	244,800	
17. Total Charges (Lines 14+15+16)		326,400
18. TDA Generations Less Charges (Lines 13-17)		7,833,600
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	156,672	
20. Funds Remaining (Lines 18-19)		7,676,928
21. Article 4.5 (5.0% of Line 20)	383,846	
22. TDA Article 4 (Lines 20-21)		7,293,082

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
Apportionment Jurisdictions	**6/30/2015 Balance (w/o interest)**	**FY2014-15 Interest**	**6/30/2015 Balance (w/ interest)[1]**	**FY2014-16 Outstanding Commitments[2]**	**FY2015-16 Transfers/ Refunds**	**FY2015-16 Original Estimate**	**FY2015-16 Revenue Adjustment**	**6/30/2016 Projected Carryover**	**FY2016-17 Revenue Estimate**	**FY 2016-17 Available for Allocation**
Article 3	496,722	2,847	499,569	(421,689)	0	145,920	13,501	237,301	156,672	393,973
Article 4.5	56,757	73	56,829	(401,127)	0	357,504	33,077	46,283	383,846	430,129
SUBTOTAL	**553,479**	**2,919**	**556,398**	**(822,816)**	**0**	**503,424**	**46,578**	**283,584**	**540,518**	**824,102**
Article 4/8										
NVTA[3]	11,412,332	47,046	11,459,378	(15,607,662)	1,253,960	6,792,576	628,461	4,526,713	7,293,082	11,819,795
SUBTOTAL	**11,412,332**	**47,046**	**11,459,378**	**(15,607,662)**	**1,253,960**	**6,792,576**	**628,461**	**4,526,713**	**7,293,082**	**11,819,795**
GRAND TOTAL	**$11,965,811**	**$49,965**	**$12,015,776**	**($16,430,478)**	**$1,253,960**	**$7,296,000**	**$675,039**	**$4,810,297**	**$7,833,600**	**$12,643,897**

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 6/30/16.

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

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	48,421,155	
2. Actual Revenue (June, 16)	47,124,816	
3. Revenue Adjustment (Lines 2-1)		(1,296,339)
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(6,482)	
5. County Administration (Up to 0.5% of Line 3)	(6,482)	
6. MTC Planning (3.0% of Line 3)	(38,890)	
7. Total Charges (Lines 4+5+6)		(51,854)
8. Adjusted Generations Less Charges (Lines 3-7)		(1,244,485)
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(24,890)	
10. Funds Remaining (Lines 8-9)		(1,219,595)
11. Article 4.5 Adjustment (5.0% of Line 10)	(60,980)	
12. Article 4 Adjustment (Lines 10-11)		(1,158,615)

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		50,724,425
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	253,622	
15. County Administration (0.5% of Line 13)	253,622	
16. MTC Planning (3.0% of Line 13)	1,521,733	
17. Total Charges (Lines 14+15+16)		2,028,977
18. TDA Generations Less Charges (Lines 13-17)		48,695,448
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	973,909	
20. Funds Remaining (Lines 18-19)		47,721,539
21. Article 4.5 (5.0% of Line 20)	2,386,077	
22. TDA Article 4 (Lines 20-21)		45,335,462

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
Apportionment Jurisdictions	**6/30/2015 Balance (w/o interest)**	**FY2014-15 Interest**	**6/30/2015 Balance (w/ interest)[1]**	**FY2014-16 Outstanding Commitments[2]**	**FY2015-16 Transfers/ Refunds**	**FY2015-16 Original Estimate**	**FY2015-16 Revenue Adjustment**	**6/30/2016 Projected Carryover[3]**	**FY2016-17 Revenue Estimate**	**FY 2016-17 Available for Allocation**
Article 3	730,000	13,007	743,007	(1,656,353)	0	929,686	(24,890)	(8,550)	973,909	965,359
Article 4.5	(385)	618	233	61,539	(2,278,290)	2,277,731	(60,980)	233	2,386,077	2,386,310
SUBTOTAL	**729,615**	**13,625**	**743,240**	**(1,594,814)**	**(2,278,290)**	**3,207,417**	**(85,870)**	**(8,317)**	**3,359,986**	**3,351,669**
Article 4										
SFMTA	(4,203)	5,945	1,743	(44,396,565)	2,278,290	43,276,891	(1,158,615)	1,744	45,335,462	45,337,206
SUBTOTAL	**(4,203)**	**5,945**	**1,743**	**(44,396,565)**	**2,278,290**	**43,276,891**	**(1,158,615)**	**1,744**	**45,335,462**	**45,337,206**
GRAND TOTAL	**$725,412**	**$19,571**	**$744,983**	**($45,991,379)**	**$0**	**$46,484,308**	**($1,244,485)**	**($6,573)**	**$48,695,448**	**$48,688,875**

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 6/30/16.

3. Negative projected carryover will be covered by FY 2015-16 interest payments.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	36,914,589	
2. Actual Revenue (June, 16)	38,960,065	
3. Revenue Adjustment (Lines 2-1)		2,045,476
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	10,227	
5. County Administration (Up to 0.5% of Line 3)[1]	10,227	
6. MTC Planning (3.0% of Line 3)	61,364	
7. Total Charges (Lines 4+5+6)		81,818
8. Adjusted Generations Less Charges (Lines 3-7)		1,963,658
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	39,273	
10. Funds Remaining (Lines 8-9)		1,924,385
11. Article 4.5 Adjustment (5.0% of Line 10)	96,219	
12. Article 4 Adjustment (Lines 10-11)		1,828,166

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		39,205,837
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	196,029	
15. County Administration (0.5% of Line 13)	196,029	
16. MTC Planning (3.0% of Line 13)	1,176,175	
17. Total Charges (Lines 14+15+16)		1,568,233
18. TDA Generations Less Charges (Lines 13-17)		37,637,604
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	752,752	
20. Funds Remaining (Lines 18-19)		36,884,852
21. Article 4.5 (5.0% of Line 20)	1,844,243	
22. TDA Article 4 (Lines 20-21)		35,040,609

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
Apportionment Jurisdictions	**6/30/2015 Balance (w/o interest)**	**FY2014-15 Interest**	**6/30/2015 Balance (w/ interest)[2]**	**FY2014-16 Outstanding Commitments[3]**	**FY2015-16 Transfers/ Refunds**	**FY2015-16 Original Estimate**	**FY2015-16 Revenue Adjustment**	**6/30/2016 Projected Carryover**	**FY2016-17 Revenue Estimate**	**FY 2016-17 Available for Allocation**
Article 3	3,201,159	42,332	3,243,491	(3,554,875)	0	708,760	39,273	436,649	752,752	1,189,401
Article 4.5	184,358	323	184,681	(1,771,554)	0	1,736,462	96,219	245,808	1,844,243	2,090,051
SUBTOTAL	**3,385,516**	**42,656**	**3,428,172**	**(5,326,429)**	**0**	**2,445,222**	**135,492**	**682,457**	**2,596,995**	**3,279,452**
Article 4										
SamTrans	1,986,662	5,905	1,992,567	(32,212,723)	0	32,992,783	1,828,166	4,600,793	35,040,609	39,641,402
SUBTOTAL	**1,986,662**	**5,905**	**1,992,567**	**(32,212,723)**	**0**	**32,992,783**	**1,828,166**	**4,600,793**	**35,040,609**	**39,641,402**
GRAND TOTAL	**$5,372,178**	**$48,561**	**$5,420,739**	**($37,539,152)**	**$0**	**$35,438,005**	**$1,963,658**	**$5,283,250**	**$37,637,604**	**$42,920,854**

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

2. 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.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	102,299,000	
2. Actual Revenue (June, 16)	104,674,202	
3. Revenue Adjustment (Lines 2-1)		2,375,202
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	11,876	
5. County Administration (Up to 0.5% of Line 3)[1]	11,876	
6. MTC Planning (3.0% of Line 3)	71,256	
7. Total Charges (Lines 4+5+6)		95,008
8. Adjusted Generations Less Charges (Lines 3-7)		2,280,194
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	45,604	
10. Funds Remaining (Lines 8-9)		2,234,590
11. Article 4.5 Adjustment (5.0% of Line 10)	111,730	
12. Article 4 Adjustment (Lines 10-11)		2,122,860

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		108,772,000
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	543,860	
15. County Administration (0.5% of Line 13)	543,860	
16. MTC Planning (3.0% of Line 13)	3,263,160	
17. Total Charges (Lines 14+15+16)		4,350,880
18. TDA Generations Less Charges (Lines 13-17)		104,421,120
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	2,088,422	
20. Funds Remaining (Lines 18-19)		102,332,698
21. Article 4.5 (5.0% of Line 20)	5,116,635	
22. TDA Article 4 (Lines 20-21)		97,216,063

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
Apportionment Jurisdictions	**6/30/2015 Balance (w/o interest)**	**FY2014-15 Interest**	**6/30/2015 Balance (w/ interest)[2]**	**FY2014-16 Outstanding Commitments[3]**	**FY2015-16 Transfers/ Refunds**	**FY2015-16 Original Estimate**	**FY2015-16 Revenue Adjustment**	**6/30/2016 Projected Carryover**	**FY2016-17 Revenue Estimate**	**FY 2016-17 Available for Allocation**
Article 3	5,351,090	29,759	5,380,849	(6,804,884)		1,964,141	45,604	585,710	2,088,422	2,674,132
Article 4.5	41,460	195	41,655	0	(4,812,145)	4,812,145	111,730	153,385	5,116,635	5,270,020
SUBTOTAL	**5,392,551**	**29,953**	**5,422,504**	**(6,804,884)**	**(4,812,145)**	**6,776,286**	**157,334**	**739,095**	**7,205,057**	**7,944,152**
Article 4										
VTA	790,787	4,986	795,774	(96,242,899)	4,812,145	91,430,754	2,122,860	2,918,634	97,216,063	100,134,697
SUBTOTAL	**790,787**	**4,986**	**795,774**	**(96,242,899)**	**4,812,145**	**91,430,754**	**2,122,860**	**2,918,634**	**97,216,063**	**100,134,697**
GRAND TOTAL	**$6,183,338**	**$34,939**	**$6,218,277**	**($103,047,783)**	**$0**	**$98,207,040**	**$2,280,194**	**$3,657,729**	**$104,421,120**	**$108,078,849**

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

2. 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.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	17,358,114	
2. Actual Revenue (June, 16)	17,580,856	
3. Revenue Adjustment (Lines 2-1)		222,742
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	1,114	
5. County Administration (Up to 0.5% of Line 3)	1,114	
6. MTC Planning (3.0% of Line 3)	6,682	
7. Total Charges (Lines 4+5+6)		8,910
8. Adjusted Generations Less Charges (Lines 3-7)		213,832
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	4,277	
10. Funds Remaining (Lines 8-9)		209,555
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		209,555

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		17,773,436
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	88,867	
15. County Administration (0.5% of Line 13)	88,867	
16. MTC Planning (3.0% of Line 13)	533,203	
17. Total Charges (Lines 14+15+16)		710,937
18. TDA Generations Less Charges (Lines 13-17)		17,062,499
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	341,250	
20. Funds Remaining (Lines 18-19)		16,721,249
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		16,721,249

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
Apportionment Jurisdictions	**6/30/2015 Balance (w/o interest)**	**FY2014-15 Interest**	**6/30/2015 Balance (w/ interest)[1]**	**FY2014-16 Outstanding Commitments[2]**	**FY2015-16 Transfers/ Refunds**	**FY2015-16 Original Estimate**	**FY2015-16 Revenue Adjustment**	**6/30/2016 Projected Carryover**	**FY2016-17 Revenue Estimate**	**FY 2016-17 Available for Allocation**
Article 3	774,067	3,926	777,993	(968,029)	0	333,276	4,277	147,517	341,250	488,767
Article 4.5										
SUBTOTAL	**774,067**	**3,926**	**777,993**	**(968,029)**	**0**	**333,276**	**4,277**	**147,517**	**341,250**	**488,767**
Article 4/8										
Dixon	856,366	3,219	859,586	(567,866)	0	734,437	9,424	1,035,581	745,767	1,781,348
Fairfield	2,763,699	12,241	2,775,940	(5,837,751)	0	4,251,582	54,557	1,244,327	4,355,601	5,599,928
Rio Vista	243,865	1,902	245,767	(334,129)	75,432	306,605	3,934	297,610	318,930	616,540
Solano County	913,414	4,404	917,818	(510,125)	0	741,586	9,516	1,158,796	753,163	1,911,959
Suisun City	158,218	370	158,588	(1,233,922)	0	1,103,260	14,157	42,083	1,124,528	1,166,611
Vacaville	6,367,758	28,785	6,396,543	(3,187,689)	0	3,617,620	46,422	6,872,896	3,686,482	10,559,378
Vallejo/Benicia[4]	2,625,978	11,206	2,637,184	(7,176,068)	5,005,454	5,575,423	71,544	6,113,538	5,736,777	11,850,315
SUBTOTAL	**13,929,299**	**62,128**	**13,991,427**	**(18,847,550)**	**5,080,886**	**16,330,513**	**209,555**	**16,764,831**	**16,721,249**	**33,486,080**
GRAND TOTAL	**$14,703,366**	**$66,054**	**$14,769,419**	**($19,815,578)**	**$5,080,886**	**$16,663,789**	**$213,832**	**$16,912,348**	**$17,062,499**	**$33,974,847**

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 6/30/16.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	22,900,000	
2. Actual Revenue (June, 16)	21,939,397	
3. Revenue Adjustment (Lines 2-1)		(960,603)
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(4,803)	
5. County Administration (Up to 0.5% of Line 3)[1]	(4,803)	
6. MTC Planning (3.0% of Line 3)	(28,818)	
7. Total Charges (Lines 4+5+6)		(38,424)
8. Adjusted Generations Less Charges (Lines 3-7)		(922,179)
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(18,444)	
10. Funds Remaining (Lines 8-9)		(903,735)
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		(903,735)

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		22,800,000
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	114,000	
15. County Administration (0.5% of Line 13)	114,000	
16. MTC Planning (3.0% of Line 13)	684,000	
17. Total Charges (Lines 14+15+16)		912,000
18. TDA Generations Less Charges (Lines 13-17)		21,888,000
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	437,760	
20. Funds Remaining (Lines 18-19)		21,450,240
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		21,450,240

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
Apportionment Jurisdictions	**6/30/2015 Balance (w/o interest)**	**FY2014-15 Interest**	**6/30/2015 Balance (w/ interest)[2]**	**FY2014-16 Outstanding Commitments[3]**	**FY2015-16 Transfers/ Refunds**	**FY2015-16 Original Estimate**	**FY2015-16 Revenue Adjustment**	**6/30/2016 Projected Carryover[6]**	**FY2016-17 Revenue Estimate**	**FY 2016-17 Available for Allocation**
Article 3	1,525,093	8,385	1,533,478	(1,252,449)	0	439,680	(18,444)	702,265	437,760	1,140,025
Article 4.5										
SUBTOTAL	**1,525,093**	**8,385**	**1,533,478**	**(1,252,449)**	**0**	**439,680**	**(18,444)**	**702,265**	**437,760**	**1,140,025**
Article 4/8										
GGBHTD[4]	48,217	2,654	50,872	(5,219,169)	0	5,386,080	(225,934)	(8,151)	5,362,560	5,354,409
Petaluma	974,118	2,463	976,580	(1,993,246)	0	1,843,755	(77,341)	749,748	1,830,846	2,580,594
Santa Rosa	1,012,333	30,852	1,043,186	(6,430,490)	3,276,135	5,608,140	(235,249)	3,261,722	5,610,668	8,872,390
Sonoma County/Healdsburg[5]	6,378,571	19,108	6,397,678	(11,475,863)	877,888	8,706,345	(365,211)	4,140,837	8,646,166	12,787,003
SUBTOTAL	**8,413,239**	**55,077**	**8,468,316**	**(25,118,768)**	**4,154,022**	**21,544,320**	**(903,735)**	**8,144,156**	**21,450,240**	**29,594,396**
GRAND TOTAL	**$9,938,332**	**$63,462**	**$10,001,794**	**($26,371,217)**	**$4,154,022**	**$21,984,000**	**($922,179)**	**$8,846,421**	**$21,888,000**	**$30,734,421**

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

2. 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.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

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

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

6. Negative projected carryover will be covered by FY 2015-16 interest payments.

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

FY2015-16 STA Revenue Estimate		**FY2016-17 STA Revenue Estimate**	
1. State Estimate (May, 16)	$82,689,232	4. Projected Carryover (May, 16)	$2,958,278
2. Actual Revenue (Aug, 16)		5. State Estimate (May, 16)	$74,159,127
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	$77,117,405

STA REVENUE-BASED APPORTIONMENT BY 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*[3]**	**6/30/2016 Projected Carryover[4]**	**FY2016-17 Revenue Estimate*[5]**	**Total Available For Allocation**
ACCMA - Corresponding to ACE	429,655	(450,000)	78,302	57,957	70,225	128,182
Caltrain	487,279	(5,046,388)	4,324,040	(235,070)	3,877,978	3,642,908
CCCTA	9	(563,842)	488,719	(75,114)	438,304	363,190
City of Dixon	4,930	0	3,792	8,722	3,400	12,122
ECCTA	2	(277,297)	226,341	(50,954)	202,992	152,038
City of Fairfield	16,405	(102,080)	95,506	9,831	85,654	95,485
GGBHTD	9	(3,370,520)	3,827,641	457,130	3,432,787	3,889,917
City of Healdsburg	376	0	401	776	360	1,136
LAVTA	199,818	(199,577)	197,546	197,787	177,167	374,954
Marin Transit	1,406,662	(1,009,970)	712,905	1,109,597	639,362	1,748,959
NVTA	5	(45,260)	49,366	4,111	44,273	48,384
City of Petaluma	(7,312)	(11,389)	11,087	(7,614)	9,943	2,329
City of Rio Vista	0	0	872	872	782	1,654
SamTrans	1	(3,125,451)	2,659,252	(466,199)	2,384,927	1,918,728
City of Santa Rosa	140,746	(128,585)	108,542	120,703	97,345	218,048
Solano County Transit	0	(188,209)	222,976	34,768	199,974	234,742
Sonoma County Transit	44,800	(110,683)	117,522	51,639	105,399	157,038
City of Union City	1	(35,690)	33,420	(2,269)	29,972	27,703
VTA	922,200	(11,263,409)	10,231,289	(109,920)	9,175,843	9,065,923
VTA - Corresponding to ACE	47,826	(231,943)	93,377	(90,739)	83,745	(6,994)
WCCTA	6	(278,312)	256,123	(22,183)	229,702	207,519
WETA	3,912,726	0	1,052,088	4,964,814	943,556	5,908,370
SUBTOTAL	**7,606,143**	**(26,438,605)**	**24,791,107**	**5,958,645**	**22,233,691**	**28,192,336**
AC Transit	1,332,353	(8,045,389)	7,736,927	1,023,891	6,938,796	7,962,687
BART	2,427,827	(21,523,603)	17,775,361	(1,320,415)	15,941,680	14,621,265
SFMTA	1,290,017	(36,379,697)	32,385,838	(2,703,843)	29,044,960	26,341,117
SUBTOTAL	**5,050,197**	**(65,948,689)**	**57,898,126**	**(3,000,367)**	**51,925,436**	**48,925,069**
GRAND TOTAL	**$12,656,340**	**($92,387,294)**	**$82,689,232**	**$2,958,278**	**$74,159,127**	**$77,117,405**

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 4/15/16.

3. FY2015-16 STA revenue generation based on the $297.6 million in the Governor's May 2016 revised FY2016-17 State Budget.

4. Projected carryover as of 6/30/16 does not include interest accrued in FY2015-16. Negative carryover amounts shown are primarily a result of lower than expected revenues.

5. FY2016-17 STA revenue generation based on the $266.9 million in the Governor's May 2016 revised FY2016-17 State Budget.

**Distributions based on assumed passage of a FY2016-17 State Budget trailer bill language to restore the STA Revenue-Based formula to the methodology used in FY2014-15.*

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

FY2015-16 STA Revenue Estimate		FY2016-17 STA Revenue Estimate	
1. State Revised Estimate[3] (May, 16)	$28,799,198	4. Projected Carryover (May, 16)	$35,497,435
2. Actual Revenue (Aug, 16)		5. State Estimate[4] (May, 16)	$25,890,283
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	$61,387,718

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[3]**	**6/30/2016 Projected Carryover**	**FY2016-17 Revenue Estimate[4]**	**Total Available For Allocation**
Northern Counties/Small Operators						
Marin	81,537	(1,094,305)	855,989	(156,779)	768,516	611,737
Napa	41,253	(547,351)	462,588	(43,509)	415,316	371,807
Solano/Vallejo[5]	4,345,719	(1,095,745)	1,393,115	4,643,089	1,250,753	5,893,842
Sonoma	154,310	(1,937,160)	1,637,168	(145,682)	1,469,867	1,324,185
CCCTA	144,556	(2,004,761)	1,622,703	(237,502)	1,456,880	1,219,378
ECCTA	88,114	(1,159,791)	980,185	(91,492)	880,020	788,528
LAVTA	910,297	(884,220)	670,586	696,663	602,059	1,298,722
Union City	155,508	(195,686)	234,757	194,579	210,768	405,347
WCCTA	19,283	(267,089)	216,188	(31,618)	194,096	162,478
SUBTOTAL	**5,940,577**	**(9,186,108)**	**8,073,281**	**4,827,749**	**7,248,275**	**12,076,024**
Regional Paratransit						
Alameda	31,558	(1,041,462)	886,451	(123,453)	795,864	672,411
Contra Costa	42,344	(816,245)	627,503	(146,398)	563,379	416,981
Marin	4,470	(147,718)	121,074	(22,174)	108,702	86,528
Napa	8,753	(116,182)	98,190	(9,239)	88,156	78,917
San Francisco	25,924	(832,201)	703,327	(102,950)	631,454	528,504
San Mateo	30,922	(410,315)	346,774	(32,619)	311,337	278,718
Santa Clara	88,454	(1,175,189)	993,199	(93,536)	891,704	798,168
Solano	902,071	(445,000)	271,151	728,222	243,442	971,664
Sonoma	42,703	(459,545)	388,380	(28,462)	348,692	320,230
SUBTOTAL	**1,177,199**	**(5,443,857)**	**4,436,047**	**169,391**	**3,982,729**	**4,152,121**
Lifeline						
Alameda	5,080,482	(5,841,385)	1,724,589	963,686	1,689,721	2,653,407
Contra Costa	2,864,977	(2,990,587)	1,090,558	964,949	1,068,509	2,033,458
Marin	556,377	0	199,650	756,027	195,613	951,640
Napa	463,078	(471,543)	154,851	146,385	151,720	298,105
San Francisco	3,909,710	(4,192,025)	954,785	672,470	935,481	1,607,951
San Mateo	1,637,260	0	642,055	2,279,316	629,074	2,908,390
Santa Clara	5,077,735	(1,000,000)	1,760,778	5,838,513	1,725,178	7,563,691
Solano	733,154	(671,934)	487,617	548,838	477,758	1,026,596
Sonoma	1,690,827	(443,268)	600,840	1,848,399	588,692	2,437,091
MTC Mean-Based Discount Project	307,529	(199,940)	695,326	802,914	0	802,914
JARC Funding Restoration[6]	550,842	0	0		0	0
SUBTOTAL	**22,871,972**	**(15,810,682)**	**8,311,049**	**14,821,497**	**7,461,746**	**22,283,243**
MTC Regional Coordination Program[7]	23,631,214	(16,300,031)	7,645,488	14,976,671	6,864,199	21,840,870
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	**$53,989,754**	**($46,740,679)**	**$28,799,198**	**$35,497,435**	**$25,890,283**	**$61,387,718**

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. FY2015-16 STA revenue generation based on the $297.6 million in the Governor's May 2016 revised FY2016-17 State Budget.

4. FY2016-17 STA revenue generation based on the $266.9 million in the Governor's May 2016 revised FY2016-17 State Budget.

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]

BRIDGE TOLL APPORTIONMENT BY CATEGORY

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=D+E*
Fund Source	**6/30/2015 Balance[3]**	**FY2014-16 Outstanding Commitments[4]**	**FY2015-16 Programming Amount[5]**	**6/30/2016 Projected Carryover**	**FY2016-17 Programming Amount[5]**	**Total 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

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. Actual Revenue (June, 16)	$80,517,825	5. MTC Estimate (Feb, 16)	$80,749,839
3. Revenue Adjustment (Lines 2-1)	$2,957,025	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)*
Apportionment Jurisdictions	**6/30/2015 Balance (w/o interest)**	**FY2014-15 Interest**	**6/30/2015 Balance (w/ interest)[1]**	**FY2014-16 Outstanding Commitments[2]**	**FY2015-16 Original Estimate**	**FY2015-16 Revenue Adjustment**	**6/30/2016 Projected Carryover**	**FY2016-17 Revenue Estimate**	**FY2016-17 Available for Allocation**
AC Transit	0	0	0	(40,258,913)	38,780,400	1,478,513	0	40,374,920	40,374,920
SFMTA	0	0	0	(40,258,913)	38,780,400	1,478,513	0	40,374,920	40,374,920
TOTAL	**$0**	**$0**	**$0**	**($80,517,826)**	**$77,560,800**	**$2,957,026**	**$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 6/30/16.

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

ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT

Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
Total Available	**$3,672,823**	**$672,411**	**$2,057,135**	**$416,981**
AC Transit	$3,356,663	$607,711	$661,581	$119,170
LAVTA	$124,830	$29,506		
Pleasanton	$67,921			
Union City	$123,409	$35,194		
CCCTA			$784,093	$162,988
ECCTA			$439,445	$108,850
WCCTA			$172,017	$25,973

IMPLEMENTATION OF OPERATOR AGREEMENTS

Fund Source	Apportionment Jurisdictions	Claimant	Amount[1]	Program
Total Available BART STA Revenue-Based Funds			**$14,621,265**	
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			**$7,607,217**	
Total Available BART TDA Article 4 Funds			**$347,388**	
TDA Article 4	BART-Alameda	LAVTA	(85,256)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(262,132)	BART Feeder Bus
Total Payment			**(347,388)**	
Remaining BART TDA Article 4 Funds			**$0**	
Total Available SamTrans STA Revenue-Based Funds			**$1,918,728**	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			**(801,024)**	
Remaining SamTrans STA Revenue-Based Funds			**$1,117,704**	
Total Available Union City TDA Article 4 Funds			**$7,435,252**	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			**(116,699)**	
Remaining Union City TDA Article 4 Funds			**$7,318,553**	

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

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

Apportionment Category	MTC Resolution 3814 Spillover Payment Schedule	%	FY 2007-08 Spillover Distribution	FY2009-15 Spillover Distribution	MTC Res-3833 (RM 1 Funding)	MTC Res-3925 (STP/CMAQ Funding)	FY2016-17 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[1]	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**	**$21,980,390**

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

FY2015-16 LCTOP Revenue Estimate[1]		**FY2016-17 LCTOP Revenue Estimate**[2]	
1. Statewide Appropriation (Oct, 15)	$75,000,000	5. Estimated Statewide Appropriation (June, 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.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC
Revised: 07/27/16-C

ABSTRACT

Resolution No. 4229, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2016-17.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

This resolution was revised on July 27, 2016 to allocate funds to AC Transit and San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016 and July 13, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4229

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

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

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

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC
Revised: 07/27/16-C

Attachment A
MTC Resolution No. 4229
Page 1 of 1

FY 2016-17 ALLOCATION OF REGIONAL MEASURE 2 FUNDS FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2016-17 RM2 Operating Program (MTC Resolution 4228).
All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636).

Claimant	**Project Description**	**Allocation Amount**	**Allocation Code**	**Approval Date**	**Project Number**	**Farebox Requirement**	Org Key
WETA	Planning and Administration	3,000,000	01	06/22/16	11	n.a.	801851400
WETA	Ferry Operating	15,300,000	02	06/22/16	6	40% Peak service, 30% All Day Service	801850900
AC Transit	Express Bus Service	5,427,904	03	07/27/16	4	30% Peak, 20% All Day	801850400
AC Transit	Dumbarton Bus	2,816,976	04	07/27/16	5	30% Peak, 20% All Day	801850500
AC Transit	Owl Bus Service	1,333,623	05	07/27/16	7	10%	801851000
AC Transit	Enhanced/Rapid Bus Service	3,000,000	06	07/27/16	9	n.a.	801851200
SFMTA	Metro 3rd Street Extension	2,500,000	07	07/27/16	8	n.a.	801851100
	Total	**33,378,503**					

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C

ABSTRACT

Resolution No. 4230, Revised

This resolution approves the allocation of fiscal year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA) and Santa Rosa.

This resolution was revised on July 27, 2016 to allocate funds to AC Transit, LAVTA, SFMTA, Soltrans, Sonoma County Transit, Tri Delta Transit (ECCTA), and WestCAT (WCCTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016 and July 13, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4230

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

WHEREAS, the Mills-Alquist-Deddeh Act ("Transportation Development Act" or "TDA"), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2016-17 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C

Attachment A
MTC Resolution No. 4230
Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2016-17

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	OrgKey	Note
5801 - 99233.7, 99275 Community Transit Service - Operations							
AC Transit	Transit Operations	3,319,767	03	07/27/16	Alameda County	261500000	
SFMTA	Transit Operations	2,386,077	04	07/27/16	San Francisco County	265550000	1
	Subtotal	**5,705,844**					
5802 - 99260A Transit - Operations							
CCCTA	Transit Operations	18,584,451	01	06/22/16	CCCTA	262441000	
Santa Rosa	Transit Operations	5,555,547	02	06/22/16	Santa Rosa	269483500	
LAVTA	Transit Operations	9,433,761	05	07/27/16	LAVTA	261432000	
WCCTA	Transit Operations	2,290,427	06	07/27/16	WCCTA	262443000	
AC Transit	Transit Operations	44,986,143	07	07/27/16	AC Transit Alameda D1	261430000	
AC Transit	Transit Operations	11,969,229	08	07/27/16	AC Transit Alameda D2	261431000	
AC Transit	Transit Operations	6,436,688	09	07/27/16	AC Transit Contra Costa	262430000	
ECCTA	Transit Operations	10,924,502	10	07/27/16	ECCTA	262442000	
SFMTA	Transit Operations	45,335,462	11	07/27/16	SFMTA	265400000	
SolTrans	Transit Operations	3,966,654	12	07/27/16	Vallejo/Benicia	268476000	2
Sonoma County	Transit Operations	7,116,436	13	07/27/16	Sonoma County	269485500	
Sonoma County	Transit Operations	199,597	13	07/27/16	Petaluma	269482500	
	Subtotal	**166,798,897**					
5803 - 99260A Transit - Capital							
Soltrans	Transit Capital	3,141,406	14	07/27/16	Vallejo/Benicia	268476000	2
	Subtotal	**3,141,406**					
5807 - 99400C General Public - Operating							
Sonoma County	Transit Operating	1,199,117	15	07/27/16	Sonoma County	269485500	
Sonoma County	Transit Operating	39,919	15	07/27/16	Petaluma	269482500	
	Subtotal	**1,239,036**					
	TOTAL	**176,885,183**					

Note:
(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.
(2) Allocation subject to approval of the TDA Matrix by the Solano Transportation Authority on 7/13/16.

ALLOCATION OF FISCAL YEAR 2016-17
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds
Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6633.l, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C

ABSTRACT
Resolution No. 4231, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2016-17.

This resolution allocates funds to County Connection (CCCTA) and MTC.

This resolution was revised on July 27, 2016 to allocate funds to AC Transit, SFMTA, Tri Delta Transit (ECCTA), and WestCAT (WCCTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016 and July 13, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4231

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

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

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

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

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2016-17 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4184, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

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 San Francisco, California, on June 22, 2016.

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C

Attachment A
MTC Resolution No. 4231
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS DURING FISCAL YEAR 2016-17

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Org Key
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties						
CCCTA	Transit Operations	1,456,880	01	06/22/16	CCCTA	280723000
ECCTA	Transit Operations	1,159,791	04	07/27/16	ECCTA	280723400
	Subtotal	**2,616,671**				
5820 - 6730A Operating Costs - Revenue-based						
WCCTA	Transit Operations	2,522,198	05	07/27/16	BART	280710600
AC Transit	Transit Operations	7,917,266	06	07/27/16	AC Transit	280710300
ECCTA	Transit Operations	2,404,790	07	07/27/16	BART	280710600
SFMTA	Transit Operations	29,044,960	08	07/27/16	SFMTA	280712400
	Subtotal	**41,889,214**				
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination						
MTC	Clipper Operations	11,900,000	02	06/22/16	MTC	280720100
	Subtotal	**11,900,000**				
5821 - 6730B Capital Costs - Population-based MTC Coordination						
MTC	Clipper Capital	1,500,000	03	06/22/16	MTC	280720100
	Subtotal	**1,500,000**				
	TOTAL	**57,905,885**				

ALLOCATION OF FISCAL YEAR 2016-17 STATE TRANSIT ASSISTANCE FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and

5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs; and

7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and

8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and

10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: July 27, 2016
Referred by: PAC

ABSTRACT

Resolution No. 4232

This resolution approves the allocation of fiscal year 2016-17 AB 1107 half-cent sales tax funds to AC Transit and the San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 13, 2016.

Date: July 27, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 "AB 1107" Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4232

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

WHEREAS, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as "AB 1107" funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the Municipal Railway ("Muni") and to the Alameda-Contra Costa Transit District ("AC Transit"), for transit services; and

WHEREAS, Muni and/or AC Transit has submitted a request for the allocation of fiscal year 2016-17 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by Muni and/or AC Transit, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to Muni and/or AC Transit, as the case may be; and

WHEREAS, Muni and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California

Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 funds under this resolution to Muni and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on July 26, 2016.

Date: July 27, 2016
Referred by: PAC

Attachment A
MTC Resolution No. 4232

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2016-17

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 14-15	FY 16-17			
AC Transit	Transit Operations	66.9%	61.2%	50% of deposits to MTC's AB 1107 account.	01	07/27/16
SFMTA	Transit Operations	75.6%	77.8%	50% of deposits to MTC's AB 1107 account.	02	07/27/16

Date: July 27, 2016
Referred by: PAC

Attachment B
Resolution No. 4232
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2016-17
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

	AC Transit	***SFMTA***
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	*YES*	*YES*
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	*YES*	*YES*
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2014-15 and included in the proposed FY 2016-17 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	*YES*	*YES*

Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Agenda Item 4a**

Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232

Subject: Revises the FY 2016-17 Fund Estimate and allocates $292 million in FY 2016-17 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB1107) funds, and Regional Measure 2 (RM2) operating and capital funds to several transit operators to support transit operations and capital projects in the region.

Background: **1) Fund Estimate Revision**

- **Reconcile Actual FY 2015-16 TDA and AB 1107 Revenue:** Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY 2015-16 are 1% and 4% higher, respectively, than originally estimated by County Auditors and MTC in February 2015. This results in roughly $7.2 million in additional funding for Bay Area transit operators for FY 2015-16. However, rescissions will be needed for operators in four counties with lower than anticipated receipts to bring allocations in line with actual receipts as described below. Rescissions made in a county may be less than the negative revenue adjustment for that county due to remaining balances from previous years for an apportionment jurisdiction.
  - Contra Costa County's actual TDA receipts are 2% below the original County Auditor estimate, resulting in rescissions for AC Transit and WestCAT totaling approximately $132,000.
  - Marin County's actual TDA receipts are slightly below the original County Auditor estimate, resulting in rescissions for Golden Gate Transit totaling approximately $20,000.
  - San Francisco County's actual TDA receipts are 3% below the original County Auditor estimate, and 10% lower than their revised estimates that were issued in February 2016, resulting in rescissions for the S.F. Municipal Transportation Agency (SFMTA) totaling approximately $1.2 million.
  - Sonoma County's actual TDA receipts are 4% below the original County Auditor estimate, resulting in rescissions for Golden Gate Transit totaling approximately $211,000.

Table 1: FY 2015-16 TDA and AB 1107 Revenues ($ millions)

County	FY 2015-16 Feb. 2015 Estimate	FY 2015-16 Actual Revenue	FY 2015-16 Revenue Adjustment - $	FY 2015-16 Revenue Adjustment - %
Alameda	$73.5	$75.5	$1.9	2.6%
Contra Costa	$40.1	$39.3	($0.8)	-2.1%
Marin	$12.7	$12.7	($0.02)	-0.2%
Napa	$7.6	$8.3	$0.7	9.3%
San Francisco	$48.4	$47.1	($1.3)	-2.7%
San Mateo	$36.9	$39.0	$2.0	5.5%
Santa Clara	$102.3	$104.7	$2.4	2.3%
Solano	$17.4	$17.6	$0.2	1.3%
Sonoma	$22.9	$21.9	($1.0)	-4.2%
Total TDA	**$361.9**	**$366.1**	**$4.2**	**1.2%**
Total AB 1107	**$77.6**	**$80.5**	**$3.0**	**3.8%**

- **Final FY 2015-16 STA Revenue:** Revenue for the STA Revenue-Based program has been a point of significant uncertainty during FY 2015-16 as the State Controller's Office (SCO) altered the program's policies earlier this year. In response to those changes the California Transit Association and MTC worked to develop a temporary legislative fix, in the form of language included in a FY 2016-17 state budget trailer bill, to the problems created due to the SCO's changes. As of this writing the budget trailer bill is pending approval by the Legislature. The trailer bill was expected to be adopted by the end of June, however due to complications with an unrelated part of the overall transportation trailer bill staff now expects the trailer bill to be signed into law by September. Staff anticipates presenting a revision to the FY 2016-17 Fund Estimate reflecting the final FY 2015-16 STA revenue and distribution shares as well as updated FY 2016-17 distribution estimates at the Programming and Allocation Committee's September meeting.

2) New Allocations to Transit Agencies

- This month's proposed actions continue the annual allocation process of these funds for FY2015-16. Entities requesting TDA, STA, AB1107 and RM2 allocations this month that exceed the $1 million delegated authority limit are identified in the table below. Allocation requests that are less than $1.0 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4220, Revised for TDA, STA and AB1107 funds) and the RM2 Operating Program (MTC Resolution 4228). Allocation requests, greater than $1.0 million, are summarized below:

Table 2: July 2016 Allocations

Transit Operator/ Claimant	TDA Resolution No. 4230	STA Resolution No. 4231	AB 1107 Resolution No. 4232	RM2 Resolution No. 4229	Total
AC Transit	$66,711,827	$7,917,266	$40,374,920	$12,578,503	**$127,582,516**
LAVTA	$9,433,761	$0	$0	$0	**$9,433,761**
SFMTA	$47,721,539	$29,044,960	$40,374,920	$2,500,000	**$119,641,419**
Soltrans	$7,108,060	$0	$0	$0	**$7,108,060**
Sonoma County	$8,555,069	$0	$0	$0	**$8,555,069**
Tri Delta Transit (ECCTA)	$10,924,502	$3,564,581	$0	$0	**$14,489,083**
WestCat	$2,290,427	$2,522,198	$0	$0	**$4,812,625**
Total	**$152,745,185**	**$43,049,005**	**$80,749,840**	**$15,078,503**	**$291,622,533**

Information regarding the operating budgets of the above operators is provided in Attachment A. As reported in June, operators are beginning to strategically expand service. SFMTA, in particular, is expanding

service 3% overall in FY2016-17 and also had a service expansion in FY2015-16 as part of its Muni Forward project. LAVTA and SolTrans are planning 4% increases in services. AC Transit and WestCAT plan to implement significant service increases to respond to growing demand and supported by new funding.

By the end of FY2016-17, the seven largest seven transit operators are required to achieve a 5 percent cost reduction in one of three performance measures—Cost per Revenue Hour, Cost per Passenger or Cost per Passenger Mile—as approved in the Transit Sustainability Project (TSP). Staff will report on the progress of these operators toward achieving the reductions in the Fall. In Fall 2015, staff reported that all seven large operators (AC Transit, BART, Caltrain, Golden Gate, SamTrans, SFMTA, and SCVTA) have achieved a 5% reduction, but that in general operators aren't seeing significant reduction in operating cost per hour. Rather, most operators are achieving the 5% performance target due to strong ridership gains during the economic recovery.

Recommendation: Refer MTC Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232 to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary.
MTC Resolution Nos. 4220, Revised, 4229, Revised, 4230, Revised, 4231, Revised, and 4232

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Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
AC Transit	$375,251,766	$394,332,433	5.1%	7.0%	$130,076,635	33.3%	• Local service will be expanded largely as a result of Measure BB in Alameda County and will cost $9 million in FY2016-17. Measure BB revenue is estimated at $30 million annually. • Farebox revenue is projected to increase 3% due to service increases. Ridership has begun to plateau in late 2015 likely due to falling gas prices.
LAVTA	$ 16,383,346	$ 17,323,889	5.7%	1.0%	$ 12,012,120	69.3%	• LAVTA completed its Comprehensive Operational Analysis of its fixed route service and will implement changes in FY2016-17.LAVTA will conduct its first long-range transit plan that will provide a performance based blueprint of improvements for the next 30 years. • Paratransit costs are increasing over 30%, but revenue vehicle hours and miles are only increasing 5%. A change in contractor coupled with poor record keeping accounts for the rise in cost. • LAVTA will begin a shared autonomous vehicle shuttle demonstration and a rideshare pilot program in early 2017.
SFMTA	$758,074,420	$810,076,444	6.9%	3.2%	$120,460,374	14.9%	• MUNI Forward, the result of its Transit Effectiveness Project, will see full implementation of the 10% service increase in FY2016-17. • Budget includes continuation of free transit passes for low and moderate income youth, seniors and disabled.

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

Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
SolTrans	$ 12,836,979	$ 14,480,000	12.8%	1.7%	$ 5,361,315	37.0%	• The current year's budget reflects projected actuals, but the initial budget was used as a starting point to develop the FY2016-17 budget. This difference accounts for half of the budget increase and serves as a contingency. • Increase in the costs of purchased transportation due to contract rate increases as well as service expansion account for 25% of the increased budget. • Soltrans will receive 6 CNG buses and 2 electric buses by the middle of the year.
Sonoma County	$ 15,083,419	$ 15,523,159	2.9%	6.0%	$ 10,065,630	64.6%	• Sonoma County continues to coordinate with SMART and expects to increase service hours once SMART begins operations. • Paratransit revenue vehicle hours increased nearly 10% while serving only 3% more people.
Tri Delta Transit (ECCTA)	$ 20,409,000	$ 20,838,000	2.1%	0%	$ 16,091,418	77.2%	• Cost of purchased transportation will be slightly lower than the previous fiscal year due to a new contract. • Increasing the budget for salaries and benefits accounts for most budget increase. Two additional positions are budgeted as well as a small contingency for health care costs. • ECCTA approved route modifications and schedule changes to integrate with future eBART service. • 4 new electric demonstration buses.

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

Operator	FY2015-16 Operating Budget	FY2016-17 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2016-17 Operating Request*	Allocation Request as a % of Operating Budget	Highlight of FY2016-17 Budgets
WCCTA (WestCAT)	$ 9,614,800	$10,963,000	14.0%	10.0%	$ 6,910,633	63.0%	• WestCAT plans to increase service hours 10% through a combination of RM2, Lifeline, and LCTOP funds. Increases in the cost of purchased transportation account for half of the budget increase. • Increases to the budget for fuel and lubricants account for most of the remainder of the budget increase.

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

Date: February 24, 2016
W.I.: 1511
Referred by: PAC
Revised: 05/25/16-C
07/27/16-C

ABSTRACT

Resolution No. 4220, Revised

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.

This resolution was revised on May 25, 2016 to incorporate estimated STA Revenue-based (PUC 99314) allocations by operator for FY 2016-17, to revise the STA Revenue-based forecast for FY 2015-16, and to incorporate adjustments to Transportation Development Act (TDA) balances to reflect transfers between TDA fund types.

This resolution was revised on July 27, 2016 to reflect actual receipts for TDA and AB 1107 funds in FY 2015-16, the rescission actions that were necessary to match FY 2015-16 allocations to the actual revenue collected, and the allocations of the excess revenue for FY 2015-16 per operator's requests.

Further discussion of these actions is contained in the MTC Programming and Allocations Summary Sheets dated February 10, 2016, May 11, 2016, and July 13, 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

TDA REGIONAL SUMMARY TABLE

Column	*A*	*B*	*C*	*D*	*E*	*F*	*G*	*H=Sum(A:G)*
	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	(73,536,990)	73,546,000	1,930,254	(3,019,050)	76,110,000	(3,044,400)	89,705,891
Contra Costa	17,154,518	(45,186,892)	40,146,919	(830,419)	(1,572,660)	41,463,827	(1,658,553)	49,516,739
Marin	838,286	(13,022,714)	12,713,895	(22,591)	(507,652)	13,362,830	(534,513)	12,827,543
Napa	11,965,811	(15,126,553)	7,600,000	703,166	(332,127)	8,160,000	(326,400)	12,643,897
San Francisco	725,412	(45,971,809)	48,421,155	(1,296,339)	(1,884,993)	50,724,425	(2,028,977)	48,688,875
San Mateo	5,372,178	(37,490,591)	36,914,589	2,045,476	(1,558,403)	39,205,837	(1,568,233)	42,920,854
Santa Clara	6,183,338	(103,012,843)	102,299,000	2,375,202	(4,186,968)	108,772,000	(4,350,880)	108,078,849
Solano	14,703,366	(14,668,639)	17,358,114	222,742	(703,234)	17,773,436	(710,937)	33,974,847
Sonoma	9,938,332	(22,153,733)	22,900,000	(960,603)	(877,576)	22,800,000	(912,000)	30,734,421
TOTAL	**$84,601,320**	**($370,170,764)**	**$361,899,672**	**$4,166,888**	**($14,642,663)**	**$378,372,355**	**($15,134,893)**	**$429,091,916**

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

Column	*A*	*B*	*C*	*D*		*E=Sum(A:D)*
	6/30/2015	FY2014-16	FY2015-16	FY2016-17		FY2016-17
Fund Source	Balance (w/ interest)[1]	Outstanding Commitments[3]	Revenue Estimate	Revenue Estimate		Available for Allocation
State Transit Assistance						
Revenue-Based	12,656,340	(92,387,294)	82,689,232	74,159,127		77,117,405
Population-Based	53,989,754	(46,740,679)	28,799,198	25,890,283		61,387,718
SUBTOTAL	**53,989,754**	**(139,127,973)**	**111,488,430**	**100,049,410**		**138,505,123**
AB1107 - BART District Tax (25% Share)	**0**	**(80,517,826)**	**80,517,825**	**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	**$179,072,616**	**($306,603,149)**	**$227,133,401**	**$226,472,519**		**$279,548,383**

Please see Attachment A pages 2-17 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 6/30/16.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16 except for AB1107 which is current as of 6/30/2016.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	73,546,000	
2. Actual Revenue (June, 16)	75,476,254	
3. Revenue Adjustment (Lines 2-1)		1,930,254
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	9,651	
5. County Administration (Up to 0.5% of Line 3)[1]	9,651	
6. MTC Planning (3.0% of Line 3)	57,908	
7. Total Charges (Lines 4+5+6)		77,210
8. Adjusted Generations Less Charges (Lines 3-7)		1,853,044
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	37,061	
10. Funds Remaining (Lines 8-9)		1,815,983
11. Article 4.5 Adjustment (5.0% of Line 10)	90,799	
12. Article 4 Adjustment (Lines 10-11)		1,725,184

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		76,110,000
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	380,550	
15. County Administration (0.5% of Line 13)	380,550	
16. MTC Planning (3.0% of Line 13)	2,283,300	
17. Total Charges (Lines 14+15+16)		3,044,400
18. TDA Generations Less Charges (Lines 13-17)		73,065,600
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	1,461,312	
20. Funds Remaining (Lines 18-19)		71,604,288
21. Article 4.5 (5.0% of Line 20)	3,580,214	
22. TDA Article 4 (Lines 20-21)		68,024,074

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)[2]**	**Outstanding Commitments[3]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	3,238,996	13,455	3,252,451	(3,595,113)	0	1,412,083	37,061	1,106,482	1,461,312	2,567,794
Article 4.5	26,073	1,220	27,293	(323,355)	(3,161,732)	3,459,604	90,799	92,609	3,580,214	3,672,823
SUBTOTAL	**3,265,069**	**14,675**	**3,279,744**	**(3,918,468)**	**(3,161,732)**	**4,871,687**	**127,860**	**1,199,091**	**5,041,526**	**6,240,617**
Article 4										
AC Transit										
District 1	6,771	1,710	8,481	(45,589,892)	3,161,732	42,419,679	1,113,327	1,113,327	43,864,335	44,977,662
District 2	1,880	297	2,177	(11,315,000)	0	11,315,940	296,993	300,109	11,669,120	11,969,229
BART[4]	5,136	16	5,153	(85,033)	0	79,882	2,097	2,098	83,158	85,256
LAVTA	9,692,902	28,266	9,721,169	(13,476,888)	4,316,718	8,899,101	233,562	9,693,662	9,304,213	18,997,875
Union City	4,748,319	18,071	4,766,390	(3,979,251)	447,788	3,017,872	79,206	4,332,004	3,103,248	7,435,252
SUBTOTAL	**14,455,009**	**48,361**	**14,503,369**	**(74,446,064)**	**7,926,238**	**65,732,473**	**1,725,184**	**15,441,200**	**68,024,074**	**83,465,274**
GRAND TOTAL	**$17,720,078**	**$63,036**	**$17,783,113**	**($78,364,532)**	**$4,764,506**	**$70,604,160**	**$1,853,044**	**$16,640,291**	**$73,065,600**	**$89,705,891**

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

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 6/30/16.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	40,146,919	
2. Actual Revenue (June, 16)	39,316,500	
3. Revenue Adjustment (Lines 2-1)		(830,419)
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(4,152)	
5. County Administration (Up to 0.5% of Line 3)[1]	(4,152)	
6. MTC Planning (3.0% of Line 3)	(24,913)	
7. Total Charges (Lines 4+5+6)		(33,217)
8. Adjusted Generations Less Charges (Lines 3-7)		(797,202)
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(15,944)	
10. Funds Remaining (Lines 8-9)		(781,258)
11. Article 4.5 Adjustment (5.0% of Line 10)	(39,063)	
12. Article 4 Adjustment (Lines 10-11)		(742,195)

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		41,463,827
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	207,319	
15. County Administration (0.5% of Line 13)	207,319	
16. MTC Planning (3.0% of Line 13)	1,243,915	
17. Total Charges (Lines 14+15+16)		1,658,553
18. TDA Generations Less Charges (Lines 13-17)		39,805,274
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	796,105	
20. Funds Remaining (Lines 18-19)		39,009,169
21. Article 4.5 (5.0% of Line 20)	1,950,458	
22. TDA Article 4 (Lines 20-21)		37,058,711

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)[2]**	**Outstanding Commitments[3]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	1,236,685	440	1,237,125	(836,241)	0	770,821	(15,944)	1,155,762	796,105	1,951,867
Article 4.5	146,487	12	146,499	(1,241,739)	(647,531)	1,888,511	(39,063)	106,677	1,950,458	2,057,135
SUBTOTAL	**1,383,172**	**452**	**1,383,624**	**(2,077,980)**	**(647,531)**	**2,659,332**	**(55,007)**	**1,262,439**	**2,746,563**	**4,009,002**
Article 4										
AC Transit										
District 1	3,835	6	3,841	(6,695,817)	571,086	6,254,093	(129,363)	3,841	6,436,688	6,440,529
BART[4]	156	0	157	(245,724)	0	250,912	(5,190)	155	261,977	262,132
CCCTA	12,945,397	2,353	12,947,750	(24,393,594)	416,196	17,054,847	(352,771)	5,672,427	17,584,948	23,257,375
ECCTA	816,528	52	816,580	(9,939,397)	0	10,151,017	(209,969)	818,231	10,537,184	11,355,415
WCCTA	2,005,431	350	2,005,781	(2,803,045)	625,699	2,170,840	(44,903)	1,954,372	2,237,914	4,192,286
SUBTOTAL	**15,771,347**	**2,762**	**15,774,109**	**(44,077,577)**	**1,612,981**	**35,881,709**	**(742,195)**	**8,449,026**	**37,058,711**	**45,507,737**
GRAND TOTAL	**$17,154,518**	**$3,215**	**$17,157,733**	**($46,155,557)**	**$965,450**	**$38,541,041**	**($797,202)**	**$9,711,465**	**$39,805,274**	**$49,516,739**

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

2. 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.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

4. 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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	12,713,895	
2. Actual Revenue (June, 16)	12,691,304	
3. Revenue Adjustment (Lines 2-1)		(22,591)
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(113)	
5. County Administration (Up to 0.5% of Line 3)	(113)	
6. MTC Planning (3.0% of Line 3)	(678)	
7. Total Charges (Lines 4+5+6)		(904)
8. Adjusted Generations Less Charges (Lines 3-7)		(21,687)
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(434)	
10. Funds Remaining (Lines 8-9)		(21,253)
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		(21,253)

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		13,362,830
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	66,814	
15. County Administration (0.5% of Line 13)	66,814	
16. MTC Planning (3.0% of Line 13)	400,885	
17. Total Charges (Lines 14+15+16)		534,513
18. TDA Generations Less Charges (Lines 13-17)		12,828,317
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	256,566	
20. Funds Remaining (Lines 18-19)		12,571,751
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		12,571,751

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[4]**	**Revenue Estimate**	**Available for Allocation**
Article 3	417,608	4,066	421,673	(665,748)	0	244,107	(434)	(401)	256,566	256,165
Article 4.5										
SUBTOTAL	**417,608**	**4,066**	**421,673**	**(665,748)**	**0**	**244,107**	**(434)**	**(401)**	**256,566**	**256,165**
Article 4/8										
GGBHTD[3]	420,679	872	421,551	(12,361,904)	0	11,961,233	(21,253)	(235)	7,931,518	7,931,282
Marin Transit[3]	0	0	0	0	0	0	0	(138)	4,640,233	4,640,096
SUBTOTAL	**420,679**	**872**	**421,551**	**(12,361,904)**	**0**	**11,961,233**	**(21,253)**	**(373)**	**12,571,751**	**12,571,378**
GRAND TOTAL	**$838,286**	**$4,938**	**$843,224**	**($13,027,652)**	**$0**	**$12,205,340**	**($21,687)**	**($774)**	**$12,828,317**	**$12,827,543**

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 6/30/16.

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.

4. Negative projected carryover will be covered by FY 2015-16 interest payments.

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

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. Actual Revenue (June, 16)	8,303,166		***FY2016-17 Planning and Administration Charges***		
3. Revenue Adjustment (Lines 2-1)		703,166	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)	3,516		16. MTC Planning (3.0% of Line 13)	244,800	
5. County Administration (Up to 0.5% of Line 3)	3,516		17. Total Charges (Lines 14+15+16)		326,400
6. MTC Planning (3.0% of Line 3)	21,095		18. TDA Generations Less Charges (Lines 13-17)		7,833,600
7. Total Charges (Lines 4+5+6)		28,127	***FY2016-17 TDA Apportionment By Article***		
8. Adjusted Generations Less Charges (Lines 3-7)		675,039	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)	13,501		21. Article 4.5 (5.0% of Line 20)	383,846	
10. Funds Remaining (Lines 8-9)		661,538	22. TDA Article 4 (Lines 20-21)		7,293,082
11. Article 4.5 Adjustment (5.0% of Line 10)	33,077				
12. Article 4 Adjustment (Lines 10-11)		628,461			

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	13,501	237,301	156,672	393,973
Article 4.5	56,757	73	56,829	(401,127)	0	357,504	33,077	46,283	383,846	430,129
SUBTOTAL	**553,479**	**2,919**	**556,398**	**(822,816)**	**0**	**503,424**	**46,578**	**283,584**	**540,518**	**824,102**
Article 4/8										
NVTA[3]	11,412,332	47,046	11,459,378	(15,607,662)	1,253,960	6,792,576	628,461	4,526,713	7,293,082	11,819,795
SUBTOTAL	**11,412,332**	**47,046**	**11,459,378**	**(15,607,662)**	**1,253,960**	**6,792,576**	**628,461**	**4,526,713**	**7,293,082**	**11,819,795**
GRAND TOTAL	**$11,965,811**	**$49,965**	**$12,015,776**	**($16,430,478)**	**$1,253,960**	**$7,296,000**	**$675,039**	**$4,810,297**	**$7,833,600**	**$12,643,897**

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 6/30/16.

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

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	48,421,155	
2. Actual Revenue (June, 16)	47,124,816	
3. Revenue Adjustment (Lines 2-1)		(1,296,339)
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(6,482)	
5. County Administration (Up to 0.5% of Line 3)	(6,482)	
6. MTC Planning (3.0% of Line 3)	(38,890)	
7. Total Charges (Lines 4+5+6)		(51,854)
8. Adjusted Generations Less Charges (Lines 3-7)		(1,244,485)
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(24,890)	
10. Funds Remaining (Lines 8-9)		(1,219,595)
11. Article 4.5 Adjustment (5.0% of Line 10)	(60,980)	
12. Article 4 Adjustment (Lines 10-11)		(1,158,615)

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		50,724,425
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	253,622	
15. County Administration (0.5% of Line 13)	253,622	
16. MTC Planning (3.0% of Line 13)	1,521,733	
17. Total Charges (Lines 14+15+16)		2,028,977
18. TDA Generations Less Charges (Lines 13-17)		48,695,448
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	973,909	
20. Funds Remaining (Lines 18-19)		47,721,539
21. Article 4.5 (5.0% of Line 20)	2,386,077	
22. TDA Article 4 (Lines 20-21)		45,335,462

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[3]**	**Revenue Estimate**	**Available for Allocation**
Article 3	730,000	13,007	743,007	(1,656,353)	0	929,686	(24,890)	(8,550)	973,909	965,359
Article 4.5	(385)	618	233	61,539	(2,278,290)	2,277,731	(60,980)	233	2,386,077	2,386,310
SUBTOTAL	**729,615**	**13,625**	**743,240**	**(1,594,814)**	**(2,278,290)**	**3,207,417**	**(85,870)**	**(8,317)**	**3,359,986**	**3,351,669**
Article 4										
SFMTA	(4,203)	5,945	1,743	(44,396,565)	2,278,290	43,276,891	(1,158,615)	1,744	45,335,462	45,337,206
SUBTOTAL	**(4,203)**	**5,945**	**1,743**	**(44,396,565)**	**2,278,290**	**43,276,891**	**(1,158,615)**	**1,744**	**45,335,462**	**45,337,206**
GRAND TOTAL	**$725,412**	**$19,571**	**$744,983**	**($45,991,379)**	**$0**	**$46,484,308**	**($1,244,485)**	**($6,573)**	**$48,695,448**	**$48,688,875**

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 6/30/16.

3. Negative projected carryover will be covered by FY 2015-16 interest payments.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	36,914,589	
2. Actual Revenue (June, 16)	38,960,065	
3. Revenue Adjustment (Lines 2-1)		2,045,476
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	10,227	
5. County Administration (Up to 0.5% of Line 3)[1]	10,227	
6. MTC Planning (3.0% of Line 3)	61,364	
7. Total Charges (Lines 4+5+6)		81,818
8. Adjusted Generations Less Charges (Lines 3-7)		1,963,658
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	39,273	
10. Funds Remaining (Lines 8-9)		1,924,385
11. Article 4.5 Adjustment (5.0% of Line 10)	96,219	
12. Article 4 Adjustment (Lines 10-11)		1,828,166

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		39,205,837
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	196,029	
15. County Administration (0.5% of Line 13)	196,029	
16. MTC Planning (3.0% of Line 13)	1,176,175	
17. Total Charges (Lines 14+15+16)		1,568,233
18. TDA Generations Less Charges (Lines 13-17)		37,637,604
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	752,752	
20. Funds Remaining (Lines 18-19)		36,884,852
21. Article 4.5 (5.0% of Line 20)	1,844,243	
22. TDA Article 4 (Lines 20-21)		35,040,609

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)[2]**	**Outstanding Commitments[3]**	**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	39,273	436,649	752,752	1,189,401
Article 4.5	184,358	323	184,681	(1,771,554)	0	1,736,462	96,219	245,808	1,844,243	2,090,051
SUBTOTAL	**3,385,516**	**42,656**	**3,428,172**	**(5,326,429)**	**0**	**2,445,222**	**135,492**	**682,457**	**2,596,995**	**3,279,452**
Article 4										
SamTrans	1,986,662	5,905	1,992,567	(32,212,723)	0	32,992,783	1,828,166	4,600,793	35,040,609	39,641,402
SUBTOTAL	**1,986,662**	**5,905**	**1,992,567**	**(32,212,723)**	**0**	**32,992,783**	**1,828,166**	**4,600,793**	**35,040,609**	**39,641,402**
GRAND TOTAL	**$5,372,178**	**$48,561**	**$5,420,739**	**($37,539,152)**	**$0**	**$35,438,005**	**$1,963,658**	**$5,283,250**	**$37,637,604**	**$42,920,854**

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

2. 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.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	102,299,000	
2. Actual Revenue (June, 16)	104,674,202	
3. Revenue Adjustment (Lines 2-1)		2,375,202
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	11,876	
5. County Administration (Up to 0.5% of Line 3)[1]	11,876	
6. MTC Planning (3.0% of Line 3)	71,256	
7. Total Charges (Lines 4+5+6)		95,008
8. Adjusted Generations Less Charges (Lines 3-7)		2,280,194
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	45,604	
10. Funds Remaining (Lines 8-9)		2,234,590
11. Article 4.5 Adjustment (5.0% of Line 10)	111,730	
12. Article 4 Adjustment (Lines 10-11)		2,122,860

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		108,772,000
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	543,860	
15. County Administration (0.5% of Line 13)	543,860	
16. MTC Planning (3.0% of Line 13)	3,263,160	
17. Total Charges (Lines 14+15+16)		4,350,880
18. TDA Generations Less Charges (Lines 13-17)		104,421,120
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	2,088,422	
20. Funds Remaining (Lines 18-19)		102,332,698
21. Article 4.5 (5.0% of Line 20)	5,116,635	
22. TDA Article 4 (Lines 20-21)		97,216,063

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)[2]**	**Outstanding Commitments[3]**	**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	45,604	585,710	2,088,422	2,674,132
Article 4.5	41,460	195	41,655	0	(4,812,145)	4,812,145	111,730	153,385	5,116,635	5,270,020
SUBTOTAL	**5,392,551**	**29,953**	**5,422,504**	**(6,804,884)**	**(4,812,145)**	**6,776,286**	**157,334**	**739,095**	**7,205,057**	**7,944,152**
Article 4										
VTA	790,787	4,986	795,774	(96,242,899)	4,812,145	91,430,754	2,122,860	2,918,634	97,216,063	100,134,697
SUBTOTAL	**790,787**	**4,986**	**795,774**	**(96,242,899)**	**4,812,145**	**91,430,754**	**2,122,860**	**2,918,634**	**97,216,063**	**100,134,697**
GRAND TOTAL	**$6,183,338**	**$34,939**	**$6,218,277**	**($103,047,783)**	**$0**	**$98,207,040**	**$2,280,194**	**$3,657,729**	**$104,421,120**	**$108,078,849**

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

2. 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.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	17,358,114	
2. Actual Revenue (June, 16)	17,580,856	
3. Revenue Adjustment (Lines 2-1)		222,742
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	1,114	
5. County Administration (Up to 0.5% of Line 3)	1,114	
6. MTC Planning (3.0% of Line 3)	6,682	
7. Total Charges (Lines 4+5+6)		8,910
8. Adjusted Generations Less Charges (Lines 3-7)		213,832
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	4,277	
10. Funds Remaining (Lines 8-9)		209,555
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		209,555

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		17,773,436
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	88,867	
15. County Administration (0.5% of Line 13)	88,867	
16. MTC Planning (3.0% of Line 13)	533,203	
17. Total Charges (Lines 14+15+16)		710,937
18. TDA Generations Less Charges (Lines 13-17)		17,062,499
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	341,250	
20. Funds Remaining (Lines 18-19)		16,721,249
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		16,721,249

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	(968,029)	0	333,276	4,277	147,517	341,250	488,767
Article 4.5										
SUBTOTAL	**774,067**	**3,926**	**777,993**	**(968,029)**	**0**	**333,276**	**4,277**	**147,517**	**341,250**	**488,767**
Article 4/8										
Dixon	856,366	3,219	859,586	(567,866)	0	734,437	9,424	1,035,581	745,767	1,781,348
Fairfield	2,763,699	12,241	2,775,940	(5,837,751)	0	4,251,582	54,557	1,244,327	4,355,601	5,599,928
Rio Vista	243,865	1,902	245,767	(334,129)	75,432	306,605	3,934	297,610	318,930	616,540
Solano County	913,414	4,404	917,818	(510,125)	0	741,586	9,516	1,158,796	753,163	1,911,959
Suisun City	158,218	370	158,588	(1,233,922)	0	1,103,260	14,157	42,083	1,124,528	1,166,611
Vacaville	6,367,758	28,785	6,396,543	(3,187,689)	0	3,617,620	46,422	6,872,896	3,686,482	10,559,378
Vallejo/Benicia[4]	2,625,978	11,206	2,637,184	(7,176,068)	5,005,454	5,575,423	71,544	6,113,538	5,736,777	11,850,315
SUBTOTAL	**13,929,299**	**62,128**	**13,991,427**	**(18,847,550)**	**5,080,886**	**16,330,513**	**209,555**	**16,764,831**	**16,721,249**	**33,486,080**
GRAND TOTAL	**$14,703,366**	**$66,054**	**$14,769,419**	**($19,815,578)**	**$5,080,886**	**$16,663,789**	**$213,832**	**$16,912,348**	**$17,062,499**	**$33,974,847**

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 6/30/16.

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

FY2015-16 TDA Revenue Estimate		
FY2015-16 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 15)	22,900,000	
2. Actual Revenue (June, 16)	21,939,397	
3. Revenue Adjustment (Lines 2-1)		(960,603)
FY2015-16 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(4,803)	
5. County Administration (Up to 0.5% of Line 3)[1]	(4,803)	
6. MTC Planning (3.0% of Line 3)	(28,818)	
7. Total Charges (Lines 4+5+6)		(38,424)
8. Adjusted Generations Less Charges (Lines 3-7)		(922,179)
FY2015-16 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(18,444)	
10. Funds Remaining (Lines 8-9)		(903,735)
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		(903,735)

FY2016-17 TDA Revenue Estimate		
FY2016-17 County Auditor's Generation Estimate		
13. County Auditor Estimate		22,800,000
FY2016-17 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	114,000	
15. County Administration (0.5% of Line 13)	114,000	
16. MTC Planning (3.0% of Line 13)	684,000	
17. Total Charges (Lines 14+15+16)		912,000
18. TDA Generations Less Charges (Lines 13-17)		21,888,000
FY2016-17 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	437,760	
20. Funds Remaining (Lines 18-19)		21,450,240
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		21,450,240

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)[2]**	**Outstanding Commitments[3]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover[6]**	**Revenue Estimate**	**Available for Allocation**
Article 3	1,525,093	8,385	1,533,478	(1,252,449)	0	439,680	(18,444)	702,265	437,760	1,140,025
Article 4.5										
SUBTOTAL	**1,525,093**	**8,385**	**1,533,478**	**(1,252,449)**	**0**	**439,680**	**(18,444)**	**702,265**	**437,760**	**1,140,025**
Article 4/8										
GGBHTD[4]	48,217	2,654	50,872	(5,219,169)	0	5,386,080	(225,934)	(8,151)	5,362,560	5,354,409
Petaluma	974,118	2,463	976,580	(1,993,246)	0	1,843,755	(77,341)	749,748	1,830,846	2,580,594
Santa Rosa	1,012,333	30,852	1,043,186	(6,430,490)	3,276,135	5,608,140	(235,249)	3,261,722	5,610,668	8,872,390
Sonoma County/Healdsburg[5]	6,378,571	19,108	6,397,678	(11,475,863)	877,888	8,706,345	(365,211)	4,140,837	8,646,166	12,787,003
SUBTOTAL	**8,413,239**	**55,077**	**8,468,316**	**(25,118,768)**	**4,154,022**	**21,544,320**	**(903,735)**	**8,144,156**	**21,450,240**	**29,594,396**
GRAND TOTAL	**$9,938,332**	**$63,462**	**$10,001,794**	**($26,371,217)**	**$4,154,022**	**$21,984,000**	**($922,179)**	**$8,846,421**	**$21,888,000**	**$30,734,421**

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

2. 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.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 6/30/16.

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

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

6. Negative projected carryover will be covered by FY 2015-16 interest payments.

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

FY2015-16 STA Revenue Estimate		**FY2016-17 STA Revenue Estimate**	
1. State Estimate (May, 16)	$82,689,232	4. Projected Carryover (May, 16)	$2,958,278
2. Actual Revenue (Aug, 16)		5. State Estimate (May, 16)	$74,159,127
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	$77,117,405

STA REVENUE-BASED APPORTIONMENT BY 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*[3]**	**6/30/2016 Projected Carryover[4]**	**FY2016-17 Revenue Estimate*[5]**	**Total Available For Allocation**
ACCMA - Corresponding to ACE	429,655	(450,000)	78,302	57,957	70,225	128,182
Caltrain	487,279	(5,046,388)	4,324,040	(235,070)	3,877,978	3,642,908
CCCTA	9	(563,842)	488,719	(75,114)	438,304	363,190
City of Dixon	4,930	0	3,792	8,722	3,400	12,122
ECCTA	2	(277,297)	226,341	(50,954)	202,992	152,038
City of Fairfield	16,405	(102,080)	95,506	9,831	85,654	95,485
GGBHTD	9	(3,370,520)	3,827,641	457,130	3,432,787	3,889,917
City of Healdsburg	376	0	401	776	360	1,136
LAVTA	199,818	(199,577)	197,546	197,787	177,167	374,954
Marin Transit	1,406,662	(1,009,970)	712,905	1,109,597	639,362	1,748,959
NVTA	5	(45,260)	49,366	4,111	44,273	48,384
City of Petaluma	(7,312)	(11,389)	11,087	(7,614)	9,943	2,329
City of Rio Vista	0	0	872	872	782	1,654
SamTrans	1	(3,125,451)	2,659,252	(466,199)	2,384,927	1,918,728
City of Santa Rosa	140,746	(128,585)	108,542	120,703	97,345	218,048
Solano County Transit	0	(188,209)	222,976	34,768	199,974	234,742
Sonoma County Transit	44,800	(110,683)	117,522	51,639	105,399	157,038
City of Union City	1	(35,690)	33,420	(2,269)	29,972	27,703
VTA	922,200	(11,263,409)	10,231,289	(109,920)	9,175,843	9,065,923
VTA - Corresponding to ACE	47,826	(231,943)	93,377	(90,739)	83,745	(6,994)
WCCTA	6	(278,312)	256,123	(22,183)	229,702	207,519
WETA	3,912,726	0	1,052,088	4,964,814	943,556	5,908,370
SUBTOTAL	**7,606,143**	**(26,438,605)**	**24,791,107**	**5,958,645**	**22,233,691**	**28,192,336**
AC Transit	1,332,353	(8,045,389)	7,736,927	1,023,891	6,938,796	7,962,687
BART	2,427,827	(21,523,603)	17,775,361	(1,320,415)	15,941,680	14,621,265
SFMTA	1,290,017	(36,379,697)	32,385,838	(2,703,843)	29,044,960	26,341,117
SUBTOTAL	**5,050,197**	**(65,948,689)**	**57,898,126**	**(3,000,367)**	**51,925,436**	**48,925,069**
GRAND TOTAL	**$12,656,340**	**($92,387,294)**	**$82,689,232**	**$2,958,278**	**$74,159,127**	**$77,117,405**

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 4/15/16.

3. FY2015-16 STA revenue generation based on the $297.6 million in the Governor's May 2016 revised FY2016-17 State Budget.

4. Projected carryover as of 6/30/16 does not include interest accrued in FY2015-16. Negative carryover amounts shown are primarily a result of lower than expected revenues.

5. FY2016-17 STA revenue generation based on the $266.9 million in the Governor's May 2016 revised FY2016-17 State Budget.

**Distributions based on assumed passage of a FY2016-17 State Budget trailer bill language to restore the STA Revenue-Based formula to the methodology used in FY2014-15.*

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

FY2015-16 STA Revenue Estimate		**FY2016-17 STA Revenue Estimate**	
1. State Revised Estimate[3] (May, 16)	$28,799,198	4. Projected Carryover (May, 16)	$35,497,435
2. Actual Revenue (Aug, 16)		5. State Estimate[4] (May, 16)	$25,890,283
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	$61,387,718

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[3]**	**6/30/2016 Projected Carryover**	**FY2016-17 Revenue Estimate[4]**	**Total Available For Allocation**
Northern Counties/Small Operators						
Marin	81,537	(1,094,305)	855,989	(156,779)	768,516	611,737
Napa	41,253	(547,351)	462,588	(43,509)	415,316	371,807
Solano/Vallejo[5]	4,345,719	(1,095,745)	1,393,115	4,643,089	1,250,753	5,893,842
Sonoma	154,310	(1,937,160)	1,637,168	(145,682)	1,469,867	1,324,185
CCCTA	144,556	(2,004,761)	1,622,703	(237,502)	1,456,880	1,219,378
ECCTA	88,114	(1,159,791)	980,185	(91,492)	880,020	788,528
LAVTA	910,297	(884,220)	670,586	696,663	602,059	1,298,722
Union City	155,508	(195,686)	234,757	194,579	210,768	405,347
WCCTA	19,283	(267,089)	216,188	(31,618)	194,096	162,478
SUBTOTAL	**5,940,577**	**(9,186,108)**	**8,073,281**	**4,827,749**	**7,248,275**	**12,076,024**
Regional Paratransit						
Alameda	31,558	(1,041,462)	886,451	(123,453)	795,864	672,411
Contra Costa	42,344	(816,245)	627,503	(146,398)	563,379	416,981
Marin	4,470	(147,718)	121,074	(22,174)	108,702	86,528
Napa	8,753	(116,182)	98,190	(9,239)	88,156	78,917
San Francisco	25,924	(832,201)	703,327	(102,950)	631,454	528,504
San Mateo	30,922	(410,315)	346,774	(32,619)	311,337	278,718
Santa Clara	88,454	(1,175,189)	993,199	(93,536)	891,704	798,168
Solano	902,071	(445,000)	271,151	728,222	243,442	971,664
Sonoma	42,703	(459,545)	388,380	(28,462)	348,692	320,230
SUBTOTAL	**1,177,199**	**(5,443,857)**	**4,436,047**	**169,391**	**3,982,729**	**4,152,121**
Lifeline						
Alameda	5,080,482	(5,841,385)	1,724,589	963,686	1,689,721	2,653,407
Contra Costa	2,864,977	(2,990,587)	1,090,558	964,949	1,068,509	2,033,458
Marin	556,377	0	199,650	756,027	195,613	951,640
Napa	463,078	(471,543)	154,851	146,385	151,720	298,105
San Francisco	3,909,710	(4,192,025)	954,785	672,470	935,481	1,607,951
San Mateo	1,637,260	0	642,055	2,279,316	629,074	2,908,390
Santa Clara	5,077,735	(1,000,000)	1,760,778	5,838,513	1,725,178	7,563,691
Solano	733,154	(671,934)	487,617	548,838	477,758	1,026,596
Sonoma	1,690,827	(443,268)	600,840	1,848,399	588,692	2,437,091
MTC Mean-Based Discount Project	307,529	(199,940)	695,326	802,914	0	802,914
JARC Funding Restoration[6]	550,842	0	0		0	0
SUBTOTAL	**22,871,972**	**(15,810,682)**	**8,311,049**	**14,821,497**	**7,461,746**	**22,283,243**
MTC Regional Coordination Program[7]	23,631,214	(16,300,031)	7,645,488	14,976,671	6,864,199	21,840,870
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	**$53,989,754**	**($46,740,679)**	**$28,799,198**	**$35,497,435**	**$25,890,283**	**$61,387,718**

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. FY2015-16 STA revenue generation based on the $297.6 million in the Governor's May 2016 revised FY2016-17 State Budget.

4. FY2016-17 STA revenue generation based on the $266.9 million in the Governor's May 2016 revised FY2016-17 State Budget.

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]

BRIDGE TOLL APPORTIONMENT BY CATEGORY

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=D+E*
	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

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. Actual Revenue (June, 16)	$80,517,825	5. MTC Estimate (Feb, 16)	$80,749,839
3. Revenue Adjustment (Lines 2-1)	$2,957,025	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	(40,258,913)	38,780,400	1,478,513	0	40,374,920	40,374,920
SFMTA	0	0	0	(40,258,913)	38,780,400	1,478,513	0	40,374,920	40,374,920
TOTAL	**$0**	**$0**	**$0**	**($80,517,826)**	**$77,560,800**	**$2,957,026**	**$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 6/30/16.

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

ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT

Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
Total Available	**$3,672,823**	**$672,411**	**$2,057,135**	**$416,981**
AC Transit	$3,356,663	$607,711	$661,581	$119,170
LAVTA	$124,830	$29,506		
Pleasanton	$67,921			
Union City	$123,409	$35,194		
CCCTA			$784,093	$162,988
ECCTA			$439,445	$108,850
WCCTA			$172,017	$25,973

IMPLEMENTATION OF OPERATOR AGREEMENTS

Fund Source	Apportionment Jurisdictions	Claimant	Amount[1]	Program
Total Available BART STA Revenue-Based Funds			**$14,621,265**	
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			**$7,607,217**	
Total Available BART TDA Article 4 Funds			**$347,388**	
TDA Article 4	BART-Alameda	LAVTA	(85,256)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(262,132)	BART Feeder Bus
Total Payment			**(347,388)**	
Remaining BART TDA Article 4 Funds			**$0**	
Total Available SamTrans STA Revenue-Based Funds			**$1,918,728**	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			**(801,024)**	
Remaining SamTrans STA Revenue-Based Funds			**$1,117,704**	
Total Available Union City TDA Article 4 Funds			**$7,435,252**	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			**(116,699)**	
Remaining Union City TDA Article 4 Funds			**$7,318,553**	

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

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

Apportionment Category	MTC Resolution 3814 Spillover Payment Schedule	%	FY 2007-08 Spillover Distribution	FY2009-15 Spillover Distribution	MTC Res-3833 (RM 1 Funding)	MTC Res-3925 (STP/CMAQ Funding)	FY2016-17 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[1]	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**	**$21,980,390**

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

FY2015-16 LCTOP Revenue Estimate[1]		**FY2016-17 LCTOP Revenue Estimate**[2]	
1. Statewide Appropriation (Oct, 15)	$75,000,000	5. Estimated Statewide Appropriation (June, 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.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC
Revised: 07/27/16-C

ABSTRACT

Resolution No. 4229, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2016-17.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

This resolution was revised on July 27, 2016 to allocate funds to AC Transit and San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016 and July 13, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2016-17

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4229

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

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

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

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
W.I.: 1255
Referred by: PAC
Revised: 07/27/16-C

Attachment A
MTC Resolution No. 4229

FY 2016-17 ALLOCATION OF REGIONAL MEASURE 2 FUNDS FOR TRANSIT OPERATIONS AND PLANNING

Funding for each route is limited to the amount identified in the FY2016-17 RM2 Operating Program (MTC Resolution 4228).
All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636).

Claimant	**Project Description**	**Allocation Amount**	**Allocation Code**	**Approval Date**	**Project Number**	**Farebox Requirement**	Org Key
WETA	Planning and Administration	3,000,000	01	06/22/16	11	n.a.	801851400
WETA	Ferry Operating	15,300,000	02	06/22/16	6	40% Peak service, 30% All Day Service	801850900
AC Transit	Express Bus Service	5,427,904	03	07/27/16	4	30% Peak, 20% All Day	801850400
AC Transit	Dumbarton Bus	2,816,976	04	07/27/16	5	30% Peak, 20% All Day	801850500
AC Transit	Owl Bus Service	1,333,623	05	07/27/16	7	10%	801851000
AC Transit	Enhanced/Rapid Bus Service	3,000,000	06	07/27/16	9	n.a.	801851200
SFMTA	Metro 3rd Street Extension	2,500,000	07	07/27/16	8	n.a.	801851100
	Total	**33,378,503**					

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C

ABSTRACT

Resolution No. 4230, Revised

This resolution approves the allocation of fiscal year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA) and Santa Rosa.

This resolution was revised on July 27, 2016 to allocate funds to AC Transit, LAVTA, SFMTA, Soltrans, Sonoma County Transit, Tri Delta Transit (ECCTA), and WestCAT (WCCTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016 and July 13, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4230

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

WHEREAS, the Mills-Alquist-Deddeh Act ("Transportation Development Act" or "TDA"), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2016-17 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C

Attachment A
MTC Resolution No. 4230

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2016-17

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	OrgKey	Note
5801 - 99233.7, 99275 Community Transit Service - Operations							
AC Transit	Transit Operations	3,319,767	03	07/27/16	Alameda County	261500000	
SFMTA	Transit Operations	2,386,077	04	07/27/16	San Francisco County	265550000	1
	Subtotal	**5,705,844**					
5802 - 99260A Transit - Operations							
CCCTA	Transit Operations	18,584,451	01	06/22/16	CCCTA	262441000	
Santa Rosa	Transit Operations	5,555,547	02	06/22/16	Santa Rosa	269483500	
LAVTA	Transit Operations	9,433,761	05	07/27/16	LAVTA	261432000	
WCCTA	Transit Operations	2,290,427	06	07/27/16	WCCTA	262443000	
AC Transit	Transit Operations	44,986,143	07	07/27/16	AC Transit Alameda D1	261430000	
AC Transit	Transit Operations	11,969,229	08	07/27/16	AC Transit Alameda D2	261431000	
AC Transit	Transit Operations	6,436,688	09	07/27/16	AC Transit Contra Costa	262430000	
ECCTA	Transit Operations	10,924,502	10	07/27/16	ECCTA	262442000	
SFMTA	Transit Operations	45,335,462	11	07/27/16	SFMTA	265400000	
SolTrans	Transit Operations	3,966,654	12	07/27/16	Vallejo/Benicia	268476000	2
Sonoma County	Transit Operations	7,116,436	13	07/27/16	Sonoma County	269485500	
Sonoma County	Transit Operations	199,597	13	07/27/16	Petaluma	269482500	
	Subtotal	**166,798,897**					
5803 - 99260A Transit - Capital							
Soltrans	Transit Capital	3,141,406	14	07/27/16	Vallejo/Benicia	268476000	2
	Subtotal	**3,141,406**					
5807 - 99400C General Public - Operating							
Sonoma County	Transit Operating	1,199,117	15	07/27/16	Sonoma County	269485500	
Sonoma County	Transit Operating	39,919	15	07/27/16	Petaluma	269482500	
	Subtotal	**1,239,036**					
	TOTAL	**176,885,183**					

Note:
(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.
(2) Allocation subject to approval of the TDA Matrix by the Solano Transportation Authority on 7/13/16.

ALLOCATION OF FISCAL YEAR 2016-17
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds
Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6633.l, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6634.

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C

ABSTRACT
Resolution No. 4231, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2016-17.

This resolution allocates funds to County Connection (CCCTA) and MTC.

This resolution was revised on July 27, 2016 to allocate funds to AC Transit, SFMTA, Tri Delta Transit (ECCTA), and WestCAT (WCCTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 8, 2016 and July 13, 2016.

Date: June 22, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4231

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

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

WHEREAS, pursuant to Public Utilities Code Section 993l3.6, MTC has created a State Transit Assistance ("STA") fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 993l3.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2016-17 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4184, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

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 San Francisco, California, on June 22, 2016.

Date: June 22, 2016
Referred by: PAC
Revised: 07/27/16-C

Attachment A
MTC Resolution No. 4231

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS DURING FISCAL YEAR 2016-17

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Org Key
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties						
CCCTA	Transit Operations	1,456,880	01	06/22/16	CCCTA	280723000
ECCTA	Transit Operations	1,159,791	04	07/27/16	ECCTA	280723400
	Subtotal	**2,616,671**				
5820 - 6730A Operating Costs - Revenue-based						
WCCTA	Transit Operations	2,522,198	05	07/27/16	BART	280710600
AC Transit	Transit Operations	7,917,266	06	07/27/16	AC Transit	280710300
ECCTA	Transit Operations	2,404,790	07	07/27/16	BART	280710600
SFMTA	Transit Operations	29,044,960	08	07/27/16	SFMTA	280712400
	Subtotal	**41,889,214**				
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination						
MTC	Clipper Operations	11,900,000	02	06/22/16	MTC	280720100
	Subtotal	**11,900,000**				
5821 - 6730B Capital Costs - Population-based MTC Coordination						
MTC	Clipper Capital	1,500,000	03	06/22/16	MTC	280720100
	Subtotal	**1,500,000**				
	TOTAL	**57,905,885**				

ALLOCATION OF FISCAL YEAR 2016-17 STATE TRANSIT ASSISTANCE FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. l209, Revised), as so attested to by the claimant's chief financial officer; and

4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and

5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs; and

7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and

8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and

10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: July 27, 2016
Referred by: PAC

ABSTRACT

Resolution No. 4232

This resolution approves the allocation of fiscal year 2016-17 AB 1107 half-cent sales tax funds to AC Transit and the San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 13, 2016.

Date: July 27, 2016
Referred by: PAC

Re: Allocation of Fiscal Year 2016-17 "AB 1107" Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4232

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

WHEREAS, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as "AB 1107" funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the Municipal Railway ("Muni") and to the Alameda-Contra Costa Transit District ("AC Transit"), for transit services; and

WHEREAS, Muni and/or AC Transit has submitted a request for the allocation of fiscal year 2016-17 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2016-17 allocations requested by Muni and/or AC Transit, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to Muni and/or AC Transit, as the case may be; and

WHEREAS, Muni and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California

Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2016-17 funds under this resolution to Muni and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on July 26, 2016.

Date: July 27, 2016
Referred by: PAC

Attachment A
MTC Resolution No. 4232

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2016-17

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 14-15	FY 16-17			
AC Transit	Transit Operations	66.9%	61.2%	50% of deposits to MTC's AB 1107 account.	01	07/27/16
SFMTA	Transit Operations	75.6%	77.8%	50% of deposits to MTC's AB 1107 account.	02	07/27/16

Date: July 27, 2016
Referred by: PAC

Attachment B
Resolution No. 4232
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2016-17
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

	AC Transit	***SFMTA***
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	*YES*	*YES*
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	*YES*	*YES*
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2014-15 and included in the proposed FY 2016-17 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	*YES*	*YES*

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1799	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	7/21/2016			**In control:**	Metropolitan Transportation Commission
On agenda:	7/27/2016			**Final action:**	

Title: Regional Priorities for the FY 2015-16 Affordable Housing and Sustainable Communities (AHSC) Program for Cap and Trade.

Based on the Commission's adopted principles, the Committee recommends priorities for the FY 2015 -16 Affordable Housing and Sustainable Communities program, which is a statewide competitive program under the State Cap and Trade program.

Sponsors:

Indexes:

Code sections:

Attachments: 7b_PAC_5a_Cap_and_Trade_AHSC_Priorities_
7b_COMMISSION_HANDOUT_AHSC Reg Priorities_Comment_Letters_.pdf

Date	Ver.	Action By	Action	Result
7/27/2016	1	Metropolitan Transportation Commission		

Subject:

Regional Priorities for the FY 2015-16 Affordable Housing and Sustainable Communities (AHSC) Program for Cap and Trade.

Based on the Commission's adopted principles, the Committee recommends priorities for the FY 2015-16 Affordable Housing and Sustainable Communities program, which is a statewide competitive program under the State Cap and Trade program.

Recommended Action:

Commission Approval

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METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Commission DATE: July 20, 2016

FR: Executive Director

RE: Regional Priorities for 2015-16 Affordable Housing and Sustainable Communities Program

Staff presented recommended regional priorities for the 2015-16 Affordable Housing and Sustainable Communities Program at the July 13, 2016 Programming and Allocations Committee. The Committee referred the staff recommendation of 17 projects at a total of $194 million to the Commission for approval.

Following the committee meeting, staff was informed that one regional project not recommended by staff, the Grayson Street Apartments project in Berkeley, has been verified by the California Department of Housing and Community Development (HCD) as qualifying as a Disadvantaged Community. While the housing development does not qualify as benefitting a Disadvantaged Community through its location or by employing a qualifying percentage of residents of a Disadvantaged Community, the project includes the purchase of a bus for AC Transit Line 88, which does serve Disadvantaged Communities. HCD's determination was that since the project area includes the entire route of Line 88, the project is located in a Disadvantaged Community.

Staff recommended endorsing all projects that include affordable housing, are located in a PDA, and that are located in a Community of Concern or benefit a Disadvantaged Community. Therefore, given its confirmed Disadvantaged Community status, staff recommends adding the Grayson Street Apartments project to the list of regional priorities. This would bring the total to 18 endorsed projects for $198 million. A revised project list is attached.

Steve Heminger

SH:cb
Attachments

J:\COMMITTE\Commission\2016\07_July_2016\7b_PAC_5a_Cap_and_Trade_AHSC_Priorities_Memo.docx

MTC Programming and Allocations Committee
July 13, 2016
Item 5a - Attachment A
Recommended 2015-16 AHSC Priorities -- UPDATED FOR COMMISSION

Project Title	City	County	Project Type	DAC / CoC	PDA Status	AHSC Funds Requested	Running Total	Total Project Cost	Funding Leverage	GHG Reduction (MT CO2)*	Total Units	Total Affordable Units	Affordable Unit Avg. AMI
MTC Proposed Endorsements													
Empyrean & Harrison Hotel Housing and Transportation Improvements	Oakland	Alameda	TOD	Y/Y	PDA	$ 16,807,556	$ 16,807,556	$ 46,107,644	174%	102,028	147	146	45%
St. James Station TOD	San Jose	Santa Clara	TOD	Y/N	PDA	$ 12,889,611	$ 29,697,167	$ 89,681,932	596%	23,121	135	134	41%
455 Fell	San Francisco	San Francisco	TOD	Y/Y	PDA	$ 16,056,563	$ 45,753,730	$ 62,373,348	288%	16,581	108	107	47%
Lakehouse Connections	Oakland	Alameda	TOD	Y/Y	PDA	$ 18,127,203	$ 63,880,933	$ 42,920,167	137%	68,905	91	90	48%
The Uptown Oakland Housing and Transportation Collaborative/Embark Apartments	Oakland	Alameda	TOD	Y/Y	PDA	$ 15,982,964	$ 79,863,897	$ 54,913,236	244%	58,818	62	61	40%
Coliseum Connections	Oakland	Alameda	TOD	Y/Y	PDA	$ 14,844,762	$ 94,708,659	$ 228,839,594	1442%	881,360	110	54	56%
Dunleavy Plaza Apartments	San Francisco	San Francisco	TOD	N/Y	PDA	$ 2,821,572	$ 97,530,231	$ 40,635,907	1340%	7,020	49	49	48%
Yosemite Apartments	San Francisco	San Francisco	TOD	Y/Y	PDA	$ 5,092,303	$ 102,622,534	$ 22,542,474	343%	15,287	32	31	42%
Edwina Benner Plaza	Sunnyvale	Santa Clara	TOD	N/N	PDA	$ 9,606,560	$ 112,229,094	$ 44,846,337	367%	4,890	66	65	45%
St. Paul's Commons & Trinity Ave. Complete	Walnut Creek	Contra Costa	TOD	N/N	PDA	$ 7,679,331	$ 119,908,425	$ 19,814,020	158%	7,268	45	44	45%
Creekview Terrace	San Pablo	Contra Costa	ICP	Y/Y	PDA	$ 10,867,494	$ 130,775,919	$ 44,185,352	307%	177,885	120	119	41%
Alameda Site A Family Apartments	Alameda	Alameda	ICP	N/Y	PDA	$ 12,870,620	$ 143,646,539	$ 46,722,257	263%	125,614	70	69	45%
Alameda Site A Senior Apartments	Alameda	Alameda	ICP	N/Y	PDA	$ 10,870,983	$ 154,517,522	$ 34,638,891	219%	125,589	60	59	43%
Heritage Point Affordable Housing/Retail Development	Richmond	Contra Costa	ICP	Y/Y	PDA	$ 10,204,875	$ 164,722,397	$ 28,511,522	179%	9,495	42	41	43%
Veterans Square	Pittsburg	Contra Costa	ICP	Y/Y	PDA	$ 5,687,619	$ 170,410,016	$ 17,412,946	206%	3,054	30	29	40%
Grayson Street Apartments**	Berkeley	Alameda	ICP	Y/N	PDA	$ 3,755,326	$ 174,165,342	$ 14,891,452	297%	97,667	23	22	43%
South San Francisco Senior Affordable Housing/Connections to Caltrain	South San Francisco	San Mateo	ICP	N/Y	PDA	$ 8,875,280	$ 183,040,622	$ 95,528,096	976%	8,821	81	16	50%
Renascent San Jose	San Jose	Santa Clara	ICP	Y/Y	no	$ 14,979,486	$ 198,020,108	$ 68,871,430	360%	13,372	162	160	40%
Not Proposed for Endorsement													
Potrero Block X	San Francisco	San Francisco	ICP	N/N	PDA	$ 9,250,000		$ 60,335,627	552%	10,178	72	71	42%
Candlestick Point Sustainable Transportation, Transportation Amenities, and Transportation Demand Management	San Francisco	San Francisco	ICP	Y/Y	PDA	$ 5,000,000		$ 39,674,792	693%	4,359	-	-	N/A
Putting Down Routes: Connecting East Oakland	Oakland	Alameda	ICP	Y/N	PDA	$ 2,182,647		$ 6,530,647	199%	1,865	-	-	N/A
Treasure Island Intermodal Transit Hub Phase 1	San Francisco	San Francisco	ICP	Y/Y	PDA	$ 12,055,858		$ 35,566,925	195%	144,204	-	-	N/A
Windsor Transit Center Corridor and Intersection Improvements Project	Windsor	Sonoma	ICP	N/N	PDA	$ 5,387,718		$ 5,587,718	4%	1,574	-	-	N/A
Public Market Sustainable Transportation Project	Emeryville	Alameda	ICP	N/N	PDA	$ 15,483,984		$ 15,483,984	0%	206,653	-	-	N/A
Overall Totals						$ 247,380,315		$ 1,166,616,298			1,505	1,367	44%

*GHG Calculations submitted by applicants -- preliminary and not yet verified by Strategic Growth Council or Air Resources Board

**Added to staff recommendation list based on updated DAC status. See 7/20/16 memo to Commission.

SAHA
SATELLITE AFFORDABLE HOUSING ASSOCIATES

1835 Alcatraz Avenue
Berkeley, CA 94703
P 510.647.0700
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WWW.SAHAHOMES.ORG

July 15th, 2016

Metropolitan Transportation Commission
Attn: Doug Johnson & Craig Bosman
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: AHSC Project Endorsements
Grayson Street Apartments, 2748 San Pablo Avenue, Berkeley

Dear Mr. Johnson and Mr. Bosman:

I am writing regarding the proposed AHSC application endorsements that the Commission will consider on July 27th. Per the attached email from SGC, and the attached Project Area map, the Grayson Street Apartments Project Area is indeed located in both a Disadvantaged Community and a Community of Concern. I respectfully request that staff reconsider the endorsements in light of this information.

Grayson Street Apartments is shovel ready. It has 5 funding sources committed and is ready to start construction upon securing AHSC funds. The 100 unit-per-acre project is designed to LEED Platinum standards, located in a high-growth jurisdiction (Berkeley) in a Priority Develoment Area (on San Pablo Ave) and has an AC Transit line 72 bus stop immediately adjacent to the site with headways under 15 minutes during peak times. It is 100% affordable and has over half its units set aside for homeless youth and people with HIV/AIDS.

If you have any questions about this exciting project, please do not hesitate to contact me at (510) 809-2769 or jastmann@sahahomes.org.

Sincerely,

Jonathan Astmann
Project Manager

Enclosures

Jonathan Astmann

From: Seeger, Jennifer@HCD <Jennifer.Seeger@hcd.ca.gov>
Sent: Thursday, May 26, 2016 12:28 PM
To: Jonathan Astmann; Affordable Housing Sustainable Communities@HCD
Cc: darwin.moosavi@sgc.ca.gov; Morrow, Craig@HCD; Eve Stewart
Subject: RE: Verified Data for AHSC full Application (PIN 34786)

Jonathan –

Thanks for your email. We went back and looked at the information originally submitted in the concept application with regard to benefit to a disadvantaged community. Our initial assessment focused on the location of the proposed AHD project rather than the STI hybrid bus line. While the AHD is not within the ½ mile radius of a disadvantaged community the proposed STI transit line will provide benefits to a disadvantaged community. We have updated our master log to reflect the following:

Grayson Street Apartments		
Verified Data Description	**AHSC Staff Verified Value**	**Location of Full Application Input**
Basic Project Information		
Verified Project Area Type	ICP	Applicant Tab, cell L66
Total Verified AHSC funds Requested	$3,755,326	AHSC Program Staff verified amount should be no greater than the resulting amount in the Funds Request tab, cell U41
Eligibility for Statutory Set-Asides		
Affordable Housing Set-Aside	Yes	N/A
Disadvantaged Community Set-Aside	Yes	N/A
Verified Disadvantaged Community Criteria Eligibility	Located Within	Phase 2 FAAST Questionnaire, Question 5
Verified Disadvantaged Community Percentile Score	81-85%	Phase 2 FAAST Questionnaire, Question 6
Concept Filter Calculation (Section 105(c)(3)(B)		
Verified EFC Filter Calculation	99	N/A
Criteria Applicability (Section 107 – page 33)		
Maximum applicable points (Criteria Applicability)	100	Scoring Rubric & SS tab, cell O76 and Phase 2 FAAST Questionnaire, Question 11
GHG Quantification Methodology		
Verified CalEEMod Project Setting*	Urban Center	Applicants using CalEEMod (those with an AHD and/or HRI component) are required to enter the Project Setting into the GHG Tab, cell K42

Jennifer Seeger | Division of Housing Policy
California Department of Housing & Community Development
2020 W. El Camino Ave, Suite 500, Sacramento, CA 95833
jennifer.seeger@hcd.ca.gov | (916) 263-7421

From: Jonathan Astmann [mailto:jastmann@sahahomes.org]
Sent: Thursday, May 26, 2016 10:47 AM
To: Affordable Housing Sustainable Communities@HCD
Cc: darwin.moosavi@sgc.ca.gov; Morrow, Craig@HCD; Seeger, Jennifer@HCD; Eve Stewart
Subject: RE: Verified Data for AHSC full Application (PIN 34786)
Importance: High

Hello,

1. I have not heard back from you about my email below. Grayson Street Apartments provides benefits to a Disadvantaged Community. I respectfully request that you re-evaluate your determination otherwise in light of the information in my email below. The new hybrid bus is not fixed to the ground, but it does provide significant, tangible benefits to a Disadvantaged Community. It costs $783,000 and will reduce headways on AC Transit route 88 by 25%. A significant portion of route 88 is in a Disadvantaged Community.
2. Please reply to confirm that AHSC will not forward project data to MTC/ABAG until this issue is resolved. I want to ensure that MTC/ABAG does not prioritize applications based on incorrect data.

I look forward to your response.

Thank you,
Jonathan

Jonathan Astmann
Project Manager
Satellite Affordable Housing Associates
P: (510) 809-2769 | F: (510) 647-0820
1835 Alcatraz Ave
Berkeley, CA 94703
jastmann@sahahomes.org
www.sahahomes.org

From: Jonathan Astmann
Sent: Monday, May 23, 2016 2:59 PM
To: 'Affordable Housing Sustainable Communities@HCD'
Subject: RE: Verified Data for AHSC full Application (PIN 34786)

According to page 31 of the program guidelines, the DAC has to be within ½ mile of the Project, and according to page A-6 of the guidelines, the Project is everything that is funded by the program. Part of the Grayson Street Apartments "Project" (as defined by the guidelines) is a new hybrid bus that AC Transit will operate along route 88. The entire Route 88 is part of the project area, and it runs right through a DAC. See attached, which was also included in the concept application. Therefore Grayson Street Apartments provides benefits to a Disadvantaged Community.

I had a consultation with Eugene Lee, Allison Joe and other AHSC program staff on 2-4-16 in Oakland. At that meeting, staff confirmed that the DAC has to be within ½ mile of the project area. Ms. Joe & Mr. Lee can attest to this.

Please reply to confirm that Grayson Street Apartments provides benefits to a Disadvantaged Community.

Sincerely,
Jonathan

Jonathan Astmann
Project Manager
Satellite Affordable Housing Associates

P: (510) 809-2769 | F: (510) 647-0820
1835 Alcatraz Ave
Berkeley, CA 94703
jastmann@sahahomes.org
www.sahahomes.org

From: Senter, Alisha@HCD [mailto:Alisha.Senter@hcd.ca.gov] **On Behalf Of** Affordable Housing Sustainable Communities@HCD
Sent: Monday, May 23, 2016 2:23 PM
To: Jonathan Astmann
Subject: RE: Verified Data for AHSC full Application (PIN 34786)

Good Afternoon Mr. Astmann,

To give more clarification as to why your project did not qualify. In order to meet the set-aside the Disadvantaged Community has to be within a ½ mile of the Affordable Housing Development (AHD) not the entire project area.

Sincerely,

AHSC NOFA/Award Section

****
****

This email and any files attached are intended solely for the use of the individual or entity to which they are addressed. If you have received this email in error, please notify the sender immediately. This email and the attachments have been electronically scanned for email content security threats, including but not limited to viruses.


Grayson Street ICP Project Area
AC Transit Line 88
University Ave
San Pablo Ave
Dwight Way
Sacramento St
Grayson Street Apartments
Ward St
Ashby Ave
AC Transit Stop: San Pablo Ashby (72Rapid, 72)
40th St
Dwight Way
W Grand Ave
Market St
AC Transit Line 88
14th St
Broadway
12th St
Oakland Central Business District
0 0.5 1 2 Miles
Longfellow Middle School
Grayson Street Apartments
US Healthworks Medical Group
Berkeley Bowl Grocery Store
Aquatic Park Preschool
AC Transit Stop: San Pablo Ashby (72Rapid, 72)
0 0.125 0.25 0.5 Miles
Legend
Project Area
Affordable Housing Development
Transit Project
Qualifying Transit Stop
Grocery Stores (25K GSF+)
Healthcare Clinic
Child Care Facility
K-12 Public School

Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Agenda Item 5a**

Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

Subject: Regional Priorities for the FY2015-16 Affordable Housing and Sustainable Communities Program

Background: The Affordable Housing and Sustainable Communities Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. The Strategic Growth Council (SGC) is responsible for the overall administration of the program, including project evaluation and the approval of funding awards. The FY2015-16 program was announced with a funding availability of approximately $320 million; however, the Department of Housing and Community Development has announced that total funding available may be lower than previously estimated, based on lower Cap-and-Trade auction revenue. SGC will announce awards in September. Table 1 summarizes the region's applications.

Table 1: Affordable Housing and Sustainable Communities Applications

	Bay Area	State
Number of applications in final round	24	73
Total $ requested	$247 million	$684 million
% funds in Disadvantaged Communities	65%	50% minimum
% funds for Affordable Housing	61%	50% minimum
% funds in Transit Oriented Development (TOD)	52%	35% minimum
% funds in Integrated Connectivity Project (ICP)	48%	35% minimum

Project Prioritization

Staff recommends that MTC endorse 17 projects at a total of $194 million (see Attachment A). This is based on the adopted regional principles (Attachment B), which recommend prioritizing roughly 60% of the available funding (approximately $190 million of $320 million available), with an award target of at least 40% ($128 million) based on the region's performance in the first cycle of funding. Because there are set-asides for both Transit-Oriented Development (TOD) and Integrated Connectivity Project (ICP) project types, staff is recommending a priority list for each. Generally, staff is recommending projects with affordable housing components with the highest overall adherence to the regional principles. Project types were prioritized as follows:

- *Transit-Oriented Development (TOD) Projects:* All TOD applications from our region include affordable housing and are located in Priority Development Areas. Projects located in Communities of Concern or Disadvantaged Communities were given higher priority. Projects were then listed in order by number of affordable housing units. All TOD projects, which would result in 845 housing units with 781 affordable units, totaling $120 million, are proposed for endorsement.

- *Integrated Connectivity Projects (ICP):* ICP applications that provide affordable housing, are located in a Priority Development Area, and are located in a Community of Concern or Disadvantaged Community were given higher priority. Following that, priority was given to projects with affordable housing that are located in either a Priority Development Area, a Community of Concern, or a Disadvantaged Community. From among those providing affordable housing, projects are listed in order by number of affordable housing units. Finally, projects that do not provide affordable housing were given the lowest priority consistent with the Commission's adopted principles, and are listed in order by funding leverage. Following this prioritization and recognizing the 60% funding target ($190 million), staff recommends endorsing seven ICP projects totaling $74 million. These projects represent 565 housing units with 493 affordable units.

Evaluation Issues and Highlights

- *Significant Greenhouse Gas Reduction*: The emissions reduction results reported by applicants have not yet been verified by Air Resources Board and are subject to correction.
- *Communities of Concern/Disadvantaged Communities*: The program has a 50% set-aside for Disadvantaged Communities. Sixteen Bay Area projects are located in Communities of Concern, with 12 of those also benefitting Disadvantaged Communities. Only two projects benefit Disadvantaged Communities but are not located in Communities of Concern. Equal weight was given to projects benefitting one or both of Disadvantaged Communities and Communities of Concern.
- *Supporting Plan Bay Area's Focused Growth Investment Strategies*: Additional priority was given to projects providing affordable housing, projects within Priority Development Areas (PDAs), and projects providing a higher total number of affordable units.
- *Level of Housing Affordability*: In general, the recommended projects would increase the accessibility and affordability of housing. In total, the recommended projects would help construct or rehabilitate 1,274 units of affordable housing, at an average of 44% Area Median Income. The units range from studios to multi-bedroom family units. All are rental units.
- *Support for the Region's Adopted Transit Priorities*: In general, the region's finalists support the region's priorities (Regional Transit Expansion program of projects, Plan Bay Area's Next Generation Transit program, etc.)
- *Funding Leverage*: Funding leverage for this program is calculated by dividing the total non-AHSC project costs (as submitted by the applicant) by the AHSC request amount. It appears that most projects in our region are leveraging funds to at least 150%.
- *OBAG Policy*: All projects are located in jurisdictions that adhere with state and regional Complete Streets policies and General Plan Housing Element adoption and certification.

Issues: *Scoring criteria for bikeability:* AHSC projects will be scored by the state on a scale of up to 100 points. Up to three points can be earned for the project location's bikeability, as determined by Walkscore.com's Bike Score rating. However, only those projects in San Francisco, San Jose, Oakland, and Berkeley have Bike Scores available, because the necessary data inputs for other jurisdictions have not yet been collected by Walkscore.com. Under current AHSC guidelines, there is no way for projects without a Bike Score to achieve these three points, regardless of the location's actual level of bikeability. Staff believes these points could be a deciding factor in funding, has held ongoing discussions with SGC staff, and plans to send a joint letter with other MPOs to SGC to ensure that this issue is treated fairly in the scoring process.

Encouragement of applications from around the region: The list of 24 final applications from the Bay Area is dominated by projects in Alameda, Contra Costa, and San Francisco counties. Though the other Bay Area counties were somewhat better represented in the concept application phase of this program, staff believes it would benefit the region as a whole for projects in the South Bay, Peninsula, and North Bay Counties to be more involved and competitive in this program, and will continue to work with partners to encourage applications from around the region.

Recommendation: Refer list of priority projects in Attachment A to the Commission for approval, and direct MTC staff to submit priority list to SGC.

Attachments: Attachment A: AHSC Recommended Priorities
Attachment B: Regional Principles for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program
Attachment C: AHSC Project Descriptions

MTC Programming and Allocations Committee
July 13, 2016
Item 5a - Attachment A
Recommended 2015-16 AHSC Priorities

Project Title	City	County	Project Type	DAC / CoC	PDA Status	AHSC Funds Requested	Running Total	Total Project Cost	Funding Leverage	GHG Reduction (MT CO2)*	Total Units	Total Affordable Units	Affordable Unit Avg. AMI
MTC Proposed Endorsements													
Empyrean & Harrison Hotel Housing and Transportation Improvements	Oakland	Alameda	TOD	Y/Y	PDA	$ 16,807,556	$ 16,807,556	$ 46,107,644	174%	102,028	147	146	45%
St. James Station TOD	San Jose	Santa Clara	TOD	Y/N	PDA	$ 12,889,611	$ 29,697,167	$ 89,681,932	596%	23,121	135	134	41%
455 Fell	San Francisco	San Francisco	TOD	Y/Y	PDA	$ 16,056,563	$ 45,753,730	$ 62,373,348	288%	16,581	108	107	47%
Lakehouse Connections	Oakland	Alameda	TOD	Y/Y	PDA	$ 18,127,203	$ 63,880,933	$ 42,920,167	137%	68,905	91	90	48%
The Uptown Oakland Housing and Transportation Collaborative/Embark Apartments	Oakland	Alameda	TOD	Y/Y	PDA	$ 15,982,964	$ 79,863,897	$ 54,913,236	244%	58,818	62	61	40%
Coliseum Connections	Oakland	Alameda	TOD	Y/Y	PDA	$ 14,844,762	$ 94,708,659	$ 228,839,594	1442%	881,360	110	54	56%
Dunleavy Plaza Apartments	San Francisco	San Francisco	TOD	N/Y	PDA	$ 2,821,572	$ 97,530,231	$ 40,635,907	1340%	7,020	49	49	48%
Yosemite Apartments	San Francisco	San Francisco	TOD	Y/Y	PDA	$ 5,092,303	$ 102,622,534	$ 22,542,474	343%	15,287	32	31	42%
Edwina Benner Plaza	Sunnyvale	Santa Clara	TOD	N/N	PDA	$ 9,606,560	$ 112,229,094	$ 44,846,337	367%	4,890	66	65	45%
St. Paul's Commons & Trinity Ave. Complete Streets	Walnut Creek	Contra Costa	TOD	N/N	PDA	$ 7,679,331	$ 119,908,425	$ 19,814,020	158%	7,268	45	44	45%
Creekview Terrace	San Pablo	Contra Costa	ICP	Y/Y	PDA	$ 10,867,494	$ 130,775,919	$ 44,185,352	307%	177,885	120	119	41%
Alameda Site A Family Apartments	Alameda	Alameda	ICP	N/Y	PDA	$ 12,870,620	$ 143,646,539	$ 46,722,257	263%	125,614	70	69	45%
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Windsor Transit Center Corridor and Intersection Improvements Project	Windsor	Sonoma	ICP	N/N	PDA	$ 5,387,718		$ 5,587,718	4%	1,574	-	-	N/A
Public Market Sustainable Transportation Project	Emeryville	Alameda	ICP	N/N	PDA	$ 15,483,984		$ 15,483,984	0%	206,653	-	-	N/A
Overall Totals						$ 247,380,315		$ 1,166,616,298			1,505	1,367	44%

*GHG Calculations submitted by applicants -- preliminary and not yet verified by Strategic Growth Council or Air Resources Boarc

x

Regional Principles for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program

Overview

The Affordable Housing and Sustainable Communities (AHSC) final guidelines provide regional agencies an opportunity to advise on AHSC project selection. After an initial screening of concept applications for Plan Bay Area supportive elements, MTC staff in coordination with ABAG, will review full applications and make project recommendations to the Commission for approval and transmittal to the Strategic Growth Council (SGC). The role for regional agencies in this process is advisory, meaning that SGC has the ultimate project selection authority.

Regional Bid Target

Based on program results thus far, MTC proposes a regional program target of 40%, and will prioritize applications for up to 60% of the available funding. MTC will apply this cap for final applications, not concept applications, as project scopes and costs are expected to change between the initial concept and final application stages and we want to encourage a significant pool of applications.

Project Prioritization Process

MTC staff proposes to conduct a **project prioritization process, in coordination with ABAG staff,** to provide SGC with a set of regional priority projects, based on the following principles. Although these criteria are not "thresholds" that must be achieved, staff will look most favorably on applications achieving most to all of the following elements, which are listed here roughly in rank order of importance:

1. **Significant Greenhouse Gas Reduction (GHG).** Prioritize projects that demonstrate significant GHG reduction. While the SGC will employ a statewide methodology in the final applications for quantifying GHG benefits, MTC staff also reserves the right to conduct additional GHG analysis as needed using a regional methodology.

2. **Communities of Concern/Disadvantaged Communities.** Prioritize projects located in or providing benefits to the region's Communities of Concern as well as CalEPA's defined Disadvantaged Communities.

3. **Support Plan Bay Area's Focused Growth Investment Strategies.** Develop priorities for each of the three project area types: Transit Oriented Development (TOD), Integrated Connectivity Project (ICP), and Rural Innovation Project Area (RIPA). Prioritize projects including affordable housing developments. Where applicable, prioritize ready-to go projects within Priority Development Areas (PDAs) in high growth jurisdictions and corridors that provide access to jobs and services. Prioritize projects providing both a greater share and total number of affordable units to address concerns about community stability and displacement. When applicable, also prioritize projects that provide funds for active Transit Oriented Affordable Housing (TOAH) projects, all of which have a strong nexus to transit and PDAs and have ownership of land for development. Projects that meet the criteria for TOAH and are at the same state of readiness will also be considered favorably.

4. **Level of Housing Affordability.** For proposals including an affordable housing development as a capital project, prioritize projects in a manner consistent with the Strategic Growth Council's AHSC scoring criteria, which places the highest priority on rental restricted units for households at lower percentages of Area Median Income.

5. **Support for the Region's Adopted Transit Priorities.** Prioritize projects that support the Commission's adopted transit priorities. These include the Regional Transit Expansion program of projects (Resolution 3434), Plan Bay Area's Next Generation Transit program, projects under the Core Capacity Challenge Grant program, projects that support the implementation of the Transit Sustainability Project, and recommendations of the Coordinated Public Transit-Human Services Plan.

6. **Funding Leverage.** Prioritize projects leveraging other funding sources for local match.

7. **OBAG Policy.** When applicable, OBAG's policy requirements should be applied to help determine a project's alignment with the SCS. These requirements include adherence with state and regional Complete Streets policies and General Plan Housing Element adoption and certification. These policies should be applied based on the jurisdiction of where the project is located (rather than whether the local jurisdiction is listed as co-applicant).

Affordable Housing and Sustainable Communities Program -- Bay Area Applications

Project Title	Applicant Organization	Joint Applicant(s)	City	County	Total AHSC Funds Requested	Specific Elements Description from Application (AHD= Affordable Housing Development, HRI= Housing-Related Infrastructure, STI= Sustainable Transportation Infrastructure, TRA= Transportation-Related Amenities, PRG= Programs)
Alameda Site A Senior Apartments	Eden Housing, Inc.	Alameda Point Partners	Alameda	Alameda	$ 10,870,983	**AHD:** Eden's 60-unit Senior Community consists of 50 one, and 10 two-bedroom units, including one unrestricted manager's unit. These units will be affordable to senior households earning between 30 and 50 percent of Alameda County Area Median Income. **STI:** 129,150 square feet of pedestrian improvements, 60,300 square feet of bike lane improvements, and 72,700 square feet of dedicated bus rapid transit lanes within the project area.
Alameda Site A Family Apartments	Eden Housing, Inc.	Alameda Point Partners	Alameda	Alameda	$ 12,870,620	**AHD:** 14 one, and 36 two-bedroom, and 20 three bedroom units, including one unrestricted manager's unit. These units will be affordable to family households earning between 30 and 50 percent of Alameda County Area Median Income. **STI:** 84,580 square feet of pedestrian improvements, 43,020 square feet of bike lane improvements, and 46,230 square feet of dedicated bus rapid transit lanes within the project area.
Grayson Street Apartments	Satellite Affordable Housing Associates	City of Berkeley	Berkeley	Alameda	$ 3,755,326	**AHD:** new construction of a four story building on San Pablo Avenue in Berkeley with 23 one and two-bedroom apartments, including one manager's unit. The building will feature a gracious residential entry and lobby, a community room opening out onto a landscaped outdoor courtyard with views of the San Francisco Bay, a computer annex, services office, and exercise room. Nine units will be set-aside for youth transitioning out of the foster system and three units for people living with HIV/AIDS. The apartments will be targeted to residents earning up to 60% of the area median income. **STI:** purchase of a new hybrid bus to reduce GHG and improve peak frequency to service the 88 bus route that runs north and south bound along Sacaramento and Market Street. **PRG:** 1) providing AC Transit bus passes to the 22 affordable units for three years and 2) creating a bicycle education program.
Public Market Sustainable Transportation Project	City Center RealtyPartners, L.P.	-	Emeryville	Alameda	$ 15,483,984	**STI:** include installation of: roadways and sidewalks; curbs and gutters; traffic lights at Shellmound & Parcel B/A entrance; sidewalk/biofiltration planters; storm drains; water pipes and mains; and fire hydrant connections. Construction of a public plaza, striping of AC transit bus zones, cross walks, stop and arrow sign markings on ground, loading zone, traffic line, and bike lanes. **TRA:** installation of landscape features and irrigation system; light poles and fixtures; bike racks; bus shelters and guard rails; public benches; stop signs; and trash cans.
The Uptown Oakland Housing and Transportation Collaborative/Embark Apartments	Resources for Community Development	City of Oakland	Oakland	Alameda	$ 15,982,964	**AHD:** 100% of Embark Apartments' 62 units will be affordable to residents with 30-50% area median income (AMI). The development consists of a mixture of 1 studio, 56 one-bedroom and 5 two-bedroom units, 31 of which will be reserved for disabled homeless veterans. **HRI:** 1. Allowable Structured Parking Costs for 30 parking spaces at less than half a space per unit at $30,000 per space for a total of $900,000; and 2. $300,000 in impact fees required by local ordinance not to exceed 15 percent of the AHSC Program award. **STI:** 1-mile road diet along West Grand Avenue from Mandela Parkway to San Pablo Avenue, Class 1 bike lines on Adeline and MLK Jr, 40-foot hybrid bus to support the increased service levels of the adopted AC Transit Service Expansion Plan, adding bike channels along stairways at the 19th St BART station to promote multi-modal transport, and relamping 19th St station with over 3300 new high efficiency LED lights. **TRA:** BART will be adding new bike parking within the 19th St BART station. **PRG:** provision of free bus passes to the residents of Embark Apartments for three years, partnership with Bike East Bay to provide three bike education workshops, provision of three years of membership for Bay Area Bike Share for all residents.
Lakehouse Connections	East Bay Asian Local Development Corporation	City of Oakland, UrbanCore Development	Oakland	Alameda	$ 18,127,203	**AHD:** Lakehouse Affordable Apartments is part of a mixed-use, mixed-income development called Lakehouse Commons planned for the corner of E. 12th Street and Lake Merritt Blvd in Oakland. This is a joint venture between East Bay Asian Local Development Corporation (EBALDC), a non-profit developer of affordable housing, and UrbanCore, a for-profit firm with experience in affordable housing development. Parcel A will be developed into the Lakehouse Affordable Apartments and comprised of 90 separately funded, owned and operated units of permanently affordable housing. Parcel B will include 270 market rate units separately funded, owned and operated, with 18 units sub-leased for low/moderate income housing by EBALDC, as well as a 2,000 sq ft public cafe. A shared garage will be built on Parcel C, and an adjacent 3,000 square foot public open space will be developed as a neighborhood amenity. **HRI:** portion of podium parking (45 spaces) allocated to the affordable housing development. Demolition, site earthwork, shoring, utilities, asphalt, and site concrete to ready the site for construction and contribute streetscape improvements and a safer public right of way. Landscaping with native plants and trees. **STI:** pedestrian scale LED lights, crossing improvements, wayfinding, and bulb-outs. New bike share station with 19 docks and 10 bikes. Procurement of a new 40-foot hybrid bus to support the increased service levels of AC Transit's adopted Service Expansion Plan. New bike channels at two entrances of the Lake Merritt BART station. **TRA:** 50 pedestrian scale LED lights on International Blvd and E. 12th St between 1st and 11th. New accessible fare gate for the Lake Merritt BART station. **PRG:** AC Transit EasyPass and BikeShare Passes for residents.

Affordable Housing and Sustainable Communities Program -- Bay Area Applications

Project Title	Applicant Organization	Joint Applicant(s)	City	County	Total AHSC Funds Requested	Specific Elements Description from Application (AHD= Affordable Housing Development, HRI= Housing-Related Infrastructure, STI= Sustainable Transportation Infrastructure, TRA= Transportation-Related Amenities, PRG= Programs)
Empyrean & Harrison Hotel Housing and Transportation Improvements	Resources for Community Development	City of Oakland	Oakland	Alameda	$ 16,807,556	**AHD:** acquisition and substantial renovation of two historic Single Room Occupancy buildings within a block of each other in downtown Oakland. Harrison Hotel is as an historic building that consists of 80 SRO units, 59 of which are reserved for the disabled and formerly homeless population and 13 are restricted to disabled persons. The 7-story elevator system will be improved or replaced and energy efficient improvements, like solar upgrades, will be installed to ensure the building's long term sustainability. Empyrean Towers currently consists of 96 SRO units, most of which do not have bathrooms and with no kitchen facility in the building. All of the major building systems need updating, including electrical, heating, plumbing and the roof. RCD's plans to substantially rehabilitate the entire building, including repair or replacement all of the major systems, seismic and accessibility upgrades, and a re-configuration of the all of the units to create 65 studio and one bedroom units. Common areas will include the addition of bicycle storage, improved trash management and a new community room and kitchen. The target population will be working adults, seniors and disabled persons making 30-60% AMI. **STI:** new Class 2 bike lane will be installed on Clay between 7th and 17th. New Bay Area Bike Share station with 19 docks, 10 bikes, one payment kiosk and one map will be located within a block of the housing site. Procurement of a new AC Transit 40-foot hybrid bus to run along the new L19 route. **PRG:** provision of free bus passes to the residents of Empyrean Towers and Harrison Hotel for three years. Partnership with Bike East Bay to provide three bike education workshops. Provision of three years of membership for Bay Area Bike Share for all residents.
Putting Down Routes: Connecting East Oakland	City of Oakland		Oakland	Alameda	$ 2,182,647	**STI**: continuous Class 1 bike lane and pedestrian path on MacArthur between High St & Richards Rd, connecting under the freeway, calming traffic and providing a safe passage for bikes and peds near freeway on-ramps. Sited between High St and Seminary Ave along MacArthur Blvd, the LAMMPS improvements will enhance pedestrian and bicycle connectivity via approximately 1.2 miles of bike path, rebuilding of defunct sidewalks, eliminating poor crosswalk conditions, and installing traffic lights for traffic calming, visibility and safety. Pedestrian amenities including LED pedestrian lighting, signage, drought tolerant landscaping, and reconstructed intersections. Construct 0.6 miles of Class 2 bike lanes from Camden to Bancroft. **TRA**: In conjunction with the LAMMPS bikeway improvement, 0.7 miles of wayfinding, signage, and street-scraping will be added along 55th Avenue between Camden and Bancroft to enhance east-west travel. Paving improvements.
Coliseum Connections	UrbanCore Development, LLC	City of Oakland	Oakland	Alameda	$ 14,844,762	**AHD**: 110-unit multifamily residential project to be developed on an existing BART owned parking lot adjacent to the Coliseum BART station. Half of all units will be restricted affordable at 50-60% AMI. The remaining 55 units will be "workforce units"(60-100% AMI), affordable to individuals and families that are highly "housing insecure" (spend more than half of income on rent) but not served by traditional affordable housing. **HRI**: construction of a new pedestrian walkway connecting the community to the neighboring BAT station. Per the City's standards, curb, gutter, and sidewalk improvements along with street landscaping were needed. Enhanced recycling design. Energy efficiency and green building items required to comply with the City's Green Building Ordinance. **STI:** new class 2 bicycle lanes along Edgewater Drive between Hegenberger north to its terminus near the San Francisco Bay Trail. Critical BRT infrastructure and accessibility amenities such as Ticket Vending Machines and Walking Deterrent Domes, and procurement of new hybrid bus. New bike channels to two areas of the Coliseum BART station. **TRA:** pedestrian scale lighting improvements along 69th Avenue from Snell to International Blvd. **PRG:** three years of of AC Transit passes for residents.
Veterans Square	Domus Development, LLC	City of Pittsburg	Pittsburg	Contra Costa	$ 5,687,619	**AHD:** 28 one-bedroom units and 2 two-bedroom units. The AHD project will be 100% affordable with the exception of one unrestricted manager's unit. Rents will range from 30% AMI to 50% AMI. The ground floor will contain an on-site management office, 30 parking spaces, 18 bicycle parking spaces, a landscaped courtyard, and a community room for residents. **HRI**: construction of the parking garage required to be provided for the residents of the Veterans Square AHD. **STI:** construct a 1.4 mile segment of Class 1 and Class 2 bike facilities on Railroad Avenue, from East 10th Ave to the Delta-De Anza Trail. The trail would create a safe route along Railroad Avenue for bicyclists and pedestrians travelling from the Delta-De Anza Trail to Old Town (downtown) Pittsburg. **PRG:** Tri Delta Transit to offer a monthly bus pass program to residents of Veterans Square.
Heritage Point Affordable Housing/Retail Development	Community Housing Development Corporation	Contra Costa County Dept. of Conservation and Development, Contra Costa County Public Works Dept.	Richmond	Contra Costa	$ 10,204,875	**AHD:** 42 affordable units and retail space. The building will be built in four stories, podium method, 42 parking spaces and on-site; property management offices, enclosed and secured bike storage facility, and retail space for a grocery store and flex space for future expansion. **HRI:** capital improvements required as a condition of approval. Site acquisition, site preparation, utilities, surface improvements, landscape and amenities, residential parking, impact fees, low impact designs and urban greening. **STI:** Three blocks of sidewalk widening improvements on the east side of Fred Jackson Way, between Grove and Wildcat Canyon Regional Trail, including addition of a bike lane, installation of accessible ramps, removal of barriers on sidewalks (i.e., sidewalk gaps, power poles, etc.) and planting street trees and other calming measures. One block of street improvements to sidewalks to include the removal of barriers to transportation stops; gaps and poles which block access, shared bike lanes, handicap ramps. **TRA:** Work within the center street median to develop the public bike parking station for those community residents who use public transit, Health Center, and/or Senior Center. Median will have a LED sign installed. Lighting will be updated for better Health and Safety. Benches and informational kiosk will be installed. **PRG:** 3-Year educational residential training program on mode-shifting; AC Transit bus pass purchase program and 2 shared bikes for day rentals; Criteria Air Pollutants program coordinator.

Affordable Housing and Sustainable Communities Program -- Bay Area Applications

Project Title	Applicant Organization	Joint Applicant(s)	City	County	Total AHSC Funds Requested	Specific Elements Description from Application (AHD= Affordable Housing Development, HRI= Housing-Related Infrastructure, STI= Sustainable Transportation Infrastructure, TRA= Transportation-Related Amenities, PRG= Programs)
Creekview Terrace	Domus Development, LLC	City of San Pablo	San Pablo	Contra Costa	$ 10,867,494	**AHD:** total of 120 units for low-income seniors, broken down into 24 studio apartments, 87 one-bedroom apartments, 8 two-bedroom apartments, and one three-bedroom manager's apartment. Building features and amenities have been designed to include an on-site management office, lobby, community room, landscaped plaza, laundry facilities, elevators, 60 secured bike parking spaces and 73 vehicle parking spaces in a five-story contemporary building. **STI:** San Pablo Connectivity Project includes the Wildcat Creek Restoration and Greenway Trail Project and the San Pablo Blvd Signal Priority Intersection Plan. The trail is located adjacent to Creekview Terrace AHD. The trail will run along the northern bank of Wildcat Creek from Church Lane to Vale Road. The STI will restore 1,800 linear feet of degraded urban creek, add an estimated 72,000 square feet of native riparian stream bank habitat, improve aquatic and terrestrial wildlife habitat conditions, and develop 1,800 linear feet of Wildcat Creek Trail into a Class I bike/pedestrian path. The Signal Priority Intersection Plan is being led by AC Transit and will provide Church Lane, Vale, and San Pablo Dam Road intersections a priority signal infrastructure for AC Transit buses. **PRG:** Transit Passes Program: each unit will receive a free AC Transit bus pass for period of 30 years.
St. Paul's Commons & Trinity Ave. Complete Streets	Resources for Community Development	City of Walnut Creek	Walnut Creek	Contra Costa	$ 7,679,331	**AHD:** 4-story building with 45 apartments which will be affordable for at least 55 years to low- and very-low income residents earning 30% to 60% of the Area Median. In addition to the property manager's office, laundry, and secure bicycle storage for each unit, the ground floor will provide a 7,000 sq. ft. community center leased back to and run by St. Paul's Episcopal Church. **HRI:** abating any lead or asbestos prior to demolition of the existing structures, widening the sidewalk in front of the development to ten feet, building a trash enclosure, adding a sidewalk street light, following storm water protocols, controlling traffic during construction, incorporating energy efficiency measures such as solar power, energy efficient lighting, insulation, and appliances; drought resistant landscaping and irrigation in the public areas to achieve urban greening; recycling facilities and secure bicycle storage to reduce the development's environmental impact; and low-VOC paint to provide a healthier environment for occupants. The fire marshal requires an emergency vehicle access (EVA) easement in order for fire equipment to reach the rear of the building. The HRI budget includes acquisition costs for the area of the EVA as well as demolition, grading, erosion control, and concrete work to build the fire lane. **STI:** complete the pedestrian network and calm traffic in the immediate vicinity of St. Paul's Commons. Improve an existing heavily used mid-block crosswalk adjacent to St. Paul's Commons and construct a second new mid-block crosswalk further east closer to California Blvd. Both crosswalks will include new bulb-outs, rapid rectangular flashing beacons, and ADA improvements to improve visibility for pedestrian, bicycle, transit and motorists. **PRG:** Bus Passes: RCD will provide Contra Costa County Connection bus passes for free to every household for 3 years at St. Paul's Commons. Bicycle Education Workshops.
Candlestick Point Sustainable Transportation, Transportation Amenities, and Transportation Demand Management	Law Office of Patrick R. Sabelhaus	-	San Francisco	San Francisco	$ 5,000,000	**STI:** construction of bus rapid transit (BRT) lanes, a cycletrack, an expanded pedestrian network, and a transit plaza. These improvements are a subset of the larger Candlestick Point Hunters Point Shipyard (CPHPS2) project, which is intended to achieve a near doubling of the current mode share of transit in the vicinity of the development. The Project includes the first phase of a new BRT route in southeastern San Francisco that will connect Hunters Point Shipyard, Candlestick Point, and key destinations and destinations and transit hubs in San Francisco. **TRA:** streetscape improvements such as lighting, street furniture, publicly accessible bicycle racks, street trees and other elements that combine to create a safe, walkable pedestrian realm. The TRA also include the relocation of the Alice Griffith Community Garden. **PRG:** Transportation Demand Management (TDM) Program that is designed to reduce use of single-occupant vehicles (SOVs) and to increase the use of rideshare, transit, bicycle, and walk modes for trips to and from, as well as within, the development area.
Potrero Block X	BRIDGE Housing Corporation	-	San Francisco	San Francisco	$ 9,250,000	**AHD:** development of Block X, a 72 unit affordable housing building. The existing infill site will allow the developer to minimize relocation in the Potrero Terrace/Annex Master Plan. **HRI:** off-site infrastructure associated with Block X. This includes Connecticut St. from the northern crosswalk of 26th St. to and including the southern crosswalk of the 25th St. intersection. All sidewalks will be replaced and drought tolerant planting and trees will be installed. Two bulb outs which create a necking down of 25th St. **STI:** extend the pedestrian network improvements from Connecticut St. to Texas St. for the full width of 25th St, excluding the portion included in the HRI.
455 Fell	Mercy Housing California	SFMTA	San Francisco	San Francisco	$ 16,056,563	**AHD:** New construction of a 108- unit affordable housing development with 1 studio, 57 one-bedroom units, 42 two-bedroom units, and 8 three-bedroom units. All units are deed restricted to residents earning 30% to 60% of Area Median Income (AMI). Community space with a community kitchen, lobby, management office space, meeting rooms, computer rooms, common laundry facilities, and children's play area. There will be a community garden that is ADA accessible. **STI:** Improved pedestrian safety and access to transit/services via pedestrian bulbout, landscaped center medians, and ADA upgrades at High-Collision Location & top neighborhood-prioritized intersection. Travel lane reductions (from 3 to 2) on Oak and Fell in each direction to provide for angled parking, wide pedestrian bulbouts, and traffic calming.
Dunleavy Plaza Apartments	Mission Housing Development Corporation	-	San Francisco	San Francisco	$ 2,821,572	**AHD**: Rehabilitation of 49 units of affordable housing for low to very low income households. Energy efficiency, water conservation, and green improvements. **PRG**: 1) creating multi-language educational outreach tools such as printed materials, community bulletin boards, videos, and translation services to assist residents with limited English language skills to better understand active transportation and transit ridership options, 2) providing hands-on and interactive activities such as guided group walking and transit rider "field" trips to connection points (hospital, grocery store, community centers, schools, etc) to help residents become more familiar with alternative modes of transportation, 3) establishing a resident bike share program

Affordable Housing and Sustainable Communities Program -- Bay Area Applications

Project Title	Applicant Organization	Joint Applicant(s)	City	County	Total AHSC Funds Requested	Specific Elements Description from Application (AHD= Affordable Housing Development, HRI= Housing-Related Infrastructure, STI= Sustainable Transportation Infrastructure, TRA= Transportation-Related Amenities, PRG= Programs)
Yosemite Apartments	Tenderloin Neighborhood Development Corporation	SFMTA	San Francisco	San Francisco	$ 5,092,303	**AHD:** comprehensive rehabilitation of the Yosemite Apartments, a 6-story building consisting of 31 studio and 1 one-bedroom units as well as a ground floor commercial space. The goal of the Project is to complete a comprehensive rehabilitation to address the physical needs, disability access deficiencies, and seismic safety issues in order to preserve long-term quality of the property, and also the long-term affordability. The Developer will place income restrictions on the property, with ten units at 25% AMI, and the balance at 50% AMI. Specifics of the rehabilitation include: full apartment renovations, upgrades to the elevator and mechanical systems, window replacement, and repairs to the exterior with attention to preservation of the building's numerous historic details. **STI:** three permanent pedestrian street-crossing enhancements (curb extensions, or "bulb-outs"). **PRG:** training program teaching people from diverse backgrounds to be aware of surroundings, how to find safety, what to do if you are being attacked, and how to get help. By partnering with TNDC, TSP will be able to offer its training courses at more and/or larger venues. AHSC funding will provide 8 classes per year for three years.
Treasure Island Intermodal Transit Hub ¿ Phase 1	Treasure Island Community Development (TICD)	Treasure Island Development Authority (TIDA)	San Francisco	San Francisco	$ 12,055,858	**STI:** Improvements for pedestrians and bicyclists include: 4.0 miles of new sidewalks, 2.5 miles of new Class 1 bike lanes, 1.8 miles of new Class 2 bike lanes, 0.7 miles of new mixed-use paths, 14 new intersections with crosswalks, traffic controls and traffic calming, 3 signalized intersections, 11 stop-controlled intersections, 5 intersections with speed tables, 12 intersections with curb-extensions (bulb-outs), 2 new mid-block crosswalks, 1 crosswalk with ped activated signal, 1 crossing with ped activated flashing beacons, Bikesharing pod with approximately 20 bikes. Improvements for transit include: Three new bus stops to serve SFMTA, AC Transit and on-island shuttles, Three new buses for AC Transit service to Oakland. **TRA:** Complete streets improvements include: LED streetlights to illuminate all new walkways and bikeways, Custom wayfinding for pedestrians and cyclists, Street furniture, Benches and other seating, Waste receptacles, Bike racks. Intermodal Transit Hub station area improvements include: Public transit plaza and park, 62,000 square foot plaza, Three bus/shuttle shelters, Lighting, Seating, Drought-tolerant landscaping, Stormwater gardens, Bike racks and lockers, Custom wayfinding signage. **PRG:** vanpool service for existing and future residents.
South San Francisco Senior Affordable Housing/Connections to Caltrain	City of South San Francisco	Beacon Communities, Inc.	South San Francisco	San Mateo	$ 8,875,280	**AHD:** construct eighty one (81) units of affordable senior housing on city-owned sites in the heart of downtown South San Francisco. Eighty one (81) units will be comprised of seventy one (71) units restricted to 50% AMI and nine (9) units are restricted to 30% AMI or below. Additionally, the applicant commits to set aside 20% of the units for seniors with disabilities and two units for formerly homeless seniors. **STI:** design and construction for the installation of intersection bulb-outs with LID treatments, high visibility ladder crosswalks, ADA ramps and pedestrian crossings, median pedestrian refuge islands, installation of shared bicycle lane markings with "green" color with "sharrows" markings and signage.
St. James Station TOD	First Community Housing	City of San Jose	San Jose	Santa Clara	$ 12,889,611	**AHD:** This 135 unit building will offer 118 studio units, 16 one-bedroom units at 30-50% of AMI and 1 unrestricted manager's unit. The design calls for five stories of residential units over one level of parking for a density of 207 dwelling units per acre. North San Pedro Apartments will provide much needed permanent supportive housing for 49 chronically homeless Veterans as well as 60 special needs individuals through VHHP and VASH project based vouchers. **STI:** proposed class 1 off-street pedestrian connections to Downtown San José. Upgrade sidewalks and ramps at Bassett and North 1st Street. Adding class 3 bicycle lanes to Bassett Street using painted Sharrows and new signage. Support ADA upgrades and retrofits to existing sidewalks and ramps joining North San Pedro area to the rest of Downtown San José. **TRA:** expand the "Walk [San Jose] Wayfinding" program into the North San Pedro District. Install LED street lighting to blocks joining N San Pedro area to the rest of Downtown San José. Add artistic energy efficient LED lighting and public art under the Coleman overpass. Install street trees along blocks joining the North San Pedro area to the rest of Downtown. **PRG:** ActiveTransit: support the scaled expansion of San José's Viva Calle Program. Transit Ridership EcoPass: expansion of a Transit Ridership Program for all residents of the affordable housing development, North San Pedro Apartments. The EcoPass will provide free for all residents free access to all VTA bus, rapid bus and light rail routes within the County.

Affordable Housing and Sustainable Communities Program -- Bay Area Applications

Project Title	Applicant Organization	Joint Applicant(s)	City	County	Total AHSC Funds Requested	Specific Elements Description from Application (AHD= Affordable Housing Development, HRI= Housing-Related Infrastructure, STI= Sustainable Transportation Infrastructure, TRA= Transportation-Related Amenities, PRG= Programs)
Renascent San Jose	Charities Housing	City of San Jose	San Jose	Santa Clara	$ 14,979,486	**AHD:** 162 unit development in which 160 studio apartments will serve as permanent supportive housing for chronic homeless individuals and small families. **HRI:** conditions of approval that will occur on and off-site, and will make improvements to community safety and open space -- A new traffic signal and cross walks at Baltic Way. **STI:** Coyote Creek Trail (CCT) project will directly fund the completion of design and construction for approximately 2.0 miles of a 2.8 mile long critical class I multi-use trail linkage currently under development along the Regional Trail.**TRA:** approximately 100 new street trees and/or landscaping using drought tolerant and native species of plants and trees.**PRG:** Ranger Ride-along Program provides improved policing, outreach, and equipment to improve trail safety and encourage residents to utilize more than 57 miles of existing class 1 trails for active transportation, commuting, and recreation; Active Transportation Program to expand the Good Karma Bikes program to offer free bicycle maintenance classes and services to residents and general public; Transit Ridership Program will provide VTA's ECO Passes to 100 % of the residents for 15 years.
Edwina Benner Plaza	MidPen Housing Corporation	City of Sunnyvale	Sunnyvale	Santa Clara	$ 9,606,560	**AHD:** Edwina Benner Plaza is a new construction affordable housing project on a 1.32 acre parcel at 460 Persian Drive in Sunnyvale, CA. The project's 66 units for families and homeless households includes 1, 2 and 3-bedroom units, all 100% affordable and regulated at between 20 and 60% of Area Median Income. **HRI:** associated costs are required by the project's conditions of approval; 87 parking spaces, utility connections, on-site sidewalk and streetscape amenities, utility connections and project impact fees. **STI:** convert a critical and currently unsafe passage (Persian Drive between Morse and Borregas Avenues) within the vicinity of Edwina Benner Plaza to a pedestrian-friendly, green street. These improvements will also create new rain gardens (bio-retention areas). **PRG:** Transit Ridership initiative led by Valley Transportation Authority (VTA) that will encourage residents of the AHD to take transit and use active transportation. The principal component of the proposed program is to provide all residents with a free VTA Eco Pass, which can be used to take all VTA bus lines and light rail lines.
Windsor Transit Center Corridor and Intersection Improvements Project	Town of Windsor	SMART	Windsor	Sonoma	$ 5,387,718	**STI:** safety upgrades to the intersection of Windsor River Road and Windsor Road would include all CPUC-required safety improvements and associated infrastructure needed to accommodate the required safety equipment. The four existing crosswalks would be relocated from their existing locations in front of the crossing gates to behind them and the associated new curb ramps would meet current ADA standards. Vehicular crossing gates and controls would be replaced and new pedestrian crossing gates installed. Existing traffic signal controls and railroad pre-emption interconnect equipment will be replaced as required by the CPUC for the intersection to operate safely during train passage.**TRA:** several active transportation mode amenities. Bike parking would provide as much parking as can be comfortably accommodated within the project limits, with bicycle parking facility types being identified through the results of the State-funded SMART Stations Bicycle Parking Infrastructure Plan to be completed later in 2016. Benches for transit riders to wait for the new train and/or the existing bus services.
Total					**$ 247,380,315**	

sv@home

July 12, 2016

Honorable Chair Wiener and Members of
the Programming and Allocations Committee
Metropolitan Transportation Commission
375 Beale Street, San Francisco, CA

Dear Chair Wiener, Vice Chair Glover, and Commissioners Baker, Bates, Campos, Luce, Sartipi, Schaaf, Tissier and Worth:

Re: July 13 Meeting Agenda Items 6b (OBAG 2 Update) and 5a (Regional Priorities for FY15-16 AHSC Program)

On behalf of Silicon Valley at Home (SV@Home), I write today to support the staff's proposed recommendations for the One Bay Area Grant (OBAG) Program and the regional priorities for the Affordable Housing and Sustainable Communities (AHSC) Program, with the requested amendments detailed below. These recommendations, along with our proposed changes, will ensure that the programs support Santa Clara County's efforts to address the housing needs articulated in Plan Bay Area.

One Bay Area Grant Program (Item 6b)

We applaud the Commission and MTC staff for your continued leadership in linking housing, transportation, and land use goals through the OBAG Program. We support staff's proposals to: leverage the OBAG program as a reward to jurisdictions producing their fair share of affordable housing, dedicate $10 million to the NOAH fund for the preservation of existing affordable housing, and provide an additional $32 million to the OBAG County program.

However, to ensure that the OBAG program is effectively positioned to support the level of affordable housing production needed, we also recommend the following revisions:

1. ***Link transportation funding to the production of deed-restricted affordable housing units for very low-, low- and moderate-income households.*** SV@Home supports the staff's proposal to incentivize affordable housing production through the 80K by 2020 challenge among local jurisdictions. To ensure the challenge provides a lasting supply of affordable housing, we recommend that units credited to jurisdictions be permanently deed-restricted for households earning 80% of Area Median Income (AMI) and below. Without this stipulation, these newly produced

units would likely become unaffordable as they turn over to new tenants or owners. To further encourage production of units for low-income households through the 80K by 2020 challenge, we also recommend that units restricted to households earning 80% AMI and below receive two to three times the credit toward jurisdictions' production totals, in alignment with the method of crediting units under the current OBAG program.

2. ***Ensure that affordable housing development is prioritized on publicly-owned land.*** At the very least, SV@Home requests that MTC condition OBAG funding on compliance with the State Surplus Land Act (AB 2135) requirements to provide affordable housing developers the right of first refusal when selling or leasing public land. The Surplus Land Act applies broadly to every local jurisdiction and district empowered to acquire and hold real property seeking to sell or lease publicly-held land, yet there have been several instances of Bay Area jurisdictions issuing requests for proposals (RFPs) for development of public land that were out of compliance with AB 2135. Similar to the OBAG requirement that awarded jurisdictions must comply with State housing element law, OBAG should be leveraged to ensure compliance with AB 2135.

3. ***Create an affordable housing requirement***. Additionally, we strongly recommend that OBAG awardees be required to follow the exemplary practice established by the Valley Transportation Authority (VTA) through its recently updated Affordable Housing Policy, which stipulates a 20% minimum of affordable housing for developments built on its land. While this threshold is higher than the 15 percent minimum required by AB 2135 we believe that the Bay Area's housing crisis requires our public agencies to dedicate a greater proportion of their public lands to affordable housing.

Regional Priorities for FY15-16 AHSC Program (Item 5a)

We strongly support staff's recommendation to endorse projects in Santa Clara County: St. James Station TOD (San Jose), Edwina Benner Plaza (Sunnyvale), and the Renascent (San Jose).

However, we ask for the following revision:

1. ***Support the Morgan Hill Family Scattered Site Development.*** EAH has been asked by the California Strategic Growth Council to submit a full application for the AHSC Program. SV@Home requests that the Commission support this project by recommending it for funding. This project will result in 41 new permanent housing units for very low-income families (60% AMI or below), chronically homeless individuals, and Transitional Aged Youth (TAY) in the City of Morgan Hill-- a place with few affordable housing options. In the last RHNA cycle, Morgan Hill exceeded its above-moderate unit allocation, permitting 205% of its market-rate requirement, while permitting only 35% of its very low- and low-income unit allocation. This project contributes to the City's effort to rectify this imbalance and build much-needed homes for very low-income households. Moreover, MTC's endorsement of EAH's AHSC application would promote an effective use of public funds since the project seeks to leverage $1.8 million in funding from Santa Clara County as well as State Low Income Housing Tax Credits.

SV@Home appreciates the opportunity to provide feedback on these items, and we look forward to working with you to create a more equitable region. Thank you in advance for your consideration.

Sincerely,



Pilar Lorenzana-Campo
Policy Director
Silicon Valley at Home (SV@Home)

Cc: Ken Kirkey, Planning Director
Doug Johnson, Principal, Transportation and Land Use Development
Anne Richman, Programming and Allocations Director
Craig Bosman, Program Manager

SV@Home is a new nonprofit organization that is driving the creation of affordable housing for a more vibrant and equitable Silicon Valley. SV@Home represents a broad range of interests, from leading employers who drive the Bay Area economy, to labor and service organizations, to local government agencies, to nonprofit and for-profit developers who provide housing and services to those most in need.

John Gioia (say "Joy-a")
District One
Board of Supervisors

Contra Costa County

11780 San Pablo Avenue, Suite D
El Cerrito, CA 94530
Phone: (510) 231-8686
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July 12, 2016

Metropolitan Transportation Commission
Programming and Allocations Committee
375 Beale Street
San Francisco, CA 94105

Dear Committee Members:

The proposed Heritage Point Integrated Connectivity Project includes construction of 42 affordable housing units within a mixed use development, construction of pedestrian infrastructure to widen sidewalks and improve accessibility, and other related amenities and infrastructure. The goal of the project is to reduce GHG emissions and benefit a highly disadvantaged community. If it receives the cap and trade funding under the Affordable Housing and Sustainable Communities program, it will have sufficient funding to go forward and be built.

The sustainable transportation infrastructure element will reduce vehicle miles traveled, and therefore reduce GHG emissions by increasing active transportation and transit usage. The project accomplishes this by removing obstacles in order to improve connectivity and safety for pedestrians and bicyclists.

This project is located in North Richmond, which is also designated as a "Disadvantaged Community" under the Cal Enviro Screen tool developed by Cal EPA. Prioritizing this project among Bay Area projects increases the likelihood that this project will compete favorably statewide against the many projects seeking funding from around California.

Affordable infill housing and a grocery store are sorely needed and will reduce vehicle miles traveled and reduce GHG emissions due to the compact, active transportation focus of the area. The project is ready to move forward. The site is directly across the street from several important community centers: 1) the Heritage Senior Apartments, another successful partnership of the County's former Redevelopment Agency, Eden Housing and CHDC, 2) the County's Center for Health, and 3) a County family social services facility.

This project is receiving substantial pubic investment -- the Contra Costa housing successor has invested $620,700 in predevelopment assistance for this project and the County Board of Supervisors allocated $1.4 million from the County's Livable Communities Trust. Receiving the Cap and Trade funding under this proposal will allow this project to go forward and be built. The project is fully entitled, which included a General Plan amendment to more than triple the density of the site. The construction drawings are complete and ready to be submitted for building permits. The financing package is the final step needed to begin construction of the project.

Thank you for your support in prioritizing this important community and regional project.

Very Truly Yours

John Gioia

John Gioia
Supervisor, District One

Email: John_Gioia@bos.cccounty.us • Website: www.cocobos.org/gioia

July 7, 2016

Scott Weiner

Chairperson, Programming and Allocations Committee

Metropolitan Transportation Commission

Bay Area Metro Center

375 Beale Street

San Francisco, CA 94105

Dear Chairperson Weiner:

I am writing to express my support of the application submitted by the City of South San Francisco in partnership with Beacon Communities. I am living at Rotary Plaza, an affordable housing community with supportive services for seniors here in South San Francisco.

I feel very fortunate to be living here when I hear what other people in the community around me are paying for rent. Whereas I pay 30% of my income for rent, many seniors are paying close to 34% more than their monthly income for their rent. This forces them to cut back on food or medicines.

I am supporting this application because it funds a portion of the proposed new senior housing, Miller Place as well as needed transportation projects. Accessible and efficient transportation is vital to us older people as a way to maintain our independence and stay connected to the community.

I urge the Programming and Allocations Committee to approve South San Francisco/Beacon Communities' application.

Sincerely,

D Jaentschke - Milan

Daisy Jaentschke - Milan

July 7, 2016

Scott Weiner

Chairperson, Programming and Allocations Committee

Metropolitan Transportation Commission

Bay Area Metro Center

375 Beale Street

San Francisco, CA 94105

Dear Chairperson Weiner:

I am very lucky to be living at Rotary Plaza, an affordable community with supportive services for seniors here in South San Francisco.

I support the City of South San Francisco, and their partner, Beacon Communities' application to fund a portion of the proposed Miller Place Senior Housing and the accompanying transportation improvements. Both of these projects are very important for us seniors.

I realize that is it very scary for any person to wonder what will happen if they cannot afford to pay their rent. As an older person with frequent pain and on several medications, it is even more so. At the same time, because many of us, as we get older, can no longer drive or afford to maintain a car, public transportation becomes more important.

Although, I am lucky to be living here, I want other seniors, many of whom have been on housing waiting lists for six years or more, to also have this opportunity.

I urge the Programming and Allocations Committee to approve South San Francisco/Beacon Communities' application.

Sincerely,

Harriet J. McGovern

July 7, 2016

Scott Weiner

Chairperson, Programming and Allocations Committee

Metropolitan Transportation Commission

Bay Area Metro Center

375 Beale Street

San Francisco, CA 94105

Dear Chairperson Weiner:

I am a member of the Services Advocacy Team here at Rotary Plaza in South San Francisco.

As a member of this group, we advocate and support projects that improve the lives of residents living here at Rotary Plaza and in the larger community. We have worked with a number of City departments on transportation and traffic issues such as South San Francisco's free shuttle and street safety for the street in front of our buildings. We have also spoken on behalf of the proposed Miller Place, a proposed 81 apartment community for older adults.

As a person concerned about the quality of life here in South San Francisco, I am urging the Programming and Allocations Committee to approve South San Francisco/Beacon Communities' application for the additional senior housing apartments and the transportation improvements

Sincerely,

Esther Rebecca Montenegro

BRIDGE Housing

BUILDING SUSTAINING LEADING

BRIDGE PROPERTY MANAGEMENT COMPANY

BRIDGE HOUSING CORPORATION

BAY AREA SENIOR SERVICES, INC.

BRIDGE ECONOMIC DEVELOPMENT CORPORATION

July 26, 2016

Anne Richman
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: AHSC Regional Priorities FY2015-16

Dear Ms. Richman:

We appreciate the tremendous effort that you and your staff at MTC are making to encourage impactful housing developments and transit improvements in Bay Area cities. However, we hope you will reconsider your recent decision not to include Potrero Block X in your list of projects recommended for AHSC funding.

We understand that the decision to recommend projects for funding was based largely on whether the project was located in a "Disadvantaged Community" or a "Community of Concern." While we concur that policies that seek to provide stability and keep existing residents in place within low-income neighborhoods are important, we believe it is equally important to provide affordable housing in high-cost neighborhoods to encourage diversity and increase access to amenities for lower-income residents. Such an approach accords with the recent Supreme Court ruling on fair housing and the potential for unintended "disparate impacts" when concentrating funding within certain geographic areas. Focusing new affordable housing within poorer neighborhoods may help to prevent displacement of existing populations. However, such policies do not directly encourage the creation of economically diverse neighborhoods, which we see as a critical step toward reducing poverty indicators such as poor education achievement, lack of job access, environmental toxin exposure, etc.

Potrero Block X, as the first building in the Potrero Master Plan development provides a perfect opportunity to both keep existing residents in place and deconcentrate poverty. The project will provide new replacement housing for public housing residents, along with new housing for low-income families, within a high-quality neighborhood with access to a multitude of amenities and opportunities. Given these project attributes, we hope that you will reconsider your Regional Priority Projects for FY 2015-16, and recommend Block X for AHSC funding.

Thank you for your efforts to make the AHSC program more effectively serve the Bay Area. Should you have any questions, do not hesitate to contact Dan Adams at (415) 989-1111 or dadams@bridgehousing.com.

Sincerely,

Cynthia Parker
President & CEO
BRIDGE Housing Corporation

CITY OF OAKLAND

250 FRANK H. OGAWA PLAZA OAKLAND, CALIFORNIA 94612-2033

Oakland Public Works Department
Michael J. Neary, P.E.
Assistant Director / City Engineer
Bureau of Engineering & Construction

(510) 238-6659
FAX (510) 238-6412
TDD (510) 238-3254

July 26, 2016

Ann Richman
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

via email: arichman@mtc.ca.gov

cc: Doug Johnson

via email: djohnson@mtc.ca.gov

Re: MTC Programming and Allocations Committee on July 27, 2016, Agenda Item 5a

Dear Ms. Richman,

I write to you regarding the July 13, 2016 agenda report on the subject of Regional Priorities for the FY2015-16 Affordable Housing and Sustainable Communities (AHSC) Program. City of Oakland staff respectfully submits this request for you to reconsider MTC recommendations to the Strategic Growth Council (SGC) on the region's AHSC Program applicants. Specifically, the City of Oakland requests that "Putting Down Routes/LAMMPs (PDR)," an ICP project, be added to that list.

First, technically, regarding MTC's prioritization of this development, the City of Oakland requests an adjustment to how the PDR project was evaluated and would like it to be reconsidered. Roughly half of the LAMMPs proposed AHSC funded project's mileage of bicycle and pedestrian infrastructure is located in an MTC Community of Concern. Given this, City staff request that "DAC/CoC" status of the project be changed from Y/N to Y/Y. Although the staff report says that both these elements in this category are weighed equally, this more accurately reflects the benefit of this project to two key populations that MTC seeks to support.

City of Oakland staff has reviewed MTC's policy on prioritizing projects to be recommended to SGC and appreciate the emphasis on projects that include an affordable housing component. The affordable housing component of the PDR application was removed due to the fact that it received sufficient funds from the City's NOFA (awarded after the concept application was submitted) that would allow the developer to begin construction. Even though the affordable

housing component of this proposed ICP is no longer seeking AHSC funding, the LAMMPs active transportation component of PDR will provide significant benefits to the residents of this project. The LAMMPs transit improvements will add infrastructure increasing the safety of pedestrians and bicyclists. Additionally, the active transportation components will provide improved access to key destinations that these residents might benefit from including Mills

College (potentially offering educational and/or employment opportunities) and Eastmont Mall (containing multiple social service agencies, health care providers to low income communities and a grocery store among other amenities). Finally, the PRD AHSC funding proposal will provide 3 years of bus passes to residents, a key resource for residents of the affordable housing development. So, although this project does not contain an affordable housing component, it will significantly benefit the affordable housing development that was originally proposed as a part of the ICP application.

Finally, to justify this request, MTC staff have made a goal of recommending to SGC projects with an AHSC total ask amount of roughly 60% of the estimated $320m total pot of funding. Given that the PRD project AHSC funding request is a little under $2.2m it would mean that the AHSC total recommended projects would be 61% of the estimated $320m total pot of funding and remains within MTC's stated criteria for recommending projects.

I appreciate the MTC's Programming and Allocations Committee consideration of this request and I look forward to your response.

Sincerely,

Michael J. Neary, P.E.

MJN/ms/clv

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1636	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Federal
File created:	5/8/2016			**In control:**	Programming and Allocations Committee
On agenda:	7/13/2016			**Final action:**	

Title: MTC Resolution No. 4242. Transit Capital Priorities Policy for FY2016-17 to FY2019-20.

This item proposes to establish the Transit Capital Priorities (TCP) Process and Criteria for FY2016-17 to FY2019-20. The TCP policy governs the programming of approximately $1.8 billion in Federal Transit Administration formula funds, $550 million in bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution 4123), and $189 million in STP/CMAQ funds designated for Transit Priorities by OBAG 2 (MTC Resolution 4202) for transit capital replacement and rehabilitation, maintenance and operations over the four-year period.

Sponsors:

Indexes:

Code sections:

Attachments: 7c_PAC_6a_FY17-20_TCP_Policy
6a_FY17-20_TCP_Policy

Date	Ver.	Action By	Action	Result
7/27/2016	1	Metropolitan Transportation Commission		
7/13/2016	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4242. Transit Capital Priorities Policy for FY2016-17 to FY2019-20.

This item proposes to establish the Transit Capital Priorities (TCP) Process and Criteria for FY2016-17 to FY2019-20. The TCP policy governs the programming of approximately $1.8 billion in Federal Transit Administration formula funds, $550 million in bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution 4123), and $189 million in STP/CMAQ funds designated for Transit Priorities by OBAG 2 (MTC Resolution 4202) for transit capital replacement and rehabilitation, maintenance and operations over the four-year period.

Presenter:

Glen Tepke

Recommended Action:

Commission Approval

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Agenda Item 7c

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Commission DATE: July 20, 2016

FR: Executive Director

RE: MTC Resolution No. 4242. Transit Capital Priorities Policy for FY2016-17 through FY2019-20

On July 13th, the Programming and Allocations Committee referred MTC Resolution No. 4242, which establishes the Transit Capital Priorities Policy for FY2016-17 through FY2019-20, to the Commission for approval. Commissioner Baker requested that the policy be revised to incorporate a reference to the agreement between VTA and BART regarding the Santa Clara County BART extension. MTC Resolution No. 4242 is therefore proposed to be revised to include the following language in the section of the policy pertaining to interagency agreements (page 12 of Attachment A):

> (v) MTC staff will review the Comprehensive Agreement between the Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit District (BART) in connection with the proposed Santa Clara County BART Extension and any related agreements (Comprehensive Agreement) with VTA and BART staff, and will recommend to the Commission how to incorporate these understandings into the TCP policy elements of the Comprehensive Agreement pertaining to urbanized area eligibility and programming for replacement and rehabilitation of capital assets associated with Santa Clara County BART extensions.

A revised version of Resolution No. 4242 is attached.

Steve Heminger

SH:gt
Attachments

J:\COMMITTE\Commission\2016\07_July_2016\7c_PAC_6a Transit Capital Priorities Res 4242 REVISION.docx

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4242

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 13, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4242

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2016-17 through FY2019-20, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to the Federal Transit Administration (FTA), and such 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 San Francisco, California on July 27, 2016.

San Francisco Bay Area Transit Capital Priorities Process Criteria for FY2016-17 through FY2019-20

For Development of the FY2016-17 through FY2019-20 Transit Capital Priorities and Transit Performance Initiative Project Lists

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

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I. BACKGROUND

The Transit Capital Priorities (TCP) Process and Criteria applies to the programming of:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

The FY2016-17 through FY2019-20 TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland, San Jose, Concord, Santa Rosa, and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY2016 through FY2020. The Act maintains the same FTA formula programs as the previous authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act includes few modifications to FTA programs or policies. These modifications have been included in the TCP Criteria as appropriate.

As of the date of the adoption of the TCP Process and Criteria, FTA has not yet issued revised guidance for the implementation of the its programs that reflects changes to the programs made by the FAST Act. MTC and the Partnership will revisit and recommend updates to the policy if required to conform to future FTA rules and guidance.

In December 2013, MTC adopted Resolution No. 4123 for the Transit Core Capacity Challenge Grant Program (CCCGP), which establishes a policy commitment of approximately $7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 37 of Attachment A to this resolution.

II. GOALS AND OBJECTIVES

The goal of the TCP Process and Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area, the region's current long-range Regional Transportation Plan (RTP), and Plan Bay Area 2040, the updated RTP currently under development. The TCP Process and Criteria also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP Process and Criteria are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP Process and Criteria score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with FTA-required Transit Asset Management (TAM) plans. All projects not identified as candidates for the TCP Program are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP Program of Projects ("TCP Program") will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

III. FTA FORMULA FUNDS

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing the TCP Process and Criteria, the TCP POP, and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major policy revisions and programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP Program and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal
For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval
MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2016-17 through FY2019-20 programming should be submitted by January 11, 2017, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel
Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337, 5339, and/or STP/CMAQ programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Appendix 2.

Screening projects
MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects
MTC staff will only score those projects that have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source
Projects passing screening and scoring criteria will be considered for programming in the TCP Program in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project fund sources will be assigned by MTC staff and will be based on project eligibility and the results of the Multi-County Agreement model.

FTA Public Involvement Process and the TIP
FTA Public Involvement Process: To receive an FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a four-year programming document, listing federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to the Transit Capital Priorities Program
Each year after FTA releases apportionments for its formula funding programs, the preliminary TCP Program for the year will be revised if necessary to fit within the available revenues. The annual program revisions and corresponding amendment to the TIP is referred to as the Program of Projects (POP) Amendment, and finalizes the program for the year.

As part of the POP amendment, project sponsors may also request discretionary amendments to the preliminary program that conform to the TCP Process and Criteria programming policies. Discretionary amendments may be allowed only in certain circumstances. The following general principles govern changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.

- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Following the POP Amendment for the FY2017-18 program, the program for the final two years, FY2018-19 and FY2019-20, will be reopened and project sponsors will be able to make revisions to the preliminary program that conform to TCP Process and Criteria programming policies in advance of the POP amendment for FY2018-19.

Funding Shortfalls
If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain project costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, before making reductions to programming. As a final option for closing any shortfalls, staff may institute an across-the-board reduction in programming, proportionally allocated within each affected urbanized area.

Project Review
Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period
The TCP Criteria will be used to develop a program of projects for FY2016-17 through FY2019-20 FTA Formula Funds. The number of years covered by each TCP policy update is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. With the passage of the FAST Act, MTC is able to develop a four-year policy program to support multi-year capital planning. While the FAST Act is a five-year authorization (FY2016 through FY2020), the TCP Program will cover four years, as the first year of FAST was programmed under the previous TCP Program.

TCP Policy and Program Development Schedule
To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2016-17 through FY2019-20 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	March 2016	June 2016
TCP Policy to PAC/Commission	July, 2016	
Call for projects	late July, 2016	September, 2016
Preliminary TCP Program to TFWG	November, 2016	
Preliminary TCP Program to PAC/Commission	January, 2017	
Preliminary TCP Program TIP amendment to PAC/Commission	January, 2017	

B. Project Eligibility

Federal Requirements and Eligibility

Federal and State Legislation
Projects selected will conform to the requirements of the FAST Act, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the FAST Act, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

Intelligent Transportation Systems (ITS) Architecture Policy
Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its.

1% Security Policy
Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) includes additional certification requirement by designated recipients at the urbanized area level. As the designated recipient, MTC will review the grant applications for each appropriations year for compliance and certification to FTA. The security programming may not apply to all eligible operators in a UA, depending on need for security projects. Refer to the applicable FTA circulars for additional information.

Program Eligibility
Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by the FAST Act. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued by FTA, the region will consider conforming amendments to the TCP Process and Criteria.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

(A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;

(B) rehabilitating a bus;

(C) remanufacturing a bus;

(D) overhauling rail rolling stock;

(E) preventive maintenance;

(F) leasing equipment or a facility for use in public transportation

(G) a joint development improvement that meet specified requirements

(H) the introduction of new technology, through innovative and improved products, into public transportation;

(I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;

(J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project

(K) mobility management; and

(L) associated capital maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

(A) rolling stock;

(B) track;

(C) line equipment and structures;

(D) signals and communications;

(E) power equipment and substations;

(F) passenger stations and terminals;

(G) security equipment and systems;

(H) maintenance facilities and equipment;

(I) operational support equipment, including computer hardware and software; and

(J) development and implementation of a transit asset management plan.

The term 'fixed guideway' means a public transportation facility:

(A) using and occupying a separate right-of-way for the exclusive use of public transportation;

(B) using rail;

(C) using a fixed catenary system;

(D) for a passenger ferry system; or

(E) for a bus rapid transit system.

The term 'high intensity motorbus' means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339): Capital projects—

(1) to replace, rehabilitate, and purchase buses and related equipment; and

(2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

(i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.

(ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with an updated agreement that took effect in FY2014 (58% Santa Rosa City Bus and 42% Sonoma County).

(iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital needs in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

(iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement and any agreements negotiated between the Board and MTC.

(v) MTC staff will review the Comprehensive Agreement between the Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit District (BART) in connection with the proposed Santa Clara County BART Extension and any related agreements (Comprehensive Agreement) with VTA and BART staff, and will recommend to the Commission how to incorporate these understandings into the TCP policy elements of the Comprehensive Agreement pertaining to urbanized area eligibility and programming for replacement and rehabilitation of capital assets associated with Santa Clara County BART extensions.

Eligibility for New Operators
New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2015 services and intends to file a report for 2016 to be eligible for FY 2016-17 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria
A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP Program's project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with TAM plans required by the final TAM rule.

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van[1]	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar[2]	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Locomotive	25 years
(or an additional 20 years for locomotives rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for ferries rehabilitated with TCP funding)	
Lightweight/Aluminum Hull Ferries[3]	25 years
Used Vehicles[4]	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Overhead Contact System/3rd Rail	Varies by type of OCS/3rd rail
Facility	Varies by facility and component replaced

Notes:

1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
2) *Includes Caltrain and ACE commuter rail and BART urban rail cars.*
3) *Lightweight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.*
4) *Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).*

Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Deferred Replacement (Bus Replacement beyond Minimum Useful Life)

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

> Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).
>
> Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a $600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be 2/12 x $600,000 = $100,000. Under Option 1, the operator would receive $100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive $50,000, which could be programmed for any eligible project. The region would retain the other $50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed $20 million for buses or $30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate, for all funding programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway (FG) operator in Table 3. The total amount of the caps is $120 million (3% escalation) based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap.

When developing the proposed TCP programs for FY2016-17 through FY2019-20, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have

the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Additionally, in an attempt to better align FG needs and FG cap programming, in the call for projects for this program, operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year (i.e. as long as the total requested for FG projects over the four-year program does not exceed the annual cap times four). When developing the program, staff will attempt to program FG caps as requested. However, in order to balance needs across operators within each UA, programming may be adjusted to match available funds and project needs.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE	All Eligible FG Categories	$1,490,000
BART	All Eligible FG Categories	50,211,000
Caltrain	All Eligible FG Categories	14,393,000
GGBHTD	All Eligible FG Categories	5,108,000
SFMTA	All Eligible FG Categories	34,026,000
VTA	All Eligible FG Categories	8,529,000
WETA	All Eligible FG Categories	6,642,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the operator's cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed $5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Exceptions to this cap include those projects included in the CCCGP. Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed $3.75 million.

Vanpool Support Program programming cannot exceed the amount of apportionments per UA generated by vanpool reporting to the NTD.

As part of the development of the program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Tables 4 through 7. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

The pricelist is based on a survey of prices paid by operators in the Bay Area, and was initially developed for the FY2014-15 program. Since FY2014-15, the prices have been

escalated using the Producer Price Index (PPI) for buses. This escalation rate is noted in the tables. After FY2017-18, the pricelists for FY2018-19 and FY2019-20 may be revised using more current PPI data and other information.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between $10,000 and $14,000 whereas the price of radios varies from $1,000 to $5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

Compensation for Cost Effective Bus Purchases
Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

> Option 1* Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).
>
> Option 2* Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

> *If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

Zero-Emission Buses
With zero-emission buses (ZEBs) just starting to be commercially available, there is little history to use for developing pricelist amounts, and while increasing sales of ZEBs is expected to lead to lower prices, the rate of price decline is difficult to predict.

Therefore, the projected prices for ZEBs will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator.

The programmed amount for ZEBs will be 82% of the projected price (or negotiated price), except as noted below. If an operator requests funds for ZEBs through the TCP

Process and Criteria, the operator will agree to make a good faith effort to obtain other non-TCP funds, such as FTA Lo-No funds, FTA Section 5339 Discretionary Program funds, CARB Heavy Duty Zero Emission Pilot Project funds, California Energy Commission funds, county sales tax funds, or other local funds for at least the difference between the projected price for ZEBs and the TCP Process and Criteria pricelist price for a comparable diesel-electric hybrid bus. If the operator is successful in securing non-TCP funds, the TCP request for ZEBs will be reduced by the amount of non-TCP funds secured.

Table 4: Regional Bus-Van Pricelist, FY2016-17

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$52,000	$42,640	$9,360	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$89,000	$72,980	$16,020	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$109,000	$89,380	$19,620	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$123,000	$100,860	$22,140	82%	18%
Cut-Away/Van, 7-Year, Gas	$123,000	$100,860	$22,140	82%	18%
Cut-Away/Van, 7-Year, Diesel	$152,000	$124,640	$27,360	82%	18%
Cut-Away/Van, 7-Year, CNG	$172,000	$141,040	$30,960	82%	18%
Transit Bus 30' Diesel	$478,000	$391,960	$86,040	82%	18%
Transit Bus 30' CNG	$529,000	$433,780	$95,220	82%	18%
Transit Bus 30' Hybrid	$735,000	$602,700	$132,300	82%	18%
Transit Bus 35' Diesel	$493,000	$404,260	$88,740	82%	18%
Transit Bus 35' CNG	$544,000	$446,080	$97,920	82%	18%
Transit Bus 35' Hybrid	$735,000	$602,700	$132,300	82%	18%
Transit Bus 40' Diesel	$537,000	$440,340	$96,660	82%	18%
Transit Bus 40' CNG	$621,000	$509,220	$111,780	82%	18%
Transit Bus 40' Hybrid	$780,000	$639,600	$140,400	82%	18%
Over the Road 45' Diesel	$625,000	$512,500	$112,500	82%	18%
Articulated 60' Diesel	$872,000	$715,040	$156,960	82%	18%
Articulated 60' Hybrid	$1,068,000	$875,760	$192,240	82%	18%

Notes:
Prices escalated 1.23% annually over FY2015-16, rounded to the nearest $1,000.
For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).
For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 5: Regional Bus-Van Pricelist, FY2017-18

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$53,000	$43,460	$9,540	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$90,000	$72,800	$16,200	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$110,000	$90,200	$19,800	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$125,000	$102,500	$22,500	82%	18%
Cut-Away/Van, 7-Year, Gas	$125,000	$102,500	$22,500	82%	18%
Cut-Away/Van, 7-Year, Diesel	$154,000	$126,280	$27,720	82%	18%
Cut-Away/Van, 7-Year, CNG	$174,000	$142,680	$31,320	82%	18%
Transit Bus 30' Diesel	$484,000	$396,880	$87,120	82%	18%
Transit Bus 30' CNG	$536,000	$439,520	$96,480	82%	18%
Transit Bus 30' Hybrid	$744,000	$610,080	$133,920	82%	18%
Transit Bus 35' Diesel	$499,000	$409,180	$89,820	82%	18%
Transit Bus 35' CNG	$551,000	$451,820	$99,180	82%	18%
Transit Bus 35' Hybrid	$744,000	$610,080	$133,920	82%	18%
Transit Bus 40' Diesel	$544,000	$446,080	$97,920	82%	18%
Transit Bus 40' CNG	$629,000	$515,780	$113,220	82%	18%
Transit Bus 40' Hybrid	$790,000	$647,800	$142,200	82%	18%
Over the Road 45' Diesel	$633,000	$519,060	$113,940	82%	18%
Articulated 60' Diesel	$883,000	$724,060	$158,940	82%	18%
Articulated 60' Hybrid	$1,081,000	$886,420	$194,580	82%	18%

Notes:
Prices escalated 1.23% annually over FY2016-17 prices, rounded to the nearest $1,000.
For buses with dual-side doors, add $50,000 to Total ($40,000 Federal, $10,000 Local).
For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 6: Regional Bus-Van Pricelist, FY2018-19

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 54,000	$ 44,280	$ 9,720	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 91,000	$ 74,620	$ 16,380	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 111,000	$ 91,020	$ 19,980	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 156,000	$ 127,920	$ 28,080	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 176,000	$ 144,320	$ 31,680	82%	18%
Transit Bus 30' Diesel	$ 490,000	$ 401,800	$ 88,200	82%	18%
Transit Bus 30' CNG	$ 543,000	$ 445,260	$ 97,740	82%	18%
Transit Bus 30' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 35' Diesel	$ 505,000	$ 414,100	$ 90,900	82%	18%
Transit Bus 35' CNG	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 35' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 40' Diesel	$ 551,000	$ 451,820	$ 99,180	82%	18%
Transit Bus 40' CNG	$ 637,000	$ 522,340	$ 114,660	82%	18%
Transit Bus 40' Hybrid	$ 800,000	$ 656,000	$ 144,000	82%	18%
Over-the-Road 45' Diesel	$ 641,000	$ 525,620	$ 115,380	82%	18%
Articulated 60' Diesel	$ 894,000	$ 733,080	$ 160,920	82%	18%
Articulated 60' Hybrid	$ 1,094,000	$ 897,080	$ 196,920	82%	18%

Notes:

Prices escalated 1.23% annually over FY2017-18 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 7: Regional Bus-Van Pricelist, FY2019-20

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 55,000	$ 45,100	$ 9,900	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 92,000	$ 75,440	$ 16,560	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 112,000	$ 91,840	$ 20,160	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 158,000	$ 129,560	$ 28,440	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 178,000	$ 145,960	$ 32,040	82%	18%
Transit Bus 30' Diesel	$ 496,000	$ 406,720	$ 89,280	82%	18%
Transit Bus 30' CNG	$ 550,000	$ 451,000	$ 99,000	82%	18%
Transit Bus 30' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 35' Diesel	$ 511,000	$ 419,020	$ 91,980	82%	18%
Transit Bus 35' CNG	$ 565,000	$ 463,300	$ 101,700	82%	18%
Transit Bus 35' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 40' Diesel	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 40' CNG	$ 645,000	$ 528,900	$ 116,100	82%	18%
Transit Bus 40' Hybrid	$ 810,000	$ 664,200	$ 145,800	82%	18%
Over-the-Road 45' Diesel	$ 649,000	$ 532,180	$ 116,820	82%	18%
Articulated 60' Diesel	$ 905,000	$ 742,100	$ 162,900	82%	18%
Articulated 60' Hybrid	$ 1,107,000	$ 907,740	$ 199,260	82%	18%

Notes:

Prices escalated 1.23% annually over FY2018-19 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Project Definition and Scoring

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 6.

Table 6. Project Scores

Project Category/Description	Project Score
Debt Service	**17**
Debt service – repayment of financing issued against future FTA revenues. Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP or CCCGP programs of projects will be treated as score 17.	
Revenue Vehicle Replacement	**16**
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5' size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	**16**
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for locomotives, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Core Capacity Challenge Grant Program Projects	**16**
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
Used Vehicle Replacement	**16**
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive $5/12^{th}$ of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	**16**
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	**16**
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	**16**
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	**16**
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	**16**
Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.	
Non-Clipper® Fare Collection/Fareboxes	**16**
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	**16**
Clipper® - replacement of Clipper® fare collection equipment and systems.	
Bus Diesel Emission Reduction Devices	**16**
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service for at least five (5) years following year programming in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced within five (5) years of programming, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	

Vanpool Support Program	**16**
Turnkey vanpool services contracted by MTC. This program will have eligibility beginning FY2019-20, and is subject to funding cap at levels no greater than the projected apportionments generated by vanpool reporting in the urbanized area.	
Safety	**15**
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.	
ADA/Non Vehicle Access Improvement	**14**
ADA - capital projects needed for ADA *compliance*. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	**13**
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over $10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	**12**
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	**11**
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	**10**
Tools and Equipment - maintenance tools and equipment, generally with a unit value below $10,000.	
Administrative Computer Systems and Office Equipment	**9**
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
Preventive Maintenance	**9**
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	

Operational Improvements/Enhancements	**8**
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	**8**
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	**8**
Expansion - any project needed to support expanded service levels.	

C. Programming Policies

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high-scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high-scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in paragraph (b) below. Eligible programming revenues are net of the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

a) *Regional Priority Programming Model*: The 2000 Census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model,* as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 Census boundary changes. The 2010 Census did not result in any major changes to the region's urbanized areas.

   The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

   i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)

   ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)

   iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.

   iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.

   v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

b) *Multi-County Agreements*: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

   There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the

Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

c) *10% ADA Paratransit Service Set-Aside*: The FAST Act caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

The formula for distributing the 10% ADA operating set-aside among the eligible operators in each UA is based on the following factors:

(i) Annual Demand Response (DR) Operating Expenses (40%),
(ii) Annual Demand Response (DR) Ridership (40%), and
(iii) Annual Overall Ridership (20%).

Table 7 shows the percentages by operator and urbanized area for FY 2016-17 and FY2017-18 (Data Source: NTD, Year: 2014). The table will be used for the preliminary program for FY2018-19 and FY2019-20, and will be revised based on updated NTD data after FY2017-18.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

New Formula – ADA Set-Aside Percentages by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	31.3%							
ACE	0.1%		1.8%					
BART	13.1%		32.6%	13.3%				
Caltrain	0.3%	3.7%						
CCCTA			56.8%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD[4]	0.5%							
LAVTA			8.8%			100.0%		
Marin County Transit[4]	0.7%							
Napa VINE					17.9%			
Petaluma Transit								77.9%
SamTrans	14.4%							
SFMTA	36.4%							
SolTrans					82.1%			
Sonoma City Transit	Not Applicable							22.1%
SR City Bus	Not Applicable							
Tri-Delta				86.7%				
Union City	1.1%							
Vacaville	Not Applicable							
VTA		96.3%					100.0%	
WestCat	2.1%							
WETA	0.1%							
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Notes:
1) Updated with 2014 NTD reporting
2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
4) GGBHTD share split with Marin County Transit per agreement between the two operators. 40/60 split.
5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

An operator may use its share of the FTA Section 5307 set-aside for other Score 16 projects if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly-funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any Score 16 project(s), including those projects funded under FG caps. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations are apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
- In the FY2016-17 through FY2019-20 Section 5307 programs, funds will be set aside for the Lifeline program based on an analysis of the amount of apportionments in each UA that is apportioned by the low-income formula;
- Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately $2 million of TCP funds will be set aside before developing the preliminary programs for FY2016-17 through FY2019-20. The reserve will be set aside from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program from the reserve will be reviewed with the Transit Finance Working Group. Any

Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes
FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility
In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements
The FAST act eliminated the requirement that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). However, designated recipients must still submit an annual report listing projects carried out in the preceding year with these funds as part of the Federal fiscal year's final quarterly progress report in TrAMS. The report should include the following elements:

(A) Grantee name;

(B) UZA name and number;

(C) FTA project number;

(D) Associated transit improvement category;

(E) Brief description of improvement and progress towards project implementation;

(F) activity line item code from the approved budget; and

(G) Amount awarded by FTA for the project. The list of associated transit improvement categories and activity line item (ALI) codes may be found in

the table of Scope and ALI codes in TrAMS. To assist MTC staff in preparing this report, grantees should continue to identify associated transit improvement projects that will receive funding from the Urbanized Area Formula Program.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.

b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.

c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.

ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.

iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.

iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately $14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices or their components may need to be replaced periodically. New upgraded devices also provide greater NO_x reduction benefits than the original devices.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NO_x reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time

retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements:

  - Devices or components must be installed on buses that are scheduled to remain in service for at least five (5) years from year of programming. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).

- Requests to procure spare devices or components up to 10% of the operators' current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NO_x reduction and the local contribution for PM reduction.
- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves
The TCP Program may reserve funds for future programming for major vehicle replacement/procurement projects (e.g. BART, SFMTA, Caltrain). The programming of such reserves will be based on the cash-flow needs of the projects and available revenue streams.

Grant Spend-down Policy
This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 8 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended.

If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.
Fixed guideway programming for FY2016-17 will be based on an analysis of grant spending in September of 2016. The preliminary program for FY2017-18 through FY2019-20 will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

Table 8: FY2016-17 to FY2019-20 Program Grant Spend-Down Policy

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2015-16	Undisbursed balance of FG grants awarded FY2011-12 or earlier, as of 9/ 2014	1/3 of balance	9/2014 to 9/2015
FY2016-17		½ of remaining balance, as of 9/2015	9/2015 to 9/2016
FY2017-18		Remaining balance, as of 9/2016	9/2016 to 9/2017
FY2018-19	Undispersed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	½ of balance	9/2017 to 9/2018
FY2019-20		Remaining balance, as of 9/2018	9/2018 to 9/2019

Joint Procurements
In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The "Compensation for Cost Effective Bus Purchases" that was introduced into the TCP Policy with the prior update will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

Transit Asset Management
The FAST Act requires FTA funding recipients to develop transit asset management (TAM) plans that include capital asset inventories, condition assessments, and investment prioritizations. Additionally recipients need to report on the condition of their system and performance targets. FTA is expected to issue a final rule implementing TAM requirements within the term of this policy. The region is likely positioned to meet the new TAM requirements due to development of the Regional Transit Capital Inventory (RTCI) and the use of FTA's TERM model to assess asset conditions and project capital

needs. In order to effectively comply with the new TAM requirements and improve the region's TAM practices, MTC will:

* Propose revisions to this policy as needed to meet the requirements of FTA's final TAM rule; and
* Evaluate proposed TAM system projects being submitted under the TCP and work with operators to consider consistency with regional TAM system plans.

Transit Core Capacity Challenge Grant Program: Resolution No. 4123

The Transit Core Capacity Challenge Grant program (CCCGP) makes a policy commitment of approximately $7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

The $7.4 billion Core Capacity Challenge Grant program:

* Focuses on the SFMTA, BART, and AC Transit – the three transit operators that carry 80% of the region's passengers as well as more than three-quarters of the minority and low-income passengers.
* Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
* Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
* Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap. Programming for CCCGP projects is based on cash flow needs, funding availability, and other policy elements.

In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region's annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 17.

Financing

MTC staff, working with financial and legal advisors, and transit operator staff through the Partnership's Transit Finance Working Group, has been developing plans to finance one or more transit capital projects by borrowing against future Federal Transit

Administration (FTA) formula funds. The projects would be funded all or in part with proceeds of the financing, rather than annual FTA apportionments programmed through the Transit Capital Priorities (TCP) program. A portion of the region's apportionments would be used to make debt service payments. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the next four-year TCP programming cycle, when needs are projected to exceed annual apportionments.

The need for financing was anticipated when MTC adopted the Core Capacity Challenge Grant Program (Resolution 4123) in 2013, which established a $7.5 billion, 16-year funding framework for a set of key projects designed to increase capacity and improve the state of good repair of transit service in the urban core of the region, including fleet replacement and expansion for BART, SFMTA and AC Transit, and related infrastructure projects. The Core Capacity funding plan includes $3.5 billion in FTA and other federal funds, of which a portion would be advanced through financing to accelerate completion of the projects.

The specific terms of any financing would be subject to agreements between the operator and MTC, MTC, the operator, and FTA, and MTC and bondholders. Debt service, including principal and interest payments, will have the highest priority among programming needs and will receive a Score 17 in developing the program. Debt service will be paid from apportionments in the same urbanized area(s) in which the operator whose project(s) are being financed is eligible. It is expected that any debt would be repaid over a 10-15 year period.

Vanpool Reporting & Programming

Vanpool service providers under contract to MTC will report vanpool miles and other data to NTD starting in NTD Reporting Year 2018 (i.e., starting with vanpool services provided from July 2017 through June 2018). As part of the development of the TCP program, starting with the FY2019-20 program, staff will present to TFWG an analysis of the projected amount of 5307 apportionments generated in each urbanized area by vanpool mileage reporting (5307 apportionments are based on NTD data from two years earlier, i.e., data reported to NTD in Reporting Year 2018 will be used to calculate apportionments for FY20). Staff will propose to include in the TCP program, starting with the FY2019-20 program, 5307 funds for the Vanpool Support Program.

The amount proposed for programming from each urbanized area will not exceed the projected apportionments generated by vanpool reporting in the urbanized area. Any apportionments that are generated by vanpool reporting but are not programmed for the Vanpool Support Program will be available for programming to transit operator projects following the TCP programming guidelines. Staff anticipates submitting its own 5307 grants to FTA to request funds programmed for the Vanpool Support Program, but may elect to ask one or more transit operators to request the funds on MTC's behalf, and enter into a pass-through agreement with MTC.

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM

The Commission's Cycle 2 / One Bay Area Grant Program (OBAG 1) Program Project Selection Criteria and Programming Policy for FY2012-13 through FY 2016-17, MTC Resolution No. 4035, Revised, included $201 million in STP/CMAQ funding for transit capital needs, including Clipper® Fare Collection Media, Transit Capital Rehabilitation, and the Transit Performance Initiative (TPI) Program. Specific projects are included in Attachment B-1 to MTC Resolution No. 4035, Revised.

The Commission's One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy for FY2017-18 through FY 2021-22, MTC Resolution No. 4202, Revised, includes $189 million in STP/CMAQ funding for transit priorities, including BART car replacement and expansion, replacement of Clipper equipment and development of Clipper 2.0, and the TPI Program. Specific projects will be included in Attachment B-1 to MTC Resolution No. 4202, Revised.

This section specifies the programming policies for OBAG 1 and OBAG 2 funds for TPI and TCP projects.

Transit Performance Initiative
Under OBAG 1, this program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Under OBAG 1 (FY2012-13 through FY2016-17), a total of $82 million has been made available for this program.

The incentive program provided financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, $15 million was distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, $15 million was available annually based on a formula distribution factoring in ridership increase, passenger per hour increase, and ridership. The incentive program is proposed to be discontinued after FY2015-16, as OBAG 2 funding is proposed to be focused on transit capital needs and as the incentive program was generally found to not be as effective as was hoped in incentivizing productivity improvements.

Transit Capital Priorities
OBAG 1 and OBAG 2 funds that are not programmed for Transit Performance Initiative projects are programmed for transit capital replacement and rehabilitation projects to supplement the FTA funds in the Transit Capital Priorities program. STP/CMAQ funds for TCP projects from OBAG 1 were programmed in the TCP programs for FY2012-13 through FY2015-16. STP/CMAQ funds for TCP projects from OBAG 2 will be programmed in the TCP program for FY2016-17 through FY2019-20. OBAG 2 funds for

TCP projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds, with priority given to Score 16 projects that meet the eligibility criteria for STP or CMAQ, and that cannot be fully funded with FTA funds within the program's fiscal constraints.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support
FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Fixing America's Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to FAST, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2016-17 through FY2015-16 FTA Formula Program or STP funds, for the following project(s):

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least 20% for FTA Formula Program funds, and 11.47% for STP funds; and
2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and

3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of ($request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at ($ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and

5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED*, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

BE IT FURTHER RESOLVED*, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

*** Not required if opinion of counsel is provided instead.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel
FTA Section 5307, 5337, 5339 and STP Project Application

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _ for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Fixing America's Surface Transportation federal transportation authorization (FAST, Public Law 114-94) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).

Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Agenda Item 6a**

MTC Resolution No. 4242

Subject: Transit Capital Priorities Policy for FY2016-17 through FY2019-20.

Background: This item proposes to establish the Transit Capital Priorities (TCP) Process and Criteria for FY2016-17 through FY2019-20. The TCP policy governs the programming of approximately $1.8 billion in Federal Transit Administration formula funds, $550 million in bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution 4123), and $189 million in STP/CMAQ funds designated for Transit Priorities by the One Bay Area Grant program (OBAG 2, MTC Resolution 4202) for transit capital replacement and rehabilitation, maintenance and operations over the four-year period.

Staff has been working with transit operator staff through the Partnership Transit Finance Working Group (TFWG) for several months to develop updates to the TCP policy for the next programming cycle. The proposed policy generally extends the policies previously adopted by the Commission for FY2014-15 and FY2015-16 funds (MTC Resolution 4140). However, a few significant revisions to the policy are proposed:

- Length of Program. Staff recommends that the length of the next program cycle be four years, FY2016-17 to FY2019-20, with an opportunity to reopen the program and make revisions for the final two years. A four-year program would coincide with Fixing America's Surface Transportation (FAST) Act authorizations.
- Zero Emission Buses. Due to the growing interest among transit operators in operating zero emission buses (ZEBs) powered by hydrogen fuel cells or batteries, as well as a proposed regulation under development by the California Air Resources Board that would require all transit buses in the state to be ZEBs by 2040, the proposed policy includes for the first time guidelines for programming funds for ZEB purchases.
- Fixed Guideway Project Caps. Under the policy, each rail and ferry operator receives a specified amount of funding annually for replacement and rehabilitation of tracks, bridges, tunnels, train control systems, ferry docks and other infrastructure, referred to as a fixed guideway (FG) cap, based on each operator's share of projected FG replacement and rehab needs calculated for the Plan Bay Area 2040. To better align FG project needs and FG cap programming, operators will be given the opportunity to request more than their annual cap in a particular year if the increase is offset by a lower request in another year.
- Grant Spend-down Policy. Continuing prior practices, the proposed policy conditions new programming of FG caps on the expenditure of prior-year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.
- Vanpool Reporting and Programming. The proposed policy specifies that for the first time, vanpool services coordinated by vanpool service

providers under contract to MTC will report vanpool ridership and other service data to FTA starting FY2017-18, which will generate additional funding for the region. Starting in FY2019-20, TCP funds would be programmed to support the vanpool program. Based on the experience of other regions, vanpool reporting is expected to generate more funding than the cost of the program.

- Transit Performance Initiative. The Transit Performance Initiative (TPI), which originated with the Transit Sustainability Project, comprises two subprograms: the Investment Program, which is intended to fund capital improvements to improve reliability and speed travel times in major transit corridors, and the Incentive Program, which was to provide incentive funding for operators to improve ridership, productivity, or both. Consistent with information provided to the Commission in May, this policy update proposes to discontinue the Incentive Program. The Investment Program is proposed to continue with funding from OBAG 2.

Following Commission approval of the policy, staff will conduct a call for projects, and expects to return in January with a proposed program.

Issues:

1. Anticipated Program Shortfalls. Staff anticipates that developing the TCP program for FY2016-17 to FY2019-20 will require resolving funding shortfalls due to peak programming needs for major projects such as railcar replacements for BART and Caltrain, and various vehicles for SFMTA. Financing of certain projects, discussed further below, is anticipated to be part of the solution to this near-term issue.
2. Financing. MTC staff, working with financial and legal advisors, and the Partnership, has been developing plans to finance all or part of one or more transit capital projects by borrowing against future Federal Transit Administration (FTA) formula funds. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the next four-year TCP programming cycle, when needs are projected to exceed annual apportionments. While many of the details of the financing remain to be worked out, Attachment 1 summarizes key concepts. Staff expects to bring more information on financing prior to the presentation of the preliminary TCP program in January 2017.
3. One Bay Area Grant. The One Bay Area Grant (OBAG) Cycles 1 and 2 have provided funding to the TCP and the TPI programs. A revised OBAG 2 framework is on the agenda for today's Committee. Should additional OBAG funds be approved for the TCP or the TPI programs, staff will return to the Commission this fall to make any related revisions to the TCP policy.

Recommendation: Refer Resolution No. 4242 to the Commission for approval

Attachments: Attachment 1: Financing Initial Concepts
MTC Resolution No. 4242

Attachment 1 – Financing Initial Concepts

Size of issue: Staff is working toward a debt issue in the range of $700-800 million, which is roughly the amount by which high-scoring needs for the TCP program between FY2016-17 and FY2020-21 are projected to exceed FTA apportionments over the same period. After FY2020-21, FTA revenues are expected to exceed high-scoring needs.

Term and Debt Service: The debt would be repaid over a period of 10 to 15 years. Annual debt service payments are projected to average between $65 million and $100 million per year, depending on the size and term of the issue. Structures designed to defer debt service payments to the later years of the term are being explored. Funding for debt service would be programmed to the issuer of the debt, and would have first claim on FTA apportionments.

Issuer: The planning work has focused on MTC as the issuer of the debt, using the Bay Area Infrastructure Financing Authority as a conduit, but staff is also considering as an alternative having one of the transit operators issue the debt to finance its own projects.

Projects to be financed: The planning work has focused on the BART Car Replacement project as a prime candidate for financing because it is the largest single project in the TCP program and a contract for the cars has been awarded, so the cash flow needs are well defined. However, other projects could also be good candidates for financing, such as SFMTA light rail vehicles (LRVs) and Caltrain electric railcars.

Urbanized areas: Debt service would be paid only from apportionments to urbanized areas where the operator whose project is being financed is eligible for TCP funds. For example, if the SFMTA LRVs were financed, debt service would be paid only from San Francisco-Oakland urbanized area apportionments.

Agreements: Projects would be financed only by agreement with the affected transit operator. Completing the financing would require agreements between the operator and MTC; MTC, the operator and FTA; and MTC and the bondholders.

Timing: Because of the significant shortfall expected in the FY2016-17 TCP program, we are anticipating the need for financing to start as soon as next year. Therefore the details of financing would need to be worked out in the coming months. We expect to work closely with the Transit Finance Working Group, Partnership Board, particular transit operators, and FTA as the structure is developed.

MTC Resolution No. 4242

Committee version revised by July 20th Commission proposal and not included here.

Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Agenda Item 6a**

MTC Resolution No. 4242

Subject: Transit Capital Priorities Policy for FY2016-17 through FY2019-20.

Background: This item proposes to establish the Transit Capital Priorities (TCP) Process and Criteria for FY2016-17 through FY2019-20. The TCP policy governs the programming of approximately $1.8 billion in Federal Transit Administration formula funds, $550 million in bridge tolls and other regional revenues designated for Core Capacity Challenge Grant Program projects (MTC Resolution 4123), and $189 million in STP/CMAQ funds designated for Transit Priorities by the One Bay Area Grant program (OBAG 2, MTC Resolution 4202) for transit capital replacement and rehabilitation, maintenance and operations over the four-year period.

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Recommendation: Refer Resolution No. 4242 to the Commission for approval

Attachments: Attachment 1: Financing Initial Concepts
MTC Resolution No. 4242

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Agreements: Projects would be financed only by agreement with the affected transit operator. Completing the financing would require agreements between the operator and MTC; MTC, the operator and FTA; and MTC and the bondholders.

Timing: Because of the significant shortfall expected in the FY2016-17 TCP program, we are anticipating the need for financing to start as soon as next year. Therefore the details of financing would need to be worked out in the coming months. We expect to work closely with the Transit Finance Working Group, Partnership Board, particular transit operators, and FTA as the structure is developed.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4242

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 13, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4242

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2016-17 through FY2019-20, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to the Federal Transit Administration (FTA), and such 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 San Francisco, California on July 27, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

Attachment A
Resolution No. 4242

San Francisco Bay Area Transit Capital Priorities Process Criteria for FY2016-17 through FY2019-20

For Development of the FY2016-17 through FY2019-20 Transit Capital Priorities and Transit Performance Initiative Project Lists

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

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I. BACKGROUND

The Transit Capital Priorities (TCP) Process and Criteria applies to the programming of:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

The FY2016-17 through FY2019-20 TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland, San Jose, Concord, Santa Rosa, and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY2016 through FY2020. The Act maintains the same FTA formula programs as the previous authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act includes few modifications to FTA programs or policies. These modifications have been included in the TCP Criteria as appropriate.

As of the date of the adoption of the TCP Process and Criteria, FTA has not yet issued revised guidance for the implementation of the its programs that reflects changes to the programs made by the FAST Act. MTC and the Partnership will revisit and recommend updates to the policy if required to conform to future FTA rules and guidance.

In December 2013, MTC adopted Resolution No. 4123 for the Transit Core Capacity Challenge Grant Program (CCCGP), which establishes a policy commitment of approximately $7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 37 of Attachment A to this resolution.

II. GOALS AND OBJECTIVES

The goal of the TCP Process and Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area, the region's current long-range Regional Transportation Plan (RTP), and Plan Bay Area 2040, the updated RTP currently under development. The TCP Process and Criteria also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP Process and Criteria are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP Process and Criteria score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with FTA-required Transit Asset Management (TAM) plans. All projects not identified as candidates for the TCP Program are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP Program of Projects ("TCP Program") will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

III. FTA FORMULA FUNDS

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing the TCP Process and Criteria, the TCP POP, and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major policy revisions and programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP Program and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal

For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2016-17 through FY2019-20 programming should be submitted by January 11, 2017, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337, 5339, and/or STP/CMAQ programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Appendix 2.

Screening projects

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects
MTC staff will only score those projects that have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source
Projects passing screening and scoring criteria will be considered for programming in the TCP Program in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project fund sources will be assigned by MTC staff and will be based on project eligibility and the results of the Multi-County Agreement model.

FTA Public Involvement Process and the TIP
FTA Public Involvement Process: To receive an FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a four-year programming document, listing federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to the Transit Capital Priorities Program
Each year after FTA releases apportionments for its formula funding programs, the preliminary TCP Program for the year will be revised if necessary to fit within the available revenues. The annual program revisions and corresponding amendment to the TIP is referred to as the Program of Projects (POP) Amendment, and finalizes the program for the year.

As part of the POP amendment, project sponsors may also request discretionary amendments to the preliminary program that conform to the TCP Process and Criteria programming policies. Discretionary amendments may be allowed only in certain circumstances. The following general principles govern changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.

- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Following the POP Amendment for the FY2017-18 program, the program for the final two years, FY2018-19 and FY2019-20, will be reopened and project sponsors will be able to make revisions to the preliminary program that conform to TCP Process and Criteria programming policies in advance of the POP amendment for FY2018-19.

Funding Shortfalls
If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain project costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, before making reductions to programming. As a final option for closing any shortfalls, staff may institute an across-the-board reduction in programming, proportionally allocated within each affected urbanized area.

Project Review
Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period
The TCP Criteria will be used to develop a program of projects for FY2016-17 through FY2019-20 FTA Formula Funds. The number of years covered by each TCP policy update is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. With the passage of the FAST Act, MTC is able to develop a four-year policy program to support multi-year capital planning. While the FAST Act is a five-year authorization (FY2016 through FY2020), the TCP Program will cover four years, as the first year of FAST was programmed under the previous TCP Program.

TCP Policy and Program Development Schedule
To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2016-17 through FY2019-20 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	March 2016	June 2016
TCP Policy to PAC/Commission	July, 2016	
Call for projects	late July, 2016	September, 2016
Preliminary TCP Program to TFWG	November, 2016	
Preliminary TCP Program to PAC/Commission	January, 2017	
Preliminary TCP Program TIP amendment to PAC/Commission	January, 2017	

B. Project Eligibility

Federal Requirements and Eligibility

Federal and State Legislation
Projects selected will conform to the requirements of the FAST Act, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the FAST Act, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

Intelligent Transportation Systems (ITS) Architecture Policy
Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its.

1% Security Policy
Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) includes additional certification requirement by designated recipients at the urbanized area level. As the designated recipient, MTC will review the grant applications for each appropriations year for compliance and certification to FTA. The security programming may not apply to all eligible operators in a UA, depending on need for security projects. Refer to the applicable FTA circulars for additional information.

Program Eligibility

Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by the FAST Act. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued by FTA, the region will consider conforming amendments to the TCP Process and Criteria.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

(A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;

(B) rehabilitating a bus;

(C) remanufacturing a bus;

(D) overhauling rail rolling stock;

(E) preventive maintenance;

(F) leasing equipment or a facility for use in public transportation

(G) a joint development improvement that meet specified requirements

(H) the introduction of new technology, through innovative and improved products, into public transportation;

(I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;

(J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project

(K) mobility management; and

(L) associated capital maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

(A) rolling stock;

(B) track;

(C) line equipment and structures;

(D) signals and communications;

(E) power equipment and substations;

(F) passenger stations and terminals;

(G) security equipment and systems;

(H) maintenance facilities and equipment;

(I) operational support equipment, including computer hardware and software; and

(J) development and implementation of a transit asset management plan.

The term 'fixed guideway' means a public transportation facility:

(A) using and occupying a separate right-of-way for the exclusive use of public transportation;

(B) using rail;

(C) using a fixed catenary system;

(D) for a passenger ferry system; or

(E) for a bus rapid transit system.

The term 'high intensity motorbus' means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339): Capital projects—

(1) to replace, rehabilitate, and purchase buses and related equipment; and

(2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

(i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.

(ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with an updated agreement that took effect in FY2014 (58% Santa Rosa City Bus and 42% Sonoma County).

(iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital needs in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

(iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement and any agreements negotiated between the Board and MTC.

Eligibility for New Operators
New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2015 services and intends to file a report for 2016 to be eligible for FY 2016-17 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria
A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP Program's project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Also, after FTA publishes

and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with TAM plans required by the final TAM rule.

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life
To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van[1]	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar[2]	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Locomotive	25 years
(or an additional 20 years for locomotives rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for ferries rehabilitated with TCP funding)	
Lightweight/Aluminum Hull Ferries[3]	25 years
Used Vehicles[4]	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Overhead Contact System/3rd Rail	Varies by type of OCS/3rd rail
Facility	Varies by facility and component replaced

Notes:

1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
2) *Includes Caltrain and ACE commuter rail and BART urban rail cars.*
3) *Lightweight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.*
4) *Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).*

Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Deferred Replacement (Bus Replacement beyond Minimum Useful Life)

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

> Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).
>
> Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a $600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be 2/12 x $600,000 = $100,000. Under Option 1, the operator would receive $100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive $50,000, which could be programmed for any eligible project. The region would retain the other $50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed $20 million for buses or $30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate, for all funding programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway (FG) operator in Table 3. The total amount of the caps is $120 million (3% escalation) based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap.

When developing the proposed TCP programs for FY2016-17 through FY2019-20, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region

to increase the caps.

Additionally, in an attempt to better align FG needs and FG cap programming, in the call for projects for this program, operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year (i.e. as long as the total requested for FG projects over the four-year program does not exceed the annual cap times four). When developing the program, staff will attempt to program FG caps as requested. However, in order to balance needs across operators within each UA, programming may be adjusted to match available funds and project needs.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE	All Eligible FG Categories	$1,490,000
BART	All Eligible FG Categories	50,211,000
Caltrain	All Eligible FG Categories	14,393,000
GGBHTD	All Eligible FG Categories	5,108,000
SFMTA	All Eligible FG Categories	34,026,000
VTA	All Eligible FG Categories	8,529,000
WETA	All Eligible FG Categories	6,642,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the operator's cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-

year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed $5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Exceptions to this cap include those projects included in the CCCGP. Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed $3.75 million.

Vanpool Support Program programming cannot exceed the amount of apportionments per UA generated by vanpool reporting to the NTD.

As part of the development of the program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist
Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Tables 4 through 7. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

The pricelist is based on a survey of prices paid by operators in the Bay Area, and was initially developed for the FY2014-15 program. Since FY2014-15, the prices have been escalated using the Producer Price Index (PPI) for buses. This escalation rate is noted in the tables. After FY2017-18, the pricelists for FY2018-19 and FY2019-20 may be revised using more current PPI data and other information.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between $10,000 and $14,000 whereas the price of radios varies from $1,000 to $5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

Compensation for Cost Effective Bus Purchases
Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

> Option 1* Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).
>
> Option 2* Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

> *If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

Zero-Emission Buses
With zero-emission buses (ZEBs) just starting to be commercially available, there is little history to use for developing pricelist amounts, and while increasing sales of ZEBs is expected to lead to lower prices, the rate of price decline is difficult to predict.

Therefore, the projected prices for ZEBs will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator.

The programmed amount for ZEBs will be 82% of the projected price (or negotiated price), except as noted below. If an operator requests funds for ZEBs through the TCP Process and Criteria, the operator will agree to make a good faith effort to obtain other non-TCP funds, such as FTA Lo-No funds, FTA Section 5339 Discretionary Program funds, CARB Heavy Duty Zero Emission Pilot Project funds, California Energy

Commission funds, county sales tax funds, or other local funds for at least the difference between the projected price for ZEBs and the TCP Process and Criteria pricelist price for a comparable diesel-electric hybrid bus. If the operator is successful in securing non-TCP funds, the TCP request for ZEBs will be reduced by the amount of non-TCP funds secured.

Table 4: Regional Bus-Van Pricelist, FY2016-17

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$52,000	$42,640	$9,360	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$89,000	$72,980	$16,020	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$109,000	$89,380	$19,620	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$123,000	$100,860	$22,140	82%	18%
Cut-Away/Van, 7-Year, Gas	$123,000	$100,860	$22,140	82%	18%
Cut-Away/Van, 7-Year, Diesel	$152,000	$124,640	$27,360	82%	18%
Cut-Away/Van, 7-Year, CNG	$172,000	$141,040	$30,960	82%	18%
Transit Bus 30' Diesel	$478,000	$391,960	$86,040	82%	18%
Transit Bus 30' CNG	$529,000	$433,780	$95,220	82%	18%
Transit Bus 30' Hybrid	$735,000	$602,700	$132,300	82%	18%
Transit Bus 35' Diesel	$493,000	$404,260	$88,740	82%	18%
Transit Bus 35' CNG	$544,000	$446,080	$97,920	82%	18%
Transit Bus 35' Hybrid	$735,000	$602,700	$132,300	82%	18%
Transit Bus 40' Diesel	$537,000	$440,340	$96,660	82%	18%
Transit Bus 40' CNG	$621,000	$509,220	$111,780	82%	18%
Transit Bus 40' Hybrid	$780,000	$639,600	$140,400	82%	18%
Over the Road 45' Diesel	$625,000	$512,500	$112,500	82%	18%
Articulated 60' Diesel	$872,000	$715,040	$156,960	82%	18%
Articulated 60' Hybrid	$1,068,000	$875,760	$192,240	82%	18%

Notes:
Prices escalated 1.23% annually over FY2015-16, rounded to the nearest $1,000.
For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).
For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 5: Regional Bus-Van Pricelist, FY2017-18

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$53,000	$43,460	$9,540	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$90,000	$72,800	$16,200	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$110,000	$90,200	$19,800	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$125,000	$102,500	$22,500	82%	18%
Cut-Away/Van, 7-Year, Gas	$125,000	$102,500	$22,500	82%	18%
Cut-Away/Van, 7-Year, Diesel	$154,000	$126,280	$27,720	82%	18%
Cut-Away/Van, 7-Year, CNG	$174,000	$142,680	$31,320	82%	18%
Transit Bus 30' Diesel	$484,000	$396,880	$87,120	82%	18%
Transit Bus 30' CNG	$536,000	$439,520	$96,480	82%	18%
Transit Bus 30' Hybrid	$744,000	$610,080	$133,920	82%	18%
Transit Bus 35' Diesel	$499,000	$409,180	$89,820	82%	18%
Transit Bus 35' CNG	$551,000	$451,820	$99,180	82%	18%
Transit Bus 35' Hybrid	$744,000	$610,080	$133,920	82%	18%
Transit Bus 40' Diesel	$544,000	$446,080	$97,920	82%	18%
Transit Bus 40' CNG	$629,000	$515,780	$113,220	82%	18%
Transit Bus 40' Hybrid	$790,000	$647,800	$142,200	82%	18%
Over the Road 45' Diesel	$633,000	$519,060	$113,940	82%	18%
Articulated 60' Diesel	$883,000	$724,060	$158,940	82%	18%
Articulated 60' Hybrid	$1,081,000	$886,420	$194,580	82%	18%

Notes:

Prices escalated 1.23% annually over FY2016-17 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($40,000 Federal, $10,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 6: Regional Bus-Van Pricelist, FY2018-19

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 54,000	$ 44,280	$ 9,720	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 91,000	$ 74,620	$ 16,380	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 111,000	$ 91,020	$ 19,980	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 156,000	$ 127,920	$ 28,080	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 176,000	$ 144,320	$ 31,680	82%	18%
Transit Bus 30' Diesel	$ 490,000	$ 401,800	$ 88,200	82%	18%
Transit Bus 30' CNG	$ 543,000	$ 445,260	$ 97,740	82%	18%
Transit Bus 30' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 35' Diesel	$ 505,000	$ 414,100	$ 90,900	82%	18%
Transit Bus 35' CNG	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 35' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 40' Diesel	$ 551,000	$ 451,820	$ 99,180	82%	18%
Transit Bus 40' CNG	$ 637,000	$ 522,340	$ 114,660	82%	18%
Transit Bus 40' Hybrid	$ 800,000	$ 656,000	$ 144,000	82%	18%
Over-the-Road 45' Diesel	$ 641,000	$ 525,620	$ 115,380	82%	18%
Articulated 60' Diesel	$ 894,000	$ 733,080	$ 160,920	82%	18%
Articulated 60' Hybrid	$ 1,094,000	$ 897,080	$ 196,920	82%	18%

Notes:

Prices escalated 1.23% annually over FY2017-18 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 7: Regional Bus-Van Pricelist, FY2019-20

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 55,000	$ 45,100	$ 9,900	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 92,000	$ 75,440	$ 16,560	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 112,000	$ 91,840	$ 20,160	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 158,000	$ 129,560	$ 28,440	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 178,000	$ 145,960	$ 32,040	82%	18%
Transit Bus 30' Diesel	$ 496,000	$ 406,720	$ 89,280	82%	18%
Transit Bus 30' CNG	$ 550,000	$ 451,000	$ 99,000	82%	18%
Transit Bus 30' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 35' Diesel	$ 511,000	$ 419,020	$ 91,980	82%	18%
Transit Bus 35' CNG	$ 565,000	$ 463,300	$ 101,700	82%	18%
Transit Bus 35' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 40' Diesel	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 40' CNG	$ 645,000	$ 528,900	$ 116,100	82%	18%
Transit Bus 40' Hybrid	$ 810,000	$ 664,200	$ 145,800	82%	18%
Over-the-Road 45' Diesel	$ 649,000	$ 532,180	$ 116,820	82%	18%
Articulated 60' Diesel	$ 905,000	$ 742,100	$ 162,900	82%	18%
Articulated 60' Hybrid	$ 1,107,000	$ 907,740	$ 199,260	82%	18%

Notes:

Prices escalated 1.23% annually over FY2018-19 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Project Definition and Scoring

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 6.

Table 6. Project Scores

Project Category/Description	Project Score
Debt Service	**17**
Debt service – repayment of financing issued against future FTA revenues. Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP or CCCGP programs of projects will be treated as score 17.	
Revenue Vehicle Replacement	**16**
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5' size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	**16**
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for locomotives, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Core Capacity Challenge Grant Program Projects	**16**
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
Used Vehicle Replacement	**16**
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive $5/12^{th}$ of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	**16**
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	**16**
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	**16**
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	**16**
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	**16**
Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.	
Non-Clipper® Fare Collection/Fareboxes	**16**
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	**16**
Clipper® - replacement of Clipper® fare collection equipment and systems.	
Bus Diesel Emission Reduction Devices	**16**
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service for at least five (5) years following year programming in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced within five (5) years of programming, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	

Vanpool Support Program	**16**
Turnkey vanpool services contracted by MTC. This program will have eligibility beginning FY2019-20, and is subject to funding cap at levels no greater than the projected apportionments generated by vanpool reporting in the urbanized area.	
Safety	**15**
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.	
ADA/Non Vehicle Access Improvement	**14**
ADA - capital projects needed for ADA *compliance*. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	**13**
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over $10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	**12**
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	**11**
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	**10**
Tools and Equipment - maintenance tools and equipment, generally with a unit value below $10,000.	
Administrative Computer Systems and Office Equipment	**9**
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
Preventive Maintenance	**9**
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	

Operational Improvements/Enhancements	**8**
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	**8**
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	**8**
Expansion - any project needed to support expanded service levels.	

C. Programming Policies

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high-scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high-scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in paragraph (b) below. Eligible programming revenues are net of the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

a) *Regional Priority Programming Model*: The 2000 Census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 Census boundary changes. The 2010 Census did not result in any major changes to the region's urbanized areas.

   The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

   i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)

   ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)

   iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.

   iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.

   v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

b) *Multi-County Agreements*: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

   There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the

Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

c) *10% ADA Paratransit Service Set-Aside*: The FAST Act caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

The formula for distributing the 10% ADA operating set-aside among the eligible operators in each UA is based on the following factors:

(i) Annual Demand Response (DR) Operating Expenses (40%),
(ii) Annual Demand Response (DR) Ridership (40%), and
(iii) Annual Overall Ridership (20%).

Table 7 shows the percentages by operator and urbanized area for FY 2016-17 and FY2017-18 (Data Source: NTD, Year: 2014). The table will be used for the preliminary program for FY2018-19 and FY2019-20, and will be revised based on updated NTD data after FY2017-18.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

New Formula – ADA Set-Aside Percentages by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	31.3%							
ACE	0.1%		1.8%					
BART	13.1%		32.6%	13.3%				
Caltrain	0.3%	3.7%						
CCCTA			56.8%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD[4]	0.5%							
LAVTA			8.8%			100.0%		
Marin County Transit[4]	0.7%							
Napa VINE					17.9%			
Petaluma Transit								77.9%
SamTrans	14.4%							
SFMTA	36.4%							
SolTrans					82.1%			
Sonoma City Transit	Not Applicable							22.1%
SR City Bus	Not Applicable							
Tri-Delta				86.7%				
Union City	1.1%							
Vacaville	Not Applicable							
VTA		96.3%					100.0%	
WestCat	2.1%							
WETA	0.1%							
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Notes:
1) Updated with 2014 NTD reporting
2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
4) GGBHTD share split with Marin County Transit per agreement between the two operators. 40/60 split.
5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

An operator may use its share of the FTA Section 5307 set-aside for other Score 16 projects if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly-funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any Score 16 project(s), including those projects funded under FG caps. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations are apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
- In the FY2016-17 through FY2019-20 Section 5307 programs, funds will be set aside for the Lifeline program based on an analysis of the amount of apportionments in each UA that is apportioned by the low-income formula;
- Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately $2 million of TCP funds will be set aside before developing the preliminary programs for FY2016-17 through FY2019-20. The reserve will be set aside from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program from the reserve will be reviewed with the Transit Finance Working Group. Any

Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes
FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility
In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements
The FAST act eliminated the requirement that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). However, designated recipients must still submit an annual report listing projects carried out in the preceding year with these funds as part of the Federal fiscal year's final quarterly progress report in TrAMS. The report should include the following elements:

(A) Grantee name;
(B) UZA name and number;
(C) FTA project number;
(D) Associated transit improvement category;
(E) Brief description of improvement and progress towards project implementation;
(F) activity line item code from the approved budget; and
(G) Amount awarded by FTA for the project. The list of associated transit improvement categories and activity line item (ALI) codes may be found in

the table of Scope and ALI codes in TrAMS. To assist MTC staff in preparing this report, grantees should continue to identify associated transit improvement projects that will receive funding from the Urbanized Area Formula Program.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.

b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.

c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.

ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.

iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.

iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program
MTC provided approximately $14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices or their components may need to be replaced periodically. New upgraded devices also provide greater NO_x reduction benefits than the original devices.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NO_x reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time

retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements:

  - Devices or components must be installed on buses that are scheduled to remain in service for at least five (5) years from year of programming. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).

- Requests to procure spare devices or components up to 10% of the operators' current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NO_x reduction and the local contribution for PM reduction.
- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves
The TCP Program may reserve funds for future programming for major vehicle replacement/procurement projects (e.g. BART, SFMTA, Caltrain). The programming of such reserves will be based on the cash-flow needs of the projects and available revenue streams.

Grant Spend-down Policy
This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 8 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended.

If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.
Fixed guideway programming for FY2016-17 will be based on an analysis of grant spending in September of 2016. The preliminary program for FY2017-18 through FY2019-20 will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

Table 8: FY2016-17 to FY2019-20 Program Grant Spend-Down Policy

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2015-16	Undisbursed balance of FG grants awarded FY2011-12 or earlier, as of 9/ 2014	1/3 of balance	9/2014 to 9/2015
FY2016-17		½ of remaining balance, as of 9/2015	9/2015 to 9/2016
FY2017-18		Remaining balance, as of 9/2016	9/2016 to 9/2017
FY2018-19	Undispersed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	½ of balance	9/2017 to 9/2018
FY2019-20		Remaining balance, as of 9/2018	9/2018 to 9/2019

Joint Procurements
In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The "Compensation for Cost Effective Bus Purchases" that was introduced into the TCP Policy with the prior update will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

Transit Asset Management
The FAST Act requires FTA funding recipients to develop transit asset management (TAM) plans that include capital asset inventories, condition assessments, and investment prioritizations. Additionally recipients need to report on the condition of their system and performance targets. FTA is expected to issue a final rule implementing TAM requirements within the term of this policy. The region is likely positioned to meet the new TAM requirements due to development of the Regional Transit Capital Inventory (RTCI) and the use of FTA's TERM model to assess asset conditions and project capital

needs. In order to effectively comply with the new TAM requirements and improve the region's TAM practices, MTC will:

* Propose revisions to this policy as needed to meet the requirements of FTA's final TAM rule; and
* Evaluate proposed TAM system projects being submitted under the TCP and work with operators to consider consistency with regional TAM system plans.

Transit Core Capacity Challenge Grant Program: Resolution No. 4123

The Transit Core Capacity Challenge Grant program (CCCGP) makes a policy commitment of approximately $7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

The $7.4 billion Core Capacity Challenge Grant program:

* Focuses on the SFMTA, BART, and AC Transit – the three transit operators that carry 80% of the region's passengers as well as more than three-quarters of the minority and low-income passengers.
* Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
* Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
* Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap. Programming for CCCGP projects is based on cash flow needs, funding availability, and other policy elements.

In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region's annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 17.

Financing

MTC staff, working with financial and legal advisors, and transit operator staff through the Partnership's Transit Finance Working Group, has been developing plans to finance one or more transit capital projects by borrowing against future Federal Transit

Administration (FTA) formula funds. The projects would be funded all or in part with proceeds of the financing, rather than annual FTA apportionments programmed through the Transit Capital Priorities (TCP) program. A portion of the region's apportionments would be used to make debt service payments. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the next four-year TCP programming cycle, when needs are projected to exceed annual apportionments.

The need for financing was anticipated when MTC adopted the Core Capacity Challenge Grant Program (Resolution 4123) in 2013, which established a $7.5 billion, 16-year funding framework for a set of key projects designed to increase capacity and improve the state of good repair of transit service in the urban core of the region, including fleet replacement and expansion for BART, SFMTA and AC Transit, and related infrastructure projects. The Core Capacity funding plan includes $3.5 billion in FTA and other federal funds, of which a portion would be advanced through financing to accelerate completion of the projects.

The specific terms of any financing would be subject to agreements between the operator and MTC, MTC, the operator, and FTA, and MTC and bondholders. Debt service, including principal and interest payments, will have the highest priority among programming needs and will receive a Score 17 in developing the program. Debt service will be paid from apportionments in the same urbanized area(s) in which the operator whose project(s) are being financed is eligible. It is expected that any debt would be repaid over a 10-15 year period.

Vanpool Reporting & Programming

Vanpool service providers under contract to MTC will report vanpool miles and other data to NTD starting in NTD Reporting Year 2018 (i.e., starting with vanpool services provided from July 2017 through June 2018). As part of the development of the TCP program, starting with the FY2019-20 program, staff will present to TFWG an analysis of the projected amount of 5307 apportionments generated in each urbanized area by vanpool mileage reporting (5307 apportionments are based on NTD data from two years earlier, i.e., data reported to NTD in Reporting Year 2018 will be used to calculate apportionments for FY20). Staff will propose to include in the TCP program, starting with the FY2019-20 program, 5307 funds for the Vanpool Support Program.

The amount proposed for programming from each urbanized area will not exceed the projected apportionments generated by vanpool reporting in the urbanized area. Any apportionments that are generated by vanpool reporting but are not programmed for the Vanpool Support Program will be available for programming to transit operator projects following the TCP programming guidelines. Staff anticipates submitting its own 5307 grants to FTA to request funds programmed for the Vanpool Support Program, but may elect to ask one or more transit operators to request the funds on MTC's behalf, and enter into a pass-through agreement with MTC.

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM

The Commission's Cycle 2 / One Bay Area Grant Program (OBAG 1) Program Project Selection Criteria and Programming Policy for FY2012-13 through FY 2016-17, MTC Resolution No. 4035, Revised, included $201 million in STP/CMAQ funding for transit capital needs, including Clipper® Fare Collection Media, Transit Capital Rehabilitation, and the Transit Performance Initiative (TPI) Program. Specific projects are included in Attachment B-1 to MTC Resolution No. 4035, Revised.

The Commission's One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy for FY2017-18 through FY 2021-22, MTC Resolution No. 4202, Revised, includes $189 million in STP/CMAQ funding for transit priorities, including BART car replacement and expansion, replacement of Clipper equipment and development of Clipper 2.0, and the TPI Program. Specific projects will be included in Attachment B-1 to MTC Resolution No. 4202, Revised.

This section specifies the programming policies for OBAG 1 and OBAG 2 funds for TPI and TCP projects.

Transit Performance Initiative
Under OBAG 1, this program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Under OBAG 1 (FY2012-13 through FY2016-17), a total of $82 million has been made available for this program.

The incentive program provided financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, $15 million was distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, $15 million was available annually based on a formula distribution factoring in ridership increase, passenger per hour increase, and ridership. The incentive program is proposed to be discontinued after FY2015-16, as OBAG 2 funding is proposed to be focused on transit capital needs and as the incentive program was generally found to not be as effective as was hoped in incentivizing productivity improvements.

Transit Capital Priorities
OBAG 1 and OBAG 2 funds that are not programmed for Transit Performance Initiative projects are programmed for transit capital replacement and rehabilitation projects to supplement the FTA funds in the Transit Capital Priorities program. STP/CMAQ funds for TCP projects from OBAG 1 were programmed in the TCP programs for FY2012-13 through FY2015-16. STP/CMAQ funds for TCP projects from OBAG 2 will be programmed in the TCP program for FY2016-17 through FY2019-20. OBAG 2 funds for

TCP projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds, with priority given to Score 16 projects that meet the eligibility criteria for STP or CMAQ, and that cannot be fully funded with FTA funds within the program's fiscal constraints.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support
FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Fixing America's Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to FAST, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2016-17 through FY2015-16 FTA Formula Program or STP funds, for the following project(s):

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least 20% for FTA Formula Program funds, and 11.47% for STP funds; and
2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and

3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of ($request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at ($ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and

5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED*, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

BE IT FURTHER RESOLVED*, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP**.**

*** Not required if opinion of counsel is provided instead.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel
FTA Section 5307, 5337, 5339 and STP Project Application

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Fixing America's Surface Transportation federal transportation authorization (FAST, Public Law 114-94) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1659	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Federal
File created:	5/9/2016			**In control:**	Programming and Allocations Committee
On agenda:	7/13/2016			**Final action:**	

Title: MTC Resolution No. 4202, Revised, and 4035, Revised. One Bay Area Grant Program (OBAG 2) Update.

Proposed revisions to the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2), including a recommendation for the distribution of additional revenues and approach for affordable housing.

Sponsors:

Indexes:

Code sections:

Attachments:
- 7d_PAC_6b_Reso-4202-4035_OBAG2
- 7d_COMMISSION_HANDOUT_Combined_Comment_Letters_.pdf
- 7d_HANDOUT_Charter_Cities.pdf
- 7d_HANDOUT - OBAG 2 Anti Displacement amendment 7 27 16 v1
- 7d_HANDOUT - Petition Signatures - 7 27 16
- 6b_Reso-4202-4035_OBAG2_revised.pdf
- HANDOUT_6b_OBAG2_Comments.pdf

Date	Ver.	Action By	Action	Result
7/27/2016	1	Metropolitan Transportation Commission		
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Subject:

MTC Resolution No. 4202, Revised, and 4035, Revised. One Bay Area Grant Program (OBAG 2) Update.

Proposed revisions to the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2), including a recommendation for the distribution of additional revenues and approach for affordable housing.

Presenter:

Anne Richman

Recommended Action:

Commission Approval

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Agenda Item 7d

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
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WEB www.mtc.ca.gov

Memorandum

TO: Commission DATE: July 20, 2016

FR: Executive Director

RE: MTC Resolution Nos. 4202, Revised, and 4035, Revised, Revisions to the Second Round of the One Bay Area Grant Program (OBAG 2)

The Programming and Allocations Committee referred to the Commission for approval MTC Resolution Nos. 4202, Revised, and 4035, Revised, the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2), including a recommendation for the distribution of additional revenues and approach for affordable housing. The Committee recommended several revisions to the original staff proposal, discussed below.

Committee Direction

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

1) ***Include a provision in the housing production incentive challenge grant program that units must be deed restricted in order to receive credit.***

   The program, referred to as the "80K by 2020 Challenge," provides grant funding to local jurisdictions that produce or permit housing units that are affordable at the very low, low and moderate income levels. The target number of units for the program, based on the Regional Housing Needs Assessment (RHNA) for 2014-22, is 80,000 units (specifically, 35,000 at very low, 22,000 at low, and 25,000 at moderate income levels).

   Information on the production or permitting of deed restricted units is available through ABAG's annual housing survey, and can be tracked for all income levels. While nearly all of the very low and low income housing units that are produced in the Bay Area are deed restricted, it is very uncommon to see deed restrictions on new moderate income units. This is the result of the subsidies that are often necessary to produce affordable units for very low and low income households; the subsidies themselves often include requirements that the units be deed restricted to remain affordable for a designated period of time. Similar subsidies for the production of moderate income housing are not readily available, and thus, moderate income housing that is produced is likely to occur in areas that are naturally affordable to moderate income households.

In addition to deed restriction being uncommon at the moderate income level, staff notes that requiring deed restrictions for moderate income for-sale housing may not be desirable as it reduces the long-term investment equity from which moderate income households could greatly benefit. Furthermore, since the Bay Area has produced the least housing in the moderate income category over the last two RHNA cycles, staff suggests the program reward production of all of these units, subject to the proposed requirement that the units be located in Priority Development Areas (PDAs) or Transit Priority Areas (TPAs).

Staff Proposal: Resolution No. 4202, Revised has been revised to clarify that units at the very low and low income levels must be deed restricted in order to receive credit towards the "80K by 2020 Challenge (see Attachment A, page 15)" Staff recommends that we not require that moderate income units be deed-restricted.

2) ***As a condition of funding in the OBAG 2 county program, local agencies must comply with existing state law governing the disposition of surplus lands.***

The state's Surplus Land Act (AB 2135 – enacted 2014) requires local agencies disposing of surplus land to give first priority to developers of affordable housing. The Act applies to all public entities, including cities, counties, and any districts empowered to acquire real estate. Further information on the state requirements are included as **Attachment 1**. Staff recommends including a requirement in the OBAG 2 county program that cities and counties must adopt a resolution confirming compliance with the Act, by the time the county programs are due to MTC (July 2017).

Requiring local jurisdictions to demonstrate compliance with existing state law is not new for the OBAG program. Under OBAG 1, to be eligible for funding, cities and counties had to have certified housing elements and self-certify adherence to the Complete Streets Act of 2008. OBAG 2 went even further, requiring jurisdictions to comply with annual housing element progress reporting, and to demonstrate further commitment to Complete Streets. Additionally, focusing the requirement on those jurisdictions – cities and counties – with the most familiarity and authority over land-use decisions appears to be a reasonable step.

The Surplus Land Act already applies to all public agencies. However, staff recommends relying on MTC's current Public Lands for Affordable Housing study (scheduled for completion in Spring 2017) to inform how and when to verify that transit agencies and other special districts that might receive OBAG funds are in compliance with the Act. This requirement could be considered as a condition related to OBAG 3 funding, pending the results of the study.

Staff Proposal: Resolution No. 4202, Revised has been revised to include the requirement that all cities and counties must adopt a resolution entailing their compliance with the Surplus Lands Act, by the date the CMAs submit their OBAG 2 project recommendations to MTC (see Attachment A, pages 6, 19 and 20).

3) ***Provide detailed guidance to CMAs and local jurisdictions on effective anti-displacement policies.***

Appendix A-8 and A-10 of Resolution No. 4202, Revised already include requirements for the CMAs to develop and adopt Investment and Growth Strategies, including an assessment of local jurisdiction success in approving sufficient housing at all income levels. Through the Investment and Growth Strategy, and where appropriate, CMAs will also assist local jurisdictions in implementing locally crafted policy changes to facilitate achieving adopted housing goals.

MTC and ABAG staff will distribute a technical memo to guide this task by October 1, 2016, including data to identify jurisdictions' challenges (e.g. RHNA performance and current affordability) and a listing of the Bay Area's housing policy best practices that are intended to address a range of housing challenges.

Staff Proposal: Resolution No. 4202, Revised has been revised to further clarify in Appendix A-8 and A-10 that staff will provide CMAs with additional guidance on assessing local housing issues as well as providing a set of best practices in local housing policies (see Attachment A, Appendix A-7 page 4).

Update to Committee Item

There is one update of note since the Committee item was released related to the status of local jurisdictions in complying with the certified housing element requirement. Shortly after the item was released, Dixon received its certification letter from the California Department of Housing and Community Development (HCD), bringing all of the Bay Area's jurisdictions into compliance with this requirement.

Steve Heminger

Attachments:
Attachment 1 – Surplus Lands Act Background Information
Attachment 2 – MTC Resolution No. 4202 (with highlighted revisions made since the July 13 Programming and Allocations Committee)

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STATE OF CALIFORNIA - BUSINESS, CONSUMER SERVICES, AND HOUSING AGENCY EDMUND G. BROWN JR., *Governor*

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
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MEMORANDUM

DATE: March 27, 2015

TO: Planning Directors and Interested Parties

FROM: Glen A. Campora, Assistant Deputy Director
Division of Housing Policy Development

SUBJECT: **Local Agency Surplus Land and Affordable Housing Chapter 677, Statutes of 2014 (Assembly Bill 2135)**

This memorandum is to inform of AB 2135 amendments to California law, effective January 1, 2015, prescribing procedures for the sale or disposition of surplus land by local agencies (Government Code Sections 54220 – 54223). The primary purpose of the amendments is to prioritize use of surplus property sites to increase the supply of housing affordable to lower income households.

AB 2135, among other changes, requires:

- The qualified entity proposing purchase or lease of the surplus land for affordable housing to agree to make available to lower income households a minimum of 25% of total units at an affordable housing cost for a period of at least 55 years, and

- Requires any surplus property developed with 10 or more residential units to include at least 15% of the units as housing affordable to lower income households.

For assistance, AB 2135 language is included as Attachment A. To facilitate implementation, local agencies may adopt policies, programs or procedures. Refer to Attachment B for a sample policy that can be included in the Housing Element. If you have any questions, please contact Greg Nickless, Housing Policy Analyst, at 916-274-6244.

ATTACHMENT A

ARTICLE 8

AB-2135 Surplus Land (54000 – 54233)

(Heading of Article 8 amended by Statutes 1982, Chapter 1442, Section 1.)

Section 54220 of the Government Code is amended to read:

54220. (a) The Legislature reaffirms its declaration that housing is of vital statewide importance to the health, safety, and welfare of the residents of this state and that provision of a decent home and a suitable living environment for every Californian is a priority of the highest order. The Legislature further declares that there is a shortage of sites available for housing for persons and families of low and moderate income and that surplus government land, prior to disposition, should be made available for that purpose.

(b) The Legislature reaffirms its belief that there is an identifiable deficiency in the amount of land available for recreational purposes and that surplus land, prior to disposition, should be made available for park and recreation purposes or for open-space purposes. This article shall not apply to surplus residential property as defined in Section 54236.

(c) The Legislature reaffirms its declaration of the importance of appropriate planning and development near transit stations, to encourage the clustering of housing and commercial development around such stations. Studies of transit ridership in California indicate that a higher percentage of persons who live or work within walking distance of major transit stations utilize the transit system more than those living ~~elsewhere. The~~ *elsewhere, and that lower income households are more likely to use transit when living near a major transit station than higher income households. The sale or lease of surplus land at less than fair market value to facilitate the creation of affordable housing near transit is consistent with goals and objectives to achieve optimal transportation use. The* Legislature also notes that the Federal Transit Administration gives priority for funding of rail transit proposals to areas that are implementing higher-density, ~~mixed-use~~ *mixed-use, and affordable* development near major transit stations.

54221. (a) As used in this article, the term "local agency" means every city, whether organized under general law or by charter, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property.

(b) As used in this article, the term "surplus land" means land owned by any local agency, that is determined to be no longer necessary for the agency's use, except property being held by the agency for the purpose of exchange.

(c) As used in this article, the term "open-space purposes" means the use of land for public recreation, enjoyment of scenic beauty, or conservation or use of natural resources.

(d) As used in this article, the term "persons and families of low or moderate income" means the same as provided under Section 50093 of the Health and Safety Code.

(e) As used in this article, the term "exempt surplus land" means either of the following:

(1) Surplus land that is transferred pursuant to Section 25539.4.

(2) Surplus land that is (A) less than 5,000 square feet in area, (B) less than the minimum legal residential building lot size for the jurisdiction in which the parcel is located, or 5,000 square feet in area, whichever is less, or (C) has no record access and is less than 10,000 square feet in area; and is not contiguous to land owned by a state or local agency that is used for park, recreational, open-space, or low- and moderate-income housing purposes and is located neither within an enterprise zone pursuant to Section 7073 nor a designated program area as defined in Section 7082. If the surplus land is not sold to an owner of contiguous land, it is not considered exempt surplus land and is subject to this article.

(f) Notwithstanding subdivision (e), the following properties are not considered exempt surplus land and are subject to this article:

(1) Lands within the coastal zone.

(2) Lands within 1,000 yards of a historical unit of the State Parks System.

(3) Lands within 1,000 yards of any property that has been listed on, or determined by the State Office of Historic Preservation to be eligible for, the National Register of Historic Places.

(4) Lands within the Lake Tahoe region as defined in Section 66905.5.

(Amended by Stats. 2008, Ch. 532, Sec. 9. Effective January 1, 2009.)

54222. Any local agency disposing of surplus land shall send, prior to disposing of that property, a written offer to sell or lease the property as follows:

(a) A written offer to sell or lease for the purpose of developing low- and moderate-income housing shall be sent to any local public entity, as defined in Section 50079 of the Health and Safety Code, within whose jurisdiction the surplus land is located. Housing sponsors, as defined by Section 50074 of the Health and Safety Code, shall be sent, upon written request, a written offer to sell or lease surplus land for the purpose of developing low- and moderate-income housing. All notices shall be sent by first-class mail and shall include the location and a description of the property. With respect to any offer to purchase or lease pursuant to this subdivision, priority shall be given to development of the land to provide affordable housing for lower income elderly or disabled persons or households, and other lower income households.

(b) A written offer to sell or lease for park and recreational purposes or open-space purposes shall be sent:

(1) To any park or recreation department of any city within which the land may be situated.
(2) To any park or recreation department of the county within which the land is situated.
(3) To any regional park authority having jurisdiction within the area in which the land is situated.
(4) To the State Resources Agency or any agency that may succeed to its powers.
(c) A written offer to sell or lease land suitable for school facilities construction or use by a school district for open-space purposes shall be sent to any school district in whose jurisdiction the land is located.
(d) A written offer to sell or lease for enterprise zone purposes any surplus property in an area designated as an enterprise zone pursuant to Section 7073 shall be sent to the nonprofit neighborhood enterprise association corporation in that zone.
(e) A written offer to sell or lease for the purpose of developing property located within an infill opportunity zone designated pursuant to Section 65088.4 or within an area covered by a transit village plan adopted pursuant to the Transit Village Development Planning Act of 1994 (Article 8.5 (commencing with Section 65460) of Chapter 3 of Division 1 of Title 7) shall be sent to any county, city, city and county, community redevelopment agency, public transportation agency, or housing authority within whose jurisdiction the surplus land is located.
(f) The entity or association desiring to purchase or lease the surplus land for any of the purposes authorized by this section shall notify in writing the disposing agency of its intent to purchase or lease the land within 60 days after receipt of the agency's notification of intent to sell the land.
(Amended by Stats. 2008, Ch. 532, Sec. 10. Effective January 1, 2009.)

54222.3. Section 54222 shall not apply to the disposal of exempt surplus land as defined in Section 54221 by an agency of the state or any local agency.
(Added by Stats. 1988, Ch. 964, Sec. 2.)

Section 54222.5 is added to the Government Code, to read:

54222.5. *An entity proposing to use the surplus land for developing low- and moderate-income housing shall agree to make available not less than 25 percent of the total number of units developed on the parcels at affordable housing cost, as defined in Section 50052.5 of the Health and Safety Code, or affordable rent, as defined in Section 50053 of the Health and Safety Code, to lower income households, as defined in Section 50079.5 of the Health and Safety Code. Rental units shall remain affordable to, and occupied by, lower income households for a period of at least 55 years. The initial occupants of all ownership units shall be lower income households, and the units shall be subject to an equity sharing agreement consistent with paragraph (2) of subdivision (c) of Section 65915. These requirements shall be contained in a covenant or restriction recorded against the surplus land at the time of sale, which shall run with the land and shall be enforceable, against any owner who violates a covenant or restriction and each successor in interest who continues the violation, by any of the following:*

(a) The local agency that disposed of the property.
(b) A resident of a unit subject to this section.
(c) A residents association with members who reside in units subject to this section.
(d) A former resident of a unit subject to this section who last resided in that unit.
(e) An applicant seeking to enforce the covenants or restrictions for a particular unit that is subject to this section, if the applicant conforms to all of the following:
(1) Is of low or moderate income, as defined in Section 50093 of the Health and Safety Code.
(2) Is able and willing to occupy that particular unit.
(3) Was denied occupancy of that particular unit due to an alleged breach of a covenant or restriction implementing this section.
(f) A person on an affordable housing waiting list who is of low or moderate income, as defined in Section 50093 of the Health and Safety Code, and who is able and willing to occupy a unit subject to this section.

Section 54223 of the Government Code is amended to read:

54223. After the disposing agency has received notice from the entity desiring to purchase or lease the land, the disposing agency and the entity shall enter into good faith negotiations to determine a mutually satisfactory sales price or lease terms. If the price or terms cannot be agreed upon after a good faith negotiation period of not less than ~~60~~ *90* days, the land may be disposed of without further regard to this ~~article.~~ *article, except that Section 54233 shall apply.*

54224. Nothing in this article shall preclude a local agency, housing authority, or redevelopment agency which purchases land from a disposing agency pursuant to this article from reconveying the land to a nonprofit or for-profit housing developer for development of low- and moderate-income housing as authorized under other provisions of law.
(Repealed and added by Stats. 1982, Ch. 1442, Sec. 6.)

Section 54225 of the Government Code is amended to read:

54225. Any public agency selling surplus land to an entity described in Section 54222 for park or recreation purposes, for open-space purposes, for school purposes, or for low- and moderate- income housing purposes may provide for a payment period of up to 20 years in any contract of sale or sale by trust deed ~~of such land.~~ *for the land. The payment period for surplus land sold for housing for persons and families of low and moderate income may exceed 20 years, but the payment period shall not exceed the term that the land is required to be used for low- or moderate-income housing.*

Section 54226 of the Government Code is amended to read:

54226. ~~Nothing in this~~ *This* article shall *not* be interpreted to limit the power of any local agency to sell or lease surplus land at fair market value or at less than fair market value, and ~~nothing in this article shall be interpreted to empower any local agency to sell or lease surplus land at~~ *any such sale or lease at or* less than fair market ~~value.~~ *value consistent with this article shall not be construed as inconsistent with an agency's purpose.* No provision of this article shall be applied when it conflicts with any other provision of statutory law.

Section 54227 of the Government Code is amended to read:

54227. *(a)* In the event that any local agency disposing of surplus land receives offers for the purchase or lease of that land from more than one of the entities to which notice and an opportunity to purchase or lease shall be given pursuant to this article, the local agency shall give first priority to the entity that agrees to use the site for housing ~~for persons and families of low or moderate income, except that first priority shall be given to an~~ *that meets the requirements of Section 54222.5. If the local agency receives offers from more than one* entity that agrees to ~~use the site for park or recreational purposes if the land being offered is already being used and will continue to be used for park or recreational purposes, or if the land is designated for park and recreational use in the local general plan and will be developed for that purpose.~~ *meet the requirements of Section 54222.5, then the local agency shall give priority to the entity that proposes to provide the greatest number of units that meet the requirements of Section 54222.5 at the deepest level of affordability.*

(b) Notwithstanding subdivision (a), first priority shall be given to an entity that agrees to use the site for park or recreational purposes if the land being offered is already being used and will continue to be used for park or recreational purposes, or if the land is designated for park and recreational use in the local general plan and will be developed for that purpose.

54230. The board of supervisors of any county may establish a central inventory of all surplus governmental property located in such county.
(Added by Stats. 1974, Ch. 1339.)

54230.5. The failure by a local agency to comply with this article shall not invalidate the transfer or conveyance of real property to a purchaser or encumbrancer for value.
(Amended by Stats. 2008, Ch. 532, Sec. 13. Effective January 1, 2009.)

54231. Land acquired by a local agency for highway purposes through the expenditure of funds allocated pursuant to Chapter 3 (commencing with Section 2100) of Division 3 of the Streets and Highways Code may be retained by the local agency, or transferred to another local agency, for public park and recreational purposes if the land is no longer necessary for highway purposes, and if the local agency having jurisdiction over such land determines that the use of such land for public park and recreational purposes is the highest and best use of the land.
(Added by Stats. 1975, Ch. 852.)

54232. Land retained or transferred for public park and recreational purposes pursuant to Section 54231 shall be developed within 10 years, and shall be used for at least 25 years, following such retention or transfer for such purposes in accordance with the general plan for the city or county in which the land is located. Otherwise, the land shall be sold by the local agency, and the funds received from the sale shall be used for highway purposes. If the land originally had been transferred for such purposes, it shall revert to the original acquiring local agency for such sale.
(Added by Stats. 1975, Ch. 852.)

Section 54233 is added to the Government Code, to read:

54233. *If the local agency does not agree to price and terms with an entity to which notice and an opportunity to purchase or lease are given pursuant to this article and disposes of the surplus land to an entity that uses the property for the development of 10 or more residential units, the entity or a successor-in-interest shall provide not less than 15 percent of the total number of units developed on the parcels at affordable housing cost, as defined in Section 50052.5 of the Health and Safety Code, or affordable rent, as defined in Section 50053 of the Health and Safety Code, to lower income households, as defined in Section 50079.5 of the Health and Safety Code. Rental units shall remain affordable to, and occupied by, lower income households for a period of at least 55 years. The initial occupants of all ownership units shall be lower income households, and the units shall be subject to an equity sharing agreement consistent with the provisions of paragraph (2) of subdivision (c) of Section 65915. These requirements shall be contained in a covenant or restriction recorded against the surplus land prior to land use entitlement of the project, and the covenant or restriction shall run with the land and shall be enforceable, against any owner who violates a covenant or restriction and each successor in interest who continues the violation, by any of the entities described in subdivisions (a) to (f), inclusive, of Section 54222.5.*

If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the G

ATTACHMENT B
(AB-2135 Surplus Land)

Sample Policy for AB 2135

Policy XXXX – Sale of Surplus Land and Affordable Housing

During the disposal of surplus land, the local agency shall negotiate in good faith with entities that respond to the local agency's offer to sell or rent surplus property, pursuant to Government Code Sections 54222. Land sold for affordable housing shall be required to provide 25 percent of the units at affordable housing cost to lower-income households and to maintain the affordable housing units within the development at a cost to lower-income households for a period of at least 55 years.

CONCURRENCE IN SENATE AMENDMENTS
AB 2135 (Ting)
As Amended August 4, 2014
Majority vote

ASSEMBLY: 53-22 (May 19, 2014) SENATE: 22-10 (August 13, 2014)

Original Committee Reference: H. & C.D.

SUMMARY: Amends the procedure for the disposal of surplus land by local agencies and expands the provisions relating to the prioritization of affordable housing development if the surplus land will be used for residential development. Specifically, this bill:

1) Increases the time a local agency has to conduct good faith negotiations with certain types of entities desiring to purchase or lease surplus land from 60 days to 90 days.

2) Provides that, in the event that any local agency disposing of surplus land receives offers for the purchase or lease of that land from more than one notified entity, the local agency must give first priority to the entity that agrees to make available at least 25% of the units in the development at an affordable housing cost to low-income households, subject to exceptions relating to land used or designated for park and recreational use. In addition, the following requirements must be recorded against the property and are enforceable by the local agency or eligible residents:

   a) Affordable rental units must remain affordable and occupied by eligible households for 55 years.

   b) Affordable ownership units must be subject to an equity sharing agreement.

3) Provides that, if more than one notified entity agrees to make available at least 25% of the units in the development at an affordable housing cost to low-income individuals, then the local agency must give priority to the entity that proposes to provide the greatest number of affordable units at the deepest level of affordability.

4) Provides that, if the local agency does not agree to price and terms with a notified entity and the surplus land is developed with 10 or more residential units, at least 15% of the units in the development must be at an affordable housing cost to low-income households. In addition, the following requirements must be recorded against the property and are enforceable by the local agency or eligible residents:

   a) Affordable rental units must remain affordable and occupied by eligible households for 55 years.

   b) Affordable ownership units must be subject to an equity sharing agreement.

5) Provides that the payment period for surplus land sold for housing for person and families of low- and moderate-income may exceed 20 years, but the payment period shall not exceed the term that the land is required to be used for low- or moderate-income housing.

6) Deletes the provision stating that existing law does not empower a local government to sell or lease surplus land at less than fair market value and instead adds any sale or lease at or less than fair market value consistent with this bill shall not be construed as inconsistent with a local agency's purpose.

7) Provides that, if the Commission on State Mandates determines that this bill contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

The Senate amendments:

1) Provide that, in the event that any local agency disposing of surplus land receives offers for the purchase or lease of that land from more than one notified entity, the local agency must give first priority to the entity that agrees to make available at least 25% of the units in the development at an affordable housing cost to low-income households, subject to exceptions relating to land used or designated for park and recreational use. In addition, the following requirements must be recorded against the property and are enforceable by the local agency or eligible residents:

   a) Affordable rental units must remain affordable and occupied by eligible households for 55 years.

   b) Affordable ownership units must be subject to an equity sharing agreement.

2) Provide that, if more than one notified entity agrees to make available at least 25% of the units in the development at an affordable housing cost to low-income individuals, then the local agency must give priority to the entity that proposes to provide the greatest number of affordable units at the deepest level of affordability.

3) Provide that, if the local agency does not agree to price and terms with a notified entity and the surplus land is developed with 10 or more residential units, at least 15% of the units in the development must be at an affordable housing cost to low-income households. In addition, the following requirements must be recorded against the property and are enforceable by the local agency or eligible residents:

   a) Affordable rental units must remain affordable and occupied by eligible households for 55 years.

   b) Affordable ownership units must be subject to an equity sharing agreement.

4) Clarify that any sale or lease at or less than fair market value consistent with this bill shall not be construed as inconsistent with a local agency's purpose.

5) Make a declaration that lower income households are more likely to use transit when living near a major transit station than higher income households, and the sale or lease of surplus land at less than fair market value to facilitate the creation of affordable housing near transit is consistent with goals and objectives to achieve optimal transportation use.

FISCAL EFFECT: According to the Senate Appropriations Committee, likely minor, reimbursable mandate costs. Local agencies would likely incur minor one-time costs to revise administrative procedures related to the disposal of surplus property. These costs could be subject to state-reimbursement to the extent local agencies file a claim for reimbursement and the Commission on State Mandates determines specified activities are subject to reimbursement.

COMMENTS: Background on surplus land: Local agencies are required to inventory the land they own every year. If land is no longer needed, a local agency must follow certain procedures prior to disposal of this "surplus" land. The intent behind the disposal procedures is to promote the use of surplus land towards affordable housing, parks and recreation purposes, open-space purposes, and transit-oriented development. The disposal procedures provide a Right of First Refusal to entities agreeing to use the land for, amongst other things, affordable housing.

Prior to disposing of surplus land, local agencies must make a written offer to sell or lease surplus land for the purpose of developing low- or moderate-income housing to "housing sponsors" upon written request, as well as any local public entity within the jurisdiction where the surplus land is located. A local agency wishing to dispose of surplus land must also provide a written offer to additional entities, depending on the type of proposed development, for park and recreational purposes, school facilities construction or use by a school district for open space purposes, enterprise purposes, and infill opportunity zones, or transit village plans.

If one of these entities is interested in buying or leasing the land, it must notify the local agency within 60 days of receipt of the offer. If a notified entity is interested but cannot agree with the agency upon the price or terms, the local agency must enter into good faith negotiations with the entity for at least 60 days. If 60 days have passed without an agreement, then the local agency may sell or lease the land without further regard to the Right of First Refusal requirements under the disposal procedures.

If the land is going to be used for residential development and a local agency receives multiple offers from notified entities, the local agency is required to give first priority to the entity that agrees to use the site for affordable housing for low- or moderate-income individuals and families. In the event that a local agency enters into a contract to sell or lease the land to a notified entity for park or recreation purposes, open-space purposes, school purposes, or for low- and moderate-income housing purposes, that contract may provide for a payment period of up to 20 years. While nothing in the disposal procedure limits the power of a local agency to sell or lease surplus land at fair market value or at less than fair market value, it also provides that nothing in the procedure shall be interpreted to empower any local agency to sell or lease surplus land at less than fair market value.

Purpose of this bill: According to the author, this bill "would increase the supply of affordable housing in California by strengthening provisions of existing law that guarantees affordable housing projects first priority to obtain surplus land held by local governments." As the author explains, "this 'Right of First Refusal ' is especially critical in light of state and local priorities for transit oriented development – as transportation districts and other local agencies expand public transit, surplus land acquired in the process will provide valuable opportunities to create new affordable housing options within sustainable communities."

This bill expands upon the provisions relating to the prioritization of affordable housing development, and the Senate amendments further refine this prioritization. While existing law

already requires local agencies to give first priority to an affordable housing developer in the case of multiple offers for residential land, this bill would specify that a notified developer agreeing to make available at least 25% of the units in the development at an affordable housing cost to low-income individuals would have the first priority. If more than one developer agrees to this limitation, then the local agency must give priority to the developer that proposes to provide the greatest number of affordable units at the deepest level of affordability. This bill clarifies that a local agency may sell or lease the land at less than fair market value, and doing so will not be construed as inconsistent with a local agency's purpose.

This bill extends the period of good faith negotiation between a local agency and a notified entity from 60 days to 90 days. If 90 days have passed without an agreement, the local agency may dispose of the land without further regard to the Right of First Refusal requirements. However, if the surplus land is developed with 10 or more residential units, at least 15% of the units in the development must be at an affordable housing cost to low-income households. Lastly, this bill extends the payment period for surplus land sold for housing for person and families of low- and moderate-income by permitting it to exceed the previous limit of 20 years, except that the payment period cannot exceed the term that the land is required to be used for low- or moderate-income housing.

Analysis Prepared by: Rebecca Rabovsky / H. & C.D. / (916) 319-2085

FN: 0004682

Date: November 18, 2015
W.I.: 1512
Referred by: Programming & Allocations
Revised: 07/27/16-C

ABSTRACT

Resolution No. 4202

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

The resolution includes the following attachments:

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

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

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015 and July 13, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

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

Date: November 18, 2015
W.I.: 1512
Referred by: P&A
Revised: 07/27/16-C

Attachment A
Resolution No. 4202

OBAG 2
One Bay Area Grant Program
Project Selection Criteria and Programming Policy

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OBAG 2 – One Bay Area Grant Program
Project Selection Criteria and Programming Policy

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The One Bay Area Grant Program (OBAG 2) is the second round of the federal funding program designed to support the implementation of *Plan Bay Area,* the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The proposed revenue estimates, funding approach, programming policies, project guidance, and timeline for OBAG 2 are outlined in this attachment.

BACKGROUND

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution 4035). The OBAG 1 program incorporated the following program features:

- Targeting project investments to the region's Priority Development Areas (PDAs);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCAs); and
- Providing a larger and more flexible funding pot to deliver transportation projects in categories such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing dedicated funding opportunities for Safe Routes to School activities and PCAs.

The early outcomes of the OBAG 1 program are documented in the One Bay Area Grant Report Card located at: (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf). The key findings of the report highlight a variety of improvements as compared to previous federal highway funding programs, including: increased grant and project size, complexity, and multi-modality; significant investments in active transportation and TLC projects; region wide achievement of PDA investment targets; and compliance with local performance and accountability requirements. Considering the positive results achieved in OBAG 1, and in order to further extend the timeframe for OBAG to meet its policy goals, OBAG 2 maintains largely the same framework and policies.

REVENUE ESTIMATES AND PROGRAM ARCHITECTURE

OBAG 2 funding is based on anticipated future federal transportation program apportionments from the regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs. Originally, t~~T~~he programming capacity estimated for OBAG 2 amounteds to $790 million (down from $827 million programmed with OBAG 1). The estimated decrease in revenues between program cycles reflects annual apportionment amounts in the federal surface transportation act (Moving Ahead for Progress in the 21st Century Act, or MAP-21) authorized after approval of OBAG 1 not keeping pace with estimated growth rates, as well as changes in state and federal programs that impacted estimated regional funding levels (such as the elimination of the Transportation Enhancements (TE) program). **Subsequent to the Commission's original adoption of OBAG 2, Congress approved the Fixing America's Surface Transportation (FAST) Act, providing an additional**

estimated $72 million during the OBAG 2 period. The revised total STP/CMAQ funding for OBAG 2 is ~~now~~ $862 million.

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and contributes to the implementation of the goals and objectives of the Regional Transportation Plan. Funding distribution formulas to the counties will continue to encourage land-use, housing and complete streets policies that support the production of housing with supportive transportation investments. This is accomplished through the following principles:

1. **Realistic Revenue Assumptions:**

   OBAG 2 funding is based on anticipated future federal transportation program apportionments. In past~~recent~~ years, the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For the initial OBAG 2 estimates~~OBAG 2~~, a 2% annual escalation rate above current federal revenues was~~is~~ assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 were expected to be ~~are~~ 4% less than OBAG 1 revenues. **Following the Commission's original adoption of OBAG 2, an additional $72 million in FAST Act revenue was made available, for a total of $862 million for OBAG 2 - an increase of 4% over the OBAG 1 funding level.**

   If there are significant changes in federal apportionments over the OBAG 2 time period, MTC will return to the Commission to recommend adjustments to the program. These adjustments could include increasing or decreasing funding amounts for one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent programming cycles.

   Upon enactment and extension of the federal surface transportation authorizations expected during the OBAG funding period, MTC will need to closely monitor any new federal programs, their eligibility rules, and how funding is distributed to the states and regions. It is anticipated that any changes to the current federal programs would likely overlap to a large extent with projects that are currently eligible for funding under 23 U.S.C., although the actual fund sources may no longer mirror the current STP and CMAQ programs. Therefore, any reference to a specific fund source in the OBAG 2 programming serves as a proxy for replacement fund sources for which MTC has discretionary project selection and programming authority.

   OBAG 2 programming capacity is based on apportionment rather than obligation authority. Because obligation authority (the amount actually received) is less than the apportionment level, there is typically a carryover balance from year to year of unfunded

commitments. MTC's current negative obligation authority imbalance is $51 million, and has held steady the past few years as a result of the region's excellent delivery record. Successful project delivery has allowed MTC to capture additional, unused obligation authority (OA) from other states, enabling the region to deliver additional projects each year. Because this negative balance has held steady, there does not appear to be a need to true-up the difference at this time. MTC staff will continue to monitor this OA shortfall throughout the OBAG 2 period and make adjustments as necessary in the next round of programming.

2. **Support Existing Programs:**

Originally, ~~T~~the OBAG program ~~as a whole is~~was expected to face declining revenues from $827 million in OBAG 1 to $790 million in OBAG 2. Therefore, no new programs wea~~s~~re introduced with OBAG 2 and the anticipated funding reduction wa~~s~~is spread among the various transportation needs supported in OBAG 1. **With the $72 million in additional revenues from the FAST Act, funding for OBAG 2 increased to $862 million.**

- ~~The regional pot of funding decreases by 4%. With the exception of regional planning activities (which grows to account for escalation) and the Priority Conservation Area (PCA) program (which receives additional funds redirected from an OBAG 1 project), all other funding programs are either maintained at, or decreased from, their OBAG 1 funding levels.~~
- ~~The base OBAG 2 county program decreases by 4%, primarily due to the elimination of the federal Transportation Enhancement (TE) program which contributed to the OBAG 1 funding pot. As compared to the county program under OBAG 1, largely the same planning and project type activities are proposed to be eligible under OBAG 2.~~

The OBAG 2 program categories and commitments for the regional and county programs are outlined in Appendix A-1.

3. **Support Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Housing:**

County Program Distribution Formula

OBAG 1's county distribution formula leveraged transportation dollars to reward jurisdictions that produce housing and accept housing allocations through the Regional Housing Need Allocation (RHNA) process. The formula also considered the share of affordable housing within housing production and RHNA allocations.

In OBAG 2, the county distribution formula is updated to use the latest housing data from the Association of Bay Area Government (ABAG). The formula is also based on housing over a longer time frame, considering housing production between 1999 and

2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals.

The OBAG 2 formula places additional emphasis on housing production and the share of affordable housing within both production and RHNA. The formula also expands the definition of affordable housing to include housing for moderate-income households in addition to low- and very low-income households. Furthermore, housing production is capped at the total RHNA allocation.

The distribution formula factors for OBAG 2 are detailed in the table below.

OBAG 2 County Distribution Formula Factors

	Population	Housing RHNA	Housing Production	Housing Affordability *
OBAG 2	**50%**	**20%**	**30%**	**60%**

*OBAG 2 housing affordability factor includes housing at the very low, low and moderate income levels which are weighted within both housing production and RHNA allocation.

The distribution formula is further adjusted to ensure that CMA base planning funds are no more than 50% of the total distribution for that county. The resulting proposed county program formula distributions are presented in Appendix A-2.

Priority Development Areas (PDAs)

OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs).

- PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment and Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.

Priority Conservation Areas (PCAs)

OBAG 2 maintains the two separate Priority Conservation Area (PCA) programs as introduced in OBAG 1, with one program dedicating funding to the four North Bay counties and one competitive program for the remaining counties.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the same base share of the funding pot (40%) to the county CMAs for local decision-making. The program allows CMAs the flexibility to invest in various transportation categories, such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities.

In addition to the base county program, two previously regional programs, Safe Routes to School and the Federal-Aid Secondary (rural roads), have been consolidated into the

county program with guaranteed minimum funding amounts to ensure the programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as a part of OBAG 2 and as separately required by state law.

Complete Streets Requirement

Jurisdictions must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in MTC's Complete Streets Guidance.

Alternatively, to recognize local jurisdictions' efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010 and before the date the CMAs submit their OBAG 2 project recommendations to MTC.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

Housing Element Requirement

Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

The complete streets and housing requirements are not required for jurisdictions with no general plan or land use authority such as Caltrans, CMAs or transit agencies under a JPA or district (not under the governance of a local jurisdiction). However, in such instances the jurisdiction in which the project is physically located must meet these requirements, except for transit/rail agency property such as, track, rolling stock or a maintenance facility.

Surplus Land Requirement

All cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2.

The resolution is not required for public agencies with no general plan or land use authority.

~~*Anti-Displacement Policies Requirement*~~

~~Anti-Displacement Policies. The Commission will consider recommendations related to anti-displacement policies for possible consideration in early 2016.~~

6. **Continue Transparency and Outreach to the Public Throughout the Process:**

   CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach efforts, agency coordination, distribution methodology and Title VI compliance. CMA reporting requirements are provided in Appendix A-10, the Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202.

PROGRAM CATEGORIES AND PROJECT LIST

Appendix A-1 outlines the OBAG 2 program categories and commitments.

Attachment B of Resolution 4202 contains the list of projects to be programmed under the OBAG 2 program. Attachments B-1 and B-2 list the projects receiving OBAG 2 funding through the regional programs and county programs respectively. The project lists are subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for the county programs and other funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected or revised by the Commission and CMAs and are included in the federal Transportation Improvement Program (TIP).

GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in OBAG 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 4174. The Commission's adoption of the OBAG 2 program, including policy and procedures, meets the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the OBAG 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-7).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.

3. **Minimum Grant Size.** Funding grants per project must be a minimum of $500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and $250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

   To provide flexibility, an alternative averaging approach may be used. For this approach, a CMA may program grant amounts no less than $100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold. This lower threshold of $100,000 also applies to Safe Routes to School projects, which are typically of smaller scale.

   Furthermore, all OBAG 2 programming amounts must be rounded to thousands.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act

requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter ($PM_{2.5}$). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.

6. **Application and Resolution of Local Support.** Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2.

7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for OBAG 2 to ensure 1) eligibility; 2) consistency with the region's long-range plan; and 3) project readiness. In addition, project sponsors must adhere to directives such as the Complete Streets Requirements, Housing Element Requirements, and the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), as outlined below, and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

    - Federal Project Eligibility: STP is the most flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities, transportation system management, transportation demand management, transportation control measures, mitigation related to an STP project, surface transportation planning activities, and safety. More detailed eligibility requirements

can be found in 23 U.S.C § 133 and at: http://www.fhwa.dot.gov/map21/factsheets/stp.cfm.

CMAQ is a more targeted funding source. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, new bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, and experimental pilot projects. For more detailed information, refer to FHWA's revised guidance provided at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

MTC reserves the right to assign specific fund sources to projects based on availability and eligibility requirements. In the event that a new surface transportation authorization is enacted during implementation of OBAG 2 that materially alters these programs, MTC staff will work with the CMAs and project sponsors to match projects with appropriate federal fund programs.

- RTP Consistency: Projects funded through OBAG 2 must be consistent with the adopted Regional Transportation Plan (currently *Plan Bay Area*). Project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 2 projects. Projects in the County program will also be reviewed by CMA staff prior to submitting selected projects to MTC.

- Complete Streets Policy: Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets Policy (MTC Resolution No. 3765) created a checklist that is intended for use on projects to ensure the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The county CMAs ensure that project sponsors complete the checklist before projects are considered by the county for OBAG 2 funding and submitted to MTC. The CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions.

  Related state policies include: Caltrans Complete Streets Policy Deputy Directive 64 R1, which stipulates pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products; and the California Complete Streets Act of 2008, which requires local agency general plan circulation elements to address all travel modes.

- Project Delivery and Monitoring: OBAG 2 funding is available in the following five federal fiscal years: 2017-18, 2018-19, 2019-20, 2020-21, and 2021-22. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2017-18) will be provided to ongoing programs, such as regional and CMA planning, non-infrastructure projects, and the preliminary engineering phase of capital projects.

  Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors. Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 2 funds must be obligated no later than January 31, 2023.

  Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

  To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 2 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

  Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public

agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting OBAG 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the project-funding timeframe.

- Funding Exchange: Sometimes federal funds may not be the best fit for projects being implemented to meet plan and program goals and objectives. In such cases, federal OBAG funding may be exchanged with non-federal funds. MTC staff will work with the CMAs when such opportunities arise. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331) and the locally-funded project must be included in the federal TIP.
- Local Match: Projects funded with STP or CMAQ funding require a non-federal local match. Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.
- Fixed Program and Specific Project Selection: Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG 2 program is project-specific and the funds programmed to projects are for those projects alone.

  The OBAG 2 program funding is fixed at the programmed amount; therefore, any project cost increases may not be covered by additional OBAG 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.

REGIONAL PROGRAMS

The programs below comprise the OBAG 2 Regional Programs, managed by MTC. Funding amounts for each program are included in Appendix A-1. Individual projects will be added to Attachment B-1 and B-2 as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to support regional planning and outreach activities.

Appendix A-3 details the funding amounts and distribution for planning and outreach activities.

2. Pavement Management Program

This continues the region's acclaimed Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP), training, and regional and statewide local streets and roads needs assessment. MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the statewide local streets and roads needs assessment effort.

To support the collection and analysis of local roads asset conditions for regional planning efforts and statewide funding advocacy, and to be eligible for OBAG 2 funding for local streets and roads, a jurisdiction must:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed); and
- Fully participate in the statewide local streets and road needs assessment survey (including any assigned funding contribution); and
- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).

3. Regional Priority Development Area (PDA) Planning & Implementation

Funding in this program implements the following:

Regional PDA Planning and Implementation: The PDA Planning Program places an emphasis on intensifying land uses at and near transit stations and along transit corridors in PDAs. The key goals of the program are to: increase supply of affordable and market rate housing, jobs and services within the PDA planning area; boost transit ridership and thereby reduce vehicle miles traveled by PDA residents, employees and visitors; increase walking and bicycling by improving multi-modal access and effectively managing parking; and locate key services and retail within the PDA planning area. Funding is available for regional planning and implementation efforts and grants to jurisdictions to provide PDA planning support, and typically fund specific plans and programmatic Environmental Impact Reports. PDA plans funded through the program focus on a range of transit-supportive elements including market demand analysis, affordable housing strategies, multi-modal connectivity including pedestrian-friendly design standards, parking demand analysis, infrastructure development, implementation planning and financing strategies and ~~strategies to advance~~implementation of the best practices identified in the Air District's Planning Healthy Places guidelines[1].

[1] ~~Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016.~~

The PDA Planning Program will give priority to cities with high risk of displacement in order to support the development of local policies and programs to meaningfully address identified housing issues.

Community-Based Transportation Planning: A portion of this program will be dedicated to the Community-Based Transportation Planning (CBTP) grant program. These locally-led plans address the mobility needs of low-income households in the region's 35 Communities of Concern. Grant funds will be used to update CBTPs that are in many cases more than 10 years old.

Naturally Occurring Affordable Housing (NOAH): Consistent with the OBAG 2 framework and PDA Planning Program, a NOAH revolving loan fund will be established as a complement to the existing TOAH loan products for new construction. NOAH loans would be used to buy apartment buildings to create long-term affordability where displacement risk is high and to secure long-term affordability in currently subsidized units that are set to expire. NOAH investments will be made in PDAs or Transit Priority Areas.

4. Climate Initiatives Program

The purpose of the OBAG 2 Climate Initiatives Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO_2 emissions reductions per SB375 and federal criteria pollutant reductions. Investments focus on projects and programs with effective greenhouse gas emission reduction results.

Spare the Air Youth: A portion of the Climate Initiatives program would be directed to the implementation of Spare the Air Youth program.

5. Regional Active Operational Management

This program is administered at the regional level by MTC to actively manage congestion through cost-effective operational strategies that improve mobility and system efficiency across freeways, arterials and transit modes. Funding continues to be directed to evolving MTC operational programs such as next generation 511, Freeway Service Patrol (FSP), incident management program, managed lanes and regional rideshare program. Funding will also be directed to new initiatives such as the Columbus Day Initiative that deploys advanced technologies and Transportation Management Systems that ensures the existing and new technology infrastructure is operational and well-maintained.

Columbus Day Initiative

The Columbus Day Initiative (CDI) builds on the proven success of its predecessor program (the Freeway Performance Initiative), which implemented traditional fixed time-of-day freeway ramp metering and arterial signal timing projects that achieved significant delay reduction and safety on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. The CDI aims to deliver cost-effective, technology-driven operational improvement projects such as, adaptive ramp metering, hard shoulder running lanes, queue warning signs, connected vehicle technologies, shared mobility technologies, and regional arterial operations strategies. Projects would target priority freeway and arterial corridors with significant

congestion. Funding for performance monitoring activities and corridor studies is included to monitor the state of the system and to identify and assess the feasibility of operational strategies to be deployed.

Transportation Management Systems

This program includes the operations and management of highway operations field equipment; critical freeway and incident management functions; and Transportation Management Center (TMC) staff resources needed to actively operate and maintain the highway system.

Bay Bridge Forward Project

As part of the overall OBAG 2 framework, this project encompasses the implementation of several of near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use to increase person throughput and reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.

6. Transit Priorities Program

The objective of the Transit Priorities Program is to assist transit operators to fund major fleet replacements, including the BART Car Replacement Phase 1 project, fixed guideway rehabilitation and other high-scoring capital needs, including replacement of Clipper equipment and development of Clipper 2.0, that are consistent with MTC's Transit Capital Priorities policy for programming federal transit funds (MTC Resolution 4140 or successor resolution).

The program also implements elements of the Transit Sustainability Project by making transit-supportive investments in major transit corridors that can be carried out within two years through the Transit Performance Initiative (TPI). The focus of TPI is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, boarding/stop improvements and other improvements to improve the passenger experience.

7. Priority Conservation Area (PCA) Program

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space amidst a growing population across the Bay Area, for residents and businesses. The PCA program includes one approach for the North Bay counties (Marin, Napa, Solano, and Sonoma) and a second approach for the remaining five counties.

In the North Bay, each of the four CMAs will take the lead to develop a county-wide program, building on PCA planning conducted to date to select projects for funding.

For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide federal funding which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of

projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for proposals.

The minimum non-federal match required for PCA-program funding is 2:1.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

8. Housing Production Incentive

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

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

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

The funds provided would be STP/CMAQ, and would need to be used only for federally eligible transportation purposes.

COUNTY PROGRAMMING POLICIES

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

- Program Eligibility: The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
  - Planning and Outreach Activities
  - Local Streets and Roads Preservation
  - Bicycle and Pedestrian Improvements
  - Transportation for Livable Communities
  - Safe Routes To School
  - Priority Conservation Areas
  - Federal Aid Secondary (FAS) Improvements
- Fund Sources & Formula Distribution: OBAG 2 is funded primarily from two federal fund sources: STP and CMAQ. The CMAs will be provided a breakdown of specific OBAG 2 fund sources, with the understanding that actual fund sources are subject to change. Should there be significant changes to federal fund sources, MTC staff will work with the CMAs to identify and realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund source availability and final federal apportionment levels.

  Consistent with OBAG 1, 60% of available OBAG 2 funding is assigned to Regional Programs and 40% assigned to the base County CMA Programs. The Safe Routes to School (SRTS) and Federal Aid Secondary (FAS) programs augment the county base funding, bringing the final proportionate share to 55% regional and 45% county. The Base county funds (SRTS & FAS have their own formula distribution) are distributed to each county based on the OBAG 2 county distribution formula (see page 3). Counties are further guaranteed that the funding amount for planning purposes will not exceed 50% of their total distribution. This results in the county of Napa receiving additional funding. This planning guarantee clause results in a slight deviation in the final OBAG 2 fund distribution for each county. The base County CMA Program fund distribution after the planning guarantee adjustment is shown in Appendix A-2.
- Priority Development Area (PDA) Policies
  - PDA minimum investment: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG 2 investments to PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. CMA planning and outreach costs partially count towards PDA

minimum investment targets (70% or 50%, in line with each county's PDA minimum investment target). The guaranteed minimum for Priority Conservation Area (PCA), Safe Routes to School (SRTS), and Federal Aid Secondary (FAS) do not count towards PDA targets. The PDA/non-PDA funding split is shown in Appendix A-2.

- PDA boundary delineation: Refer to http://gis.mtc.ca.gov/interactive_maps/ which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. This map is updated as ABAG approves new PDA designations.
- Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.
- PDA Investment & Growth Strategy: Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. See Appendix A-8 for details.

▶ Project Selection: County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.

- Public Involvement: In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
- Unified Call for Projects: CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by ~~January~~ July 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by ~~February 28~~August 31,

2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.

- Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the OBAG 2 period (FY 2017-18 through FY 2021-22). In general, the expectation is that on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of project in later years.
- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/ obligation. Additionally, the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
  - At least half of the OBAG 2 funds, must be obligated (federal authorization/FTA Transfer) by January 31, 2020.
  - All remaining OBAG 2 funds must be obligated by January 31, 2023.

▶ Performance and Accountability Policies: Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG 2 funds.

- Adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in MTC's Complete Streets Guidance.

  Alternatively, to recognize local jurisdiction's efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010.

  For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

- Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.
- Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.
- All cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2.
- ~~Anti-Displacement Policies. The Commission will consider recommendations related to anti-displacement policies for possible consideration in early 2016.~~
- For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:
    - Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
    - Fully participate in the statewide local streets and road needs assessment survey; and
    - Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).
- For a transit agency project sponsor under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction), or an agency where housing and complete streets policies do not apply, the jurisdiction where the project is located (such as station/stop improvements) will need to comply with the policies and other requirements specified in this attachment before funds may be programmed to the project sponsor. However, this is not

required if the project is transit/rail agency property such as, track, rolling stock or a transit maintenance facility.

- OBAG 2 funds may not be programmed to any jurisdiction out of compliance with the policies and other requirements specified in this attachment.
- The CMA will be responsible for tracking progress towards all OBAG 2 requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG 2 funds to its projects in the TIP.

  CMAs will provide the following prior to programming projects in the TIP (see Appendix A-10):

  - Documentation of the approach used to select OBAG 2 projects including outreach efforts, agency coordination, Title VI compliance, and the methodology used for distributing funds within the county;
  - The board adopted list of projects recommended for OBAG 2 funding;
  - Self-certification that all projects recommended for funding are consistent with the current RTP (including documentation) and have completed project-specific Complete Streets Checklists (including documentation);
  - Identification of the Single-Point of Contact assigned by the jurisdiction for all FHWA-funded projects, including OBAG 2 projects;
  - Documentation of local jurisdiction compliance with MTC's Complete Streets Policy, including a list of the status of each jurisdiction, a letter from the CMA for each jurisdiction describing how the jurisdiction meets the policy requirements, and supporting documentation for each local jurisdiction (resolutions and/or circulation elements)
  - Documentation of local jurisdiction compliance with MTC's Housing Element requirements, including a list of the status of each jurisdiction's Annual Housing Element Progress Report as well as any supporting documentation for each jurisdiction (progress reports and copies of submittal letter to HCD). This documentation will be required annually from CMAs (April 30 each year) throughout the OBAG 2 programming period;
  - Documentation of city and county compliance with MTC's Surplus Land requirements, for each jurisdiction (copy of adopted resolution).
  - Documentation for any projects recommended for funding that apply toward the county's minimum PDA investment target. This includes mapping of all mappable projects (projects with a physical location). For projects that are not physically located within a PDA, the CMA is required to map each project along with the associated PDA(s) and provide a policy justification for designating each project as supporting a PDA through proximate access. CMAs must also document that this

information was used when presenting its program of projects to their board and the public; and

- Self-certification that the PDA Investment and Growth Strategy has been completed and adopted by the CMA Board, or will be adopted in coordination with the RTP update. Documentation of required updates and interim progress reports must also be submitted by the CMAs throughout the OBAG 2 period.

COUNTY PROGRAMS

The categories below comprise the eligible OBAG 2 County Programs, administered by the nine county CMAs. The CMAs should ensure that the project selection process and selected projects meet all eligibility requirements throughout this document as well as in federal statutes and regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

County CMA Program

The base OBAG 2 County program accounts for 40% of the total funding available through OBAG 2 and is distributed to each county according to the OBAG 2 county formula after accounting for the CMA Planning minimum guarantee (see Appendices A-2 and A-3). This program includes CMA planning and outreach as well as the various projects selected through each county's competitive call for projects. Projects selected through the base county program are subject to the PDA investment minimum requirements.

1. CMA Planning and Outreach

This category provides funding to the county Congestion Management Agency (CMA) or substitute agency to support programming, monitoring and outreach activities. Such efforts include, but are not limited to: county-based planning efforts for development of the RTP/Sustainable Communities Strategy (SCS); development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects.

The minimum funding level for the CMA planning and outreach program continues OBAG 1 commitments by escalating FY 2016-17 amounts at 2% per year. In addition, counties are guaranteed that the base funding level for the CMA's planning and outreach program will not exceed 50% of the county's total OBAG 2 County Program distribution. Actual CMA planning and outreach amounts for each county, are shown in Appendix A-3.

At their discretion, the CMAs may choose to designate additional funding from their County Program to augment their planning and outreach efforts.

All funding and activities will be administered through an interagency agreement between MTC and the respective CMA.

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying the certification status of jurisdictions. The current certification status of area jurisdictions can be found at http://www.mtc.ca.gov/services/pmp/.

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

- Pavement Rehabilitation:

  All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

- Preventive Maintenance:

  Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

- Non-Pavement:

  Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards. Jurisdictions must have a certified PMP to be eligible to receive funding for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to

current standards or implementing compete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

3. Bicycle and Pedestrian Improvements

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the hours of operation need to be reasonable and support bicycle/pedestrian needs, particularly during commute periods. For example, the policy that a trail be closed to users before sunrise or after sunset may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors; enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.

- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit, such as bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, garbage and recycling bins.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities for customers; the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies and passengers. Selected project sponsors may need to transfer the STP/CMAQ funds received to FTA.
- PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
- Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

Activities that are not eligible for funding include: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Additional County Programs

In addition to the base County CMA Program, OBAG 2 directs additional funds to the CMAs to distribute to eligible project types. These programs are the Safe Routes to School (SRTS) program, the Federal Aid Secondary Shares Continuation (FAS) program, and for the North Bay Counties, the Priority Conservation Area (PCA) program.

1. Safe Routes to School

Eligible projects for the Safe Routes to School (SRTS) program include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that this program is funded exclusively by the CMAQ funding program. Given

the intent of the CMAQ program to reduce vehicular emissions, the OBAG 2 SRTS program is targeted towards air quality improvement rather than the health or safety of school-aged children. Despite this limitation, project eligibility under CMAQ largely overlaps with typical eligibility requirements for Safe Routes to School programs. Detailed examples of eligible projects are provided below:

Eligible Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely
- Non-construction outreach related to safe bicycle use
- Travel Demand Management (TDM) activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Eligible Infrastructure Projects

- Constructing bicycle and pedestrian facilities (paths, sidewalks, bike racks, support facilities, etc.), that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds

- Walking audits and other planning activities (Upon the CMA's request and availability of funds, STP funds will be provided for these purposes)
- Crossing guards, vehicle speed feedback devices, and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceed a nominal cost

Within the SRTS program, funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2013-14 (see Appendix A-5). SRTS funding distributed to CMAs based on enrollment is not subject to the PDA minimum investment requirements. However, if a CMA

chooses to augment the SRTS program with additional funding from their base OBAG 2 County CMA program, this additional funding is subject to the PDA minimum investment requirements.

Before programming projects into the TIP, the CMAs shall provide the SRTS projects, recommended county program scope, budget, schedule, agency roles, and federal funding recipient(s).

In programming the funds in the TIP, project sponsors may consider using non-federal funds to fund SRTS activities ineligible for federal funding. In such instances, the sponsor is allowed to use toll credits for the federal project, conditioned upon a minimum of 11.47% in non-federal funds being dedicated for SRTS activities. Separate accounting of a federalized project and a non-federalized project to fund a single program can be challenging, so care should be taken when using this option.

CMAs with an established SRTS program may choose to program local funds for SRTS projects in lieu of OBAG 2 funds and use the OBAG 2 funding for other eligible OBAG 2 projects. In such instances the local SRTS project(s) must be identified at the time the CMA submits the county OBAG 2 program to MTC and subsequently programmed in the federal TIP.

2. Federal Aid Secondary (FAS) Shares

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

The county CMAs are required to ensure the counties receive their guaranteed annual funding through the CMA-managed OBAG county program. The county of San Francisco has no rural roads, and therefore does not receive FAS funding. In addition, the counties of Marin, Napa, and San Mateo may exchange their annual guaranteed FAS funding with state funding from Caltrans, as permitted by state statute. Caltrans takes these federal funds "off the top" before distributing regional STP funds to MTC. The CMAs for these three counties are not required to provide FAS guaranteed funding to these three counties for years in which these counties request such an exchange, as the statutory requirement is met through this exchange with Caltrans.

Counties may access their FAS funding at any time within the OBAG 2 period for any project eligible for STP funding. Guaranteed minimum FAS funding amounts are determined by California's Federal-Aid Secondary Highways Act (California Code § 2200-2214) and are listed in Appendix A-4. This FAS funding is not subject to the minimum PDA investment requirement. Any additional funding provided by the CMAs to the counties from the OBAG 2 county base formula distribution is subject to the minimum PDA investment requirements.

3. Priority Conservation Area (PCA)

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space. Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements.

Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

Land acquisition for preservation purposes is not federally eligible, but may be facilitated through CMA-initiated funding exchanges.

The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will receive dedicated funding, lead a county-wide program building on PCA planning conducted to date, and select projects for funding. For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. Appendix A-9 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

The PCA program requires a 2:1 minimum non-federal match.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-1

OBAG 2
Program Categories
FY 2017-18 through FY 2019-22
July 27, 2016

Program Categories

Regional Program		OBAG 1		OBAG 2		
		Regional Distribution			% Share	Amount
Regional Categories			**$499.3**			**476.5**
1	Regional Planning Activities	2%	$8.5		2%	9.6
2	Pavement Management Program	2%	$9.1		2%	9.3
3	Regional PDA Planning & Implementation	4%	$20.0		5%	20.0
4	Climate Initiatives	4%	$22.3		5%	23.0
5	Priority Conservation Area	2%	$9.5		4%	16.4
6	Regional Active Operational Management	37%	$183.5		39%	179.0
7	Transit Capital Priorities	40%	$201.4		43%	189.3
			$454.3	**Regional Program Total:**	**52%**	**446.5**
Local Categories						
	Local PDA Planning *(within county program for OBAG 2)*	4%	$20.0			
	Safe Routes To School *(Moved to county program for OBAG 2)*	5%	$25.0			
	Federal-Aid Secondary - FAS *(within county program for OBAG 2)*	-	-			
8	Local Housing Production Incentive	-	-			30.0
		9%	**$45.0**	**Local Program Total:**	**3%**	**30.0**

County Program			OBAG 1			OBAG 2					
		Population	Base Formula STP/CMAQ/TE *		Final Distribution Including SRTS & PDA	Base Formula **		SRTS ***	FAS ***	Final Adjusted Distribution Including SRTS & FAS ****	
Counties											
1	Alameda	21.2%	19.6%	$64.1	19.7%	$73.4	20.0%	$69.7	$5.3	$1.8	19.9%	$76.7
2	Contra Costa	14.6%	14.1%	$46.0	14.2%	$52.9	14.6%	$50.8	$4.1	$1.3	14.6%	$56.1
3	Marin	3.4%	3.3%	$10.7	3.3%	$12.3	2.6%	$9.2	$0.9	$0.8	2.8%	$10.9
4	Napa	1.9%	2.3%	$7.4	2.3%	$8.7	1.6%	$5.5	$0.5	$1.2	2.2%	$8.2
5	San Francisco	11.3%	12.0%	$39.3	11.7%	$43.5	13.4%	$46.5	$1.8	$0.0	12.4%	$48.2
6	San Mateo	10.0%	8.3%	$27.2	8.4%	$31.2	8.4%	$29.3	$2.4	$0.9	8.4%	$32.5
7	Santa Clara	25.2%	27.3%	$89.3	27.2%	$101.4	27.5%	$95.8	$6.9	$1.7	26.9%	$104.1
8	Solano	5.7%	6.0%	$19.5	5.9%	$22.1	5.2%	$18.3	$1.5	$1.5	5.5%	$21.2
9	Sonoma	6.6%	7.3%	$23.8	7.2%	$26.9	6.6%	$22.9	$1.7	$3.3	7.2%	$27.7
		Total:		**$327.4**		**$372.4**		**$348.0**	**$25.0**	**$12.5**	**45%**	**$385.5**

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OBAG Total: OBAG 1: **$827** OBAG 2: **$862**

*** OBAG 1:** In OBAG 1, the county CMAs received $327 M with $18 M in RTIP-TE and $309 M in STP/CMAQ. RTIP-TE funding is no longer part of OBAG 2

**** Base:** Unadjusted raw county base formula amount

***** SRTS:** SRTS moved to County Program and distributed based on FY 2013-14 K-12 school enrollment

***** FAS:** Federal-Aid Secondary (FAS) distributed based by statutory requirements. San Francisco has no rural roads and therefore is not subject to State Statute requirements

****** OBAG2:** Final county distribution rounded to nearest $1,000 and includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

Appendix A-2

OBAG 2
County Fund Distribution
FY 2017-18 through FY 2021-22
July 27, 2016

OBAG 2 - County Funding Formula Distribution

County	Total County Distribution *	OBAG 2 Adjusted Base **	PDA Percentage	PDA/Anywhere Split	PDA	Anywhere
Alameda	$76,655,000	$69,728,000	70%	70/30	$48,810,000	$27,845,000
Contra Costa	$56,136,000	$50,846,000	70%	70/30	$35,592,000	$20,544,000
Marin	$10,870,000	$9,194,000	50%	50/50	$4,597,000	$6,273,000
Napa	$8,150,000	$5,501,000	50%	50/50	$2,751,000	$5,399,000
San Francisco	$48,183,000	$46,514,000	70%	70/30	$32,560,000	$15,623,000
San Mateo	$32,545,000	$29,339,000	70%	70/30	$20,537,000	$12,008,000
Santa Clara	$104,073,000	$95,758,000	70%	70/30	$67,031,000	$37,042,000
Solano	$21,177,000	$18,253,000	50%	50/50	$9,127,000	$12,050,000
Sonoma	$27,723,000	$22,867,000	50%	50/50	$11,434,000	$16,289,000
Total:	**$385,512,000**	**$348,000,000**			**$232,439,000**	**$153,073,000**

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* Total county distribution including SRTS, FAS and planning adjustment
** OBAG 2 adjusted base county amount subject to PDA investment - does not include SRTS, FAS or PCA. Rounded to thousands and adjusted to ensure a county's base planning activity is no more than 50% of the total distribution

Appendix A-3

OBAG 2
Planning & Outreach
FY 2017-18 through FY 2021-22
November 18, 2015

OBAG 2 - County CMA Planning

County	Agency	2.0% 2016-17	OBAG 2 County CMA Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	Total
Alameda	ACTC	$1,034,000	$1,055,000	$1,076,000	$1,097,000	$1,119,000	$1,142,000	**$5,489,000**
Contra Costa	CCTA	$818,000	$834,000	$851,000	$868,000	$885,000	$904,000	**$4,342,000**
Marin	TAM	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	**$3,822,000**
Napa	NCTPA	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	**$3,822,000**
San Francisco	SFCTA	$753,000	$768,000	$783,000	$799,000	$815,000	$832,000	**$3,997,000**
San Mateo	SMCCAG	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	**$3,822,000**
Santa Clara	VTA	$1,145,000	$1,168,000	$1,191,000	$1,215,000	$1,239,000	$1,265,000	**$6,078,000**
Solano	STA	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	**$3,822,000**
Sonoma	SCTA	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	**$3,822,000**
County CMAs Total:		**$7,350,000**	**$7,495,000**	**$7,646,000**	**$7,799,000**	**$7,953,000**	**$8,123,000**	**$39,016,000**

OBAG 2 - Regional Planning

	2.0% 2016-17	OBAG 2 Regional Agency Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	Total
Regional Planning Total:	**$1,800,000**	**$1,835,000**	**$1,873,000**	**$1,910,000**	**$1,948,000**	**$1,989,000**	**$9,555,000**

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* 2% escalation from FY 2016-17 Planning Base

$48,571,000

Appendix A-4

OBAG 2
Federal-Aid Secondary
FY 2017-18 through FY 2021-22
November 18, 2015

OBAG 2 - Federal-Aid Secondary (FAS)

County	FAS Regional Percentage	Annual FAS Funding *	5-Year FAS Funding	Total OBAG 2 Rounded
Alameda	14.2%	$355,761	$1,778,805	**$1,779,000**
Contra Costa	10.7%	$268,441	$1,342,205	**$1,343,000**
Marin	6.7%	$167,509	$837,545	**$838,000**
Napa	9.5%	$237,648	$1,188,240	**$1,189,000**
San Francisco **	0.0%	$0	$0	**$0**
San Mateo	7.1%	$178,268	$891,340	**$892,000**
Santa Clara	13.6%	$340,149	$1,700,745	**$1,701,000**
Solano	12.0%	$301,159	$1,505,795	**$1,506,000**
Sonoma	26.1%	$652,790	$3,263,950	**$3,264,000**
Total:	**100.0%**	**$2,501,725**	**$12,508,625**	**$12,512,000**

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* As provided by Caltrans per State Statute

** San Francisco has no rural roads

Appendix A-5

OBAG 2
Safe Routes to School County
FY 2017-18 through FY 2021-22
November 18, 2015

OBAG 2 - Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	FY 2013-14 Percentage	Total OBAG 2 Rounded
Alameda	222,681	24,036	246,717	21.4%	$5,340,000
Contra Costa	173,020	15,825	188,845	16.4%	$4,088,000
Marin	32,793	7,104	39,897	3.5%	$864,000
Napa	20,868	2,913	23,781	2.1%	$515,000
San Francisco	58,394	24,657	83,051	7.2%	$1,797,000
San Mateo	94,667	15,927	110,594	9.6%	$2,394,000
Santa Clara	276,175	41,577	317,752	27.5%	$6,878,000
Solano	63,825	4,051	67,876	5.9%	$1,469,000
Sonoma	70,932	5,504	76,436	6.6%	$1,655,000
Total:	**1,013,355**	**141,594**	**1,154,949**	**100%**	**$25,000,000**

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* From California Department of Education for FY 2013-14

Appendix A-6

OBAG 2
Priority Conservation Area
FY 2017-18 through FY 2021-22
November 18, 2015

OBAG 2 - Priority Conservation Area (PCA)

PCA Program	Total OBAG 2
Northbay Program	
Marin	$2,050,000
Napa	$2,050,000
Solano	$2,050,000
Sonoma	$2,050,000
Subtotal:	$8,200,000
Remaining Counties Competitive Program	
Subtotal:	$8,200,000
Total	
Total:	$16,400,000

Appendix A-7: OBAG 2 – CMA One Bay Area Grant County Program Outreach

The Metropolitan Transportation Commission (MTC) delegates authority for the county program project selection to the nine Bay Area Congestion Management Agencies (CMAs). The existing relationships the CMAs have with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties make them best suited for this role. As one of the requirements for distributing federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process during development of the PDA Investment and Growth Strategy and the solicitation and project selection for the OBAG 2 program. CMAs also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the Transportation Improvement Program (TIP).

To comply with federal regulations, the CMAs must conduct a transparent process for the Call for Projects, and include the following activities:

1. Public Involvement and Outreach

Conduct countywide outreach to stakeholders and the public to solicit project ideas. CMAs are expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan ~~http://www.mtc.ca.gov/get_involved/participation_plan.htm~~. CMAs are expected at a minimum to:

- Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process;
- Explain the local call for projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://mtc.ca.gov/about-mtc/public-participation/get-language-assistance; ~~http://www.mtc.ca.gov/get_involved/lep.htm;~~
- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting; and
- Hold public meetings in central locations that are accessible for people with disabilities and by public transit.

Document the outreach effort undertaken for the local call for projects. CMAs are to provide MTC with a:

- Description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG 2 funding.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG 2 Program.*** CMAs will assist with agency coordination by:
  - Communicating this call for projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders.
  - Documenting the steps taken to engage the above-listed organizations.

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding.
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process.
  - Document the steps taken to engage underserved communities.
  - For Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan. ~~http://www.mtc.ca.gov/get_involved/participation_plan.htm.~~
  - Additional resources are available at:
    i. http://www.fhwa.dot.gov/civilrights/programs/tvi.htm
    ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
    iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-8: PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Understand the needs of both groups and share information with MTC and ABAG.
- Encourage community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7).
- The CMA governing boards must adopt the final Investment & Growth Strategy.
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans. Look for opportunities to support planning processes with technical or financial assistance.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.

  The second round of PDA Investment & Growth Strategies will assess local jurisdiction ~~efforts in~~ success approving sufficient housing ~~for~~ at all income levels. They will also, ~~and,~~ where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals[2]. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently has few moderate- or low-income households, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is

[2] Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, "just cause eviction" policies, policies or investments that preserve existing deed-restricted or "naturally" affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

mostly low-income housing, any needed policy changes should be aimed at community stabilization.

MTC and ABAG staff will distribute a technical memo to guide this task by October 1, 2016, including data to identify jurisdictions' challenges (e.g. RHNA performance and current affordability) and a listing of the Bay Area's best housing policies that are intended to address a range of housing challenges. This section should identify planning costs needed to address policy changes and other barriers to creating or maintaining affordability.

(3) Establishing Local Funding Priorities

Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, services, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas**. Favorably consider projects in high impact areas, defined as:
  a. PDAs taking on significant housing growth in the SCS (total number of units), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units,
  b. Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and TDM programs,
  c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC or as defined by CMAs or Community Based Transportation Plans.
- **PDAs with affordable housing preservation, creation strategies** and community stabilization policies – favorably consider projects in jurisdictions with affordable housing preservation, creation strategies and community stabilization policies.
- ~~**Investments that are consistent with Air District's Planning Healthy Places**~~ **Projects that protect public health during construction and operation – favorably consider projects that implement the Best Practices in the Air District's Planning Healthy Places, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution.**[3]

[3] Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: http://www.baaqmd.gov/plans-and-climate/planning-healthy-places. ~~Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016, please see: http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/planning-healthy-places.~~

- **PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure** – Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

Process/Timeline

CMAs will develop a new PDA Investment & Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy. The Investment & Growth Strategy must be adopted by the CMA Board (new for OBAG 2). CMAs will provide a status report update every two years.

APPENDIX A-9: Priority Conservation Area (PCA) Program

Program Goals and Eligible Projects

The goal of the Priority Conservation Area (PCA) Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, urban greening, healthy fisheries, and climate protection (mitigation and adaptation), among others.

The PCA Program should also be linked to SB 375 goals which direct MPOs to prepare sustainable community strategies which consider resource areas and farmland in the region as defined in Section 65080.01. One purpose of the PCA program is to reinforce efforts to target growth in existing neighborhoods (PDAs), rather than allowing growth to occur in an unplanned "project-by-project" approach.

The PCA program is split into two elements:

1. North Bay Program ($8 million)
2. Peninsula, Southern and Eastern Counties Program ($8 million)

The North Bay program framework is to be developed by the four North Bay county Congestion Management Agencies (CMAs), building on their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

The Peninsula, Southern and Eastern Counties Program will be administered by the Coastal Conservancy* in partnership with MTC based on the proposal provided below. The table below outlines screening criteria, eligible applicants, and the proposed project selection and programming process for the Peninsula, Southern and Eastern Counties.

Funding Amount	• $8 million
Screening Criteria	• **PCA Designation**: Eligible projects must be within a designated PCA. The list of adopted PCAs can be found at: http://abag.ca.gov/priority/conservation/. • **Regionally Significant**: Indicators of regional significance include a project's contribution to goals stated in regional habitat, agricultural or open space plans (i.e. *San Francisco Bay Area Upland Habitat Goals Project Report* at http://www.bayarealands.org/reports/), countywide Plans or ABAG's PCA designations. Applicants should describe who will benefit from the project and the regional (greater-than-local) need it serves. • **Open Space Protection In Place**: Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place. • **Non-Federal Local Match**: 2:1 minimum match

	• **Meets Program Goals:** Projects that meet one of the following program goals (subject to funding eligibility—see below): o Protects or enhances "resource areas" or habitats as defined in California Government Code § 65080.01(a). o Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems. o Supports the agricultural economy of the region. o Includes existing and potential urban green spaces that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.
Eligible Applicants	• Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. **Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Federally-funded projects must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans).**
Emphasis Areas / Eligible Projects	**Eligible Projects** 1. **Planning Activities** 2. **Pedestrian and Bicycle Facilities/ Infrastructure:** On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists. 3. **Visual Enhancements**: Construction of turnouts, overlooks and viewing areas. 4. **Habitat / Environmental Enhancements**: Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program. 5. **Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands**: Parks and

	open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance. 6. **Urban Greening**: Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater. **Note:** MTC encourages PCA project applicants to partner with other agencies and programs to leverage other funds in order to maximize benefits. As such, PCA funded projects may become eligible to deliver net environmental benefits to a future Regional Advance Mitigation Planning (RAMP) program project, above any required mitigation requirements. Note that such projects may need to rely on funding exchanges with eligible non-federal funds because most land acquisition and habitat restoration projects that are not mitigation for transportation projects are not eligible for federal transportation funds. Any such funding exchange must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).
Project Selection	**Coastal Conservancy Partnership Program:** MTC will provide $8 million of federal transportation funds which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for projects. This approach would harness the expertise of the Coastal Conservancy, expand the pool of eligible projects, and leverage additional resources through the Coastal Conservancy.

*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see http://scc.ca.gov/.

APPENDIX A-10: Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution No. 4202

One Bay Area Grant (OBAG 2) Checklist for CMA Compliance with MTC Resolution No. 4202

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements included in the OBAG 2 Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by Congestion Management Agencies (CMAs) and submitted to MTC to certify compliance with the OBAG 2 requirements. MTC will not take action to program projects recommended by a CMA until a checklist demonstrating compliance has been submitted to MTC.

CMA Call for Projects Guidance: Appendix A-7

1. Public Involvement and Outreach, Agency Coordination, and Title VI	YES	NO	N/A
a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-7?	☐	☐	☐
b. Has the CMA performed agency coordination consistent with Appendix A-7?	☐	☐	☐
c. Has the CMA fulfilled its Title VI responsibilities consistent with Appendix A-7?	☐	☐	☐
d. Has the CMA documented the efforts undertaken for Items 1a-1c, above, and submitted these materials to MTC as an attachment to this Checklist?	☐	☐	☐

PDA Investment and Growth Strategy: Appendix A-8

2. Engage with Regional and Local Jurisdictions	YES	NO	N/A
a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	☐	☐	☐

b.	Has the CMA encouraged community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7)?	☐	☐	☐
c.	Has the CMA governing board adopted the final Investment and Growth Strategy?	☐	☐	☐
d.	Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?	☐	☐	☐
e.	Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	☐	☐	☐
3.	**Planning Objectives to Inform Project Priorities**	**YES**	**NO**	**N/A**
a.	Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?	☐	☐	☐
b.	Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	☐	☐	☐
c.	Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?			
	1. ~~By May 1, 2013, has~~Has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?	☐	☐	☐
	2. ~~Starting in May 2014 and in all subsequent~~In all updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?	☐	☐	☐

3. Using guidance issued by MTC, has the Investment & Growth Strategy fully addressed items in C1 and C2, above?	☐	☐	☐

4. Establishing Local Funding Priorities	YES	NO	N/A
a. Has the CMA developed funding guidelines for evaluating OBAG 2 projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?	☐	☐	☐

1. Projects located in high impact project areas – favorably consider projects in high impact areas, defined as:
   a) PDAs taking on significant housing growth (total number of units) in the Sustainable Communities Strategy (SCS), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units;
   b) Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and Travel Demand Management (TDM) programs;
   c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.).
2. Projects located in Communities of Concern (COC) as defined by MTC:
   a) CMAs may also include additional COCs beyond those defined by MTC, such as those defined by the CMAs according to local priorities or Community Based Transportation Plans.

3. PDAs with affordable housing preservation, creation strategies and community stabilization policies.

4. Projects that implement the Best Practices identified in the Air District's Planning Healthy Places guidelines, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution. ~~Investments that are consistent with the Air District's Planning Healthy Places guidelines.~~[1]

5. PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure. ~~PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure.~~

b. Has the CMA provided a status report on their PDA Investment & Growth Strategy (required two years after the adoption of a PDA Investment and Growth Strategy)?	☐	☐	☐
c. Has the CMA committed to developing a new PDA Investment & Growth Strategy by May 1, 2017 (new PDA required every four years), consistent with the update of the RTP/SCS?	☐	☐	☐

PDA Policies

5. PDA Minimum Investment Targets	YES	NO	N/A
a. Has the CMA met its minimum PDA investment target (70% for Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and 50% for Marin, Napa, Sonoma, and Solano)?	☐	☐	☐
b. Has the CMA defined the term "proximate access," for projects located outside of a PDA that should be counted towards the county's minimum PDA investment target?	☐	☐	☐

[1] Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: http://www.baaqmd.gov/plans-and-climate/planning-healthy-places.

c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide "proximate access" to a PDA, along with policy justifications for those determinations, and presented this information for public review when the CMA board acts on OBAG 2 programming decisions?	☐	☐	☐
d. Has the CMA submitted the documentation from items 5a-c~~6c~~, above, to MTC as part of this Checklist?	☐	☐	☐

Project Selection Policies

6. Project Selection	YES	NO	N/A
a. Has the CMA documented and submitted the approach used to select OBAG 2 projects including outreach, coordination, and Title VI compliance?	(See 1 & 2)		
b. Has the CMA issued a unified call for projects?	☐	☐	☐
c. Has the CMA submitted a board adopted list of projects to MTC by ~~January~~ July 31, 2017?	☐	☐	☐
d. Does the CMA acknowledge that all selected projects must be submitted into MTC's Fund Management System (FMS) along with a Resolution of Local Support no later than ~~February 28~~August 31, 2017?	☐	☐	☐
e. Does the CMA affirm that the projects recommended for funding meet the following requirements? 1. Are consistent with the current Regional Transportation Plan (Plan Bay Area); 2. Have completed project-specific Complete Streets Checklists;	☐	☐	☐
f. Does the CMA acknowledge the that OBAG 2 funding is subject to MTC's Regional Project Delivery Policy (Resolution No. 3606, or successor resolution) in addition to the following OBAG 2 deadlines? 1. Half of the CMA's OBAG 2 funds, must be obligated by January 31, 2020; and 2. All remaining OBAG 2 funds must be obligated by January 31, 2023.	☐	☐	☐

Performance and Accountability Policies

7. Ensuring Local Compliance	YES	NO	N/A
a. Has the CMA received confirmation that local jurisdictions have met, or are making progress in meeting, the Performance and Accountability Policies requirements related to Complete Streets, local Housing Elements, surplus lands, local streets and roads, and transit agency project locations as set forth in pages ~~16-18~~18-21 of MTC Resolution 4202? *Note: CMAs can use the Local Jurisdiction OBAG 2 Requirement Checklist to help fulfill this requirement.*	☐	☐	☐
b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4202 prior to programming OBAG 2 funds to its projects in the TIP?	☐	☐	☐

8. Completion of Checklist	YES	NO	N/A
Has the CMA completed all section of this checklist?	☐	☐	☐

If the CMA has checked "NO" or "N/A" to any checklist items, please include which item and a description below as to why the requirement was not met or is considered Not Applicable:

Attachments

☐ Documentation of CMA efforts for public outreach, agency coordination, and Title VI compliance (Checklist Items 1, 2).

☐ Documentation of CMA compliance with PDA minimum investment targets, including documentation that the information was presented to the public during the decision-making process (Checklist Item 6).

Review and Approval of Checklist

This checklist was prepared by:

_____ _____
Signature Date

_____
Name & Title (print)

_____ _____
Phone Email

This checklist was approved for submission to MTC by:

_____ _____
Signature Date

_____
CMA Executive Director

One Bay Area Grant (OBAG 2) Checklist for Local Compliance with MTC Resolution No. 4202

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements for local jurisdictions included in the OBAG Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by local jurisdictions and submitted to the CMA to certify compliance with the OBAG 2 requirements listed in MTC Resolution No. 4202. MTC will not take action to program projects for a local jurisdiction until the CMA affirms that the jurisdiction has met all requirements included in OBAG 2.

1. Compliance with the Complete Streets Act of 2008	YES	NO	N/A
a. Has the jurisdiction met MTC's Complete Street Requirements for OBAG 2 prior to the CMA submitting its program to MTC through either of the following methods? 1. Adopting a Complete Streets resolution incorporating MTC's nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008.	☐	☐	☐
b. Has the jurisdiction submitted documentation of compliance with Item a. (copy of adopted resolution or circulation element) to the CMA as part of this Checklist?	☐	☐	☐
c. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG 2 funding?	☐	☐	☐
2. Housing Element Certification	**YES**	**NO**	**N/A**
a. Has the jurisdiction's General Plan Housing Element been certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA prior to May 31, 2015? If not, has the jurisdiction's Housing Element been fully certified by HCD by June 30, 2016?	☐	☐	☐
b. Has the jurisdiction submitted the latest Annual Housing Element Report to HCD by April 1, 2016?	☐	☐	☐

c. Does the jurisdiction acknowledge that the Annual Housing Element Report must be submitted to HCD each year through the end of the OBAG 2 program (FY22) in order to be eligible to receive funding?	☐	☐	☐
d. Has the jurisdiction submitted documentation of compliance with Item 2 (copy of certified housing element or annual report, or letter of compliance from HCD) to the CMA as part of this Checklist?	☐	☐	☐

3. Surplus Land			
a. Has the jurisdiction met MTC's Surplus Land Requirements for OBAG 2 prior to the CMA submitting its program, through adoption of a resolution demonstrating compliance with the State's Surplus Land Act (AB 2135 amended)?	☐	☐	☐

4. Local Streets and Roads	**YES**	**NO**	**N/A**
a. Does the jurisdiction have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed)?	☐	☐	☐
b. Does the jurisdiction fully participate in the statewide local streets and roads needs assessment survey?	☐	☐	☐
c. Does the jurisdiction provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed)?	☐	☐	☐

5. Projects Sponsored by Other Agencies	**YES**	**NO**	**N/A**
a. Does the jurisdiction acknowledge that the jurisdiction in which a project is located must comply with OBAG 2 requirements (MTC Resolution No. 4202) in order for any project funded with OBAG 2 funds to be located within the jurisdiction, even if the project is sponsored by an outside agency (such as a transit agency)?	☐	☐	☐

6. Regional Project Delivery Requirements	**YES**	**NO**	**N/A**
a. Does the jurisdiction acknowledge that it must comply with the regional Project Delivery Policy and Guidance requirements (MTC Resolution No. 3606) in the implementation of the project, and that the jurisdiction must identify and maintain a Single Point of Contact for all projects with FHWA-administered funding?	☐	☐	☐

~~6. Anti-Displacement~~	~~YES~~	~~NO~~	~~N/A~~
~~a. Staff will return in February 2016 with recommendations related to anti-displacement policies for possible consideration.~~	☐	☐	☐

7. Completion of Checklist	YES	NO	N/A
Has the jurisdiction completed all sections of this checklist?	☐	☐	☐

If the jurisdiction has checked "NO" or "N/A" to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered not applicable:

Attachments

- ☐ Documentation of local jurisdiction's compliance with MTC's Complete Streets Requirements, including copy of adopted resolution or circulation element (Checklist Item 1).
- ☐ Documentation of compliance with MTC's Housing Element Requirements, such as a copy of certified housing element or annual report, or a letter of compliance from HCD (Checklist Item 2).
- ☐ Documentation of compliance with MTC's Surplus Land Requirement, such as a copy of the adopted resolution (Checklist Item 3).

Review and Approval of Checklist

This checklist was prepared by:

_____ _____
Signature Date

_____
Name & Title (print)

_____ _____
Phone Email

This checklist was approved for submission to <INSERT NAME>City/County by:

_____ _____
Signature Date

_____
City Manager/Administrator or designee

Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Agenda Item 6b**

MTC Resolutions No. 4202, Revised, and 4035, Revised

Subject: Proposed revisions to the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2), including a recommendation for the distribution of additional revenues and approach for affordable housing.

Background: On November 18, 2015 the Commission adopted MTC Resolution No. 4202, the project selection criteria and programming policy for OBAG 2, covering Fiscal Years 2017-18 through 2021-22. The adopted resolution can be viewed on the OBAG 2 website at: http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2.

Increased Revenues

As a result of the Fixing America's Surface Transportation Act (FAST), signed into law in December 2015, the Bay Area's share of federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds is estimated to increase approximately $72 million through the end of the OBAG 2 cycle (FY18 - FY22). This unexpected boost in revenues presents an opportunity to bolster the funding levels of several OBAG 2 programs while also addressing emerging regional priorities, such as housing affordability and traffic congestion/transit crowding on the region's busiest transportation corridor.

An additional $54 million in existing revenues ($126 million total) has also been identified for distribution in conjunction with the OBAG 2 framework. This includes:

- Existing local exchange funds ($10 million). These funds originally came to the region as STP/CMAQ allocations, but were later exchanged for non-Federal funds through agreements with specific project sponsors.
- Available coverage from the Regional Measure 2 (RM2) bridge toll program ($34 million). To manage the RM2 program, MTC had set aside a certain amount of the revenues to provide coverage for financing costs if needed. Given that many of the RM2 projects have been delivered without the need for financing, some of this balance is now available for programming.
- Unprogrammed balances from the OBAG 1 Transit Performance Initiative (TPI) Investment program ($10 million).

Housing Considerations
At the time of adoption last fall, the Commission added a placeholder to the OBAG 2 framework, directing staff to return with a recommendation for potential anti-displacement and affordable housing initiatives. The Commission also requested that staff investigate the possibility of a housing preservation fund that could potentially be used to keep affordable units affordable, similar to the Transit-Oriented Affordable Housing (TOAH) fund.

Since that time, staff has provided updates to the Commission and has been working with the Partnership Board, technical and working groups, and other stakeholders to develop a recommended approach. Discussions have centered around three implementation concepts: (1) an incentive approach that would provide a bonus for local jurisdictions that produce housing to help address the region's housing crisis, (2) a direct investment in affordable housing preservation, or (3) a regulatory approach conditioning the receipt of OBAG 2 funds on the adoption of local housing policies. The following proposal recommends pursuing concepts 1 and 2.

Proposed Revisions

1. Bay Bridge Forward
Staff recommends directing $40 million of the additional revenues to projects that relieve traffic congestion and transit crowding on the San Francisco Oakland Bay Bridge corridor.

Implementation of near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the bridge corridor. This investment is also consistent with the OBAG 2 framework for regional programs. Attachment A presents a summary of the project elements and proposed funding for this project.

2. Support Existing OBAG 2 Programs
Staff proposes to direct a portion of the augmented revenues to support regional programs identified in the original OBAG 2 framework as follows:

- Direct $32 million to supplement the County program, bringing the program total from $354 million to $386 million (10% increase). These funds would be distributed using the OBAG 2 county formula as shown below and would be subject to the same project selection and programming requirements as the existing OBAG 2 county program.

- Assign $13 million to the Regional Transit Priorities program, which could be used to support the region's Transit Capital Priorities or Transit Performance Initiative programs.
- Provide an additional $1 million to the Climate Initiatives program for Spare the Air Youth, to extend the program through FY2021-22.

OBAG 2 - County Funding Formula Distribution

County	OBAG formula Share *	Original County Distribution	Proposed FAST Augmentation Amount *	Revised County Distribution
			$32,000,000	
Alameda	20.0%	$70,243,000	$6,412,000	$76,655,000
Contra Costa	14.6%	$51,461,000	$4,675,000	$56,136,000
Marin	2.6%	$10,025,000	$845,000	$10,870,000
Napa	1.6%	$7,644,000	$506,000	$8,150,000
San Francisco	13.4%	$43,906,000	$4,277,000	$48,183,000
San Mateo	8.4%	$29,846,000	$2,699,000	$32,545,000
Santa Clara	27.5%	$95,268,000	$8,805,000	$104,073,000
Solano	5.2%	$19,499,000	$1,678,000	$21,177,000
Sonoma	6.6%	$25,620,000	$2,103,000	$27,723,000
Total:	**100%**	**$353,512,000**	**$32,000,000**	**$385,512,000**

* FAST Augmentation distributed by OBAG 2 county formula (Population, RHNA, Housing Production and affordability)

3. Housing Production Incentive: "80K by 2020 Challenge"

Staff recommends directing $30 million to develop an incentive program for the production of affordable housing. The funds would be awarded to local jurisdictions that produce or permit the most housing units at the very low, low, and moderate income levels.

The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units), which represents approximately 75% of the RHNA allocations for the period. The units would need to be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs).

At the end of the production challenge cycle, MTC would distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target. To keep the grant size large enough to serve as

an incentive for housing production, the grant program would be limited to no more than the top ten producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than ten cities. Staff will provide annual progress reports on production of affordable housing units.

4. Affordable Housing Pilot: Naturally Occurring Affordable Housing
Staff recommends directing $10 million in existing exchange account funds to develop a revolving loan for the preservation of existing affordable housing. The Naturally Occurring Affordable Housing (NOAH) fund will complement current TOAH loan products for new construction by buying apartment buildings to create long-term affordability where displacement risk is high and to secure long-term affordability in currently subsidized units that are set to expire. Staff suggests the following parameters for the NOAH investment:

I. MTC's investment in NOAH will be leveraged at least 5:1, creating an investment pool of $50 million.
II. NOAH investments will be made in Priority Development or Transit Priority Areas.

5. *Regional PDA Planning Program*
Staff recommends a revision to that would encourage jurisdictions facing pressures of displacement and housing affordability to apply for planning and technical support grants, by giving priority to those jurisdictions in the evaluation process. In addition, staff would direct $1.5 million from the program to update Community Based Transportation Plans (CBTPs) in communities at risk of displacement.

Other Program Updates

- *Housing Elements:* Jurisdictions are required to have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. This deadline was extended to June 30, 2016 for four jurisdictions that failed to meet the original deadline: Half Moon Bay, Monte Sereno, Dixon, and Fairfax. As of the release date of this item, only Dixon remains out of compliance. Dixon's housing element was submitted to HCD June 10, 2016, and is currently under review.

- *Complete Streets:* As part of OBAG 2, jurisdictions must adopt a compliant Complete Streets resolution or a compliant revision to the circulation element of the general plan after January 1, 2010. At the time the OBAG 2 framework was adopted, 18 jurisdictions did not meet this requirement. As of June 30, 2016, seven jurisdictions remain out of compliance: Contra Costa County, Corte Madera, Novato, Sausalito, Solano County, Dixon, and

Cloverdale. These jurisdictions have until the time CMA's submit their project recommendations to MTC to meet this requirement.

Summary of Proposed Revisions
The chart below summarizes how the base and proposed additional revenues would be distributed to the OBAG2 and related programs. With these additions, the regional program is still 55% and the local programs are 45%, consistent with OBAG1 and with the original OBAG2 distribution.

	OBAG 2	OBAG 2 Framework - Proposed Revisions				
		FAST Increase	Exchange Account	RM2 Coverage	TPI (OBAG1)	Revised Framework
Regional Programs	**$436**	**$10**	**$10**	**$34**	**$10**	**$500**
Regional Planning	$10					$10
Pavement Management Program	$9					$9
PDA Planning[1]	$20					$20
Climate Initiatives[2]	$22	$1				$23
PCA Program	$16					$16
Regional Operations[3]	$170					$170
Transit Priorities	$189			$13		$202
Bay Bridge Forward	-	$9		$21	$10	$40
NOAH Pilot	-		$10			$10
Local Programs	**$354**	**$62**				**$416**
County CMAs	$354	$32				$386
Housing Production Incentive	-	$30				$30
Total	$790	$72	$10	$34	$10	$916

[1] Revise PDA Planning & Implementation program to target funds in areas facing the greatest risk of displacement and to direct $1.5 million to update CBTPs.
[2] Additional $1 million is for Spare the Air Youth to fund BikeMobile, Family Biking Workshops and High School SRTS.
[3] Additional $9 million for Bay Bridge Forward project, listed in separate row of chart.

Issues: At the request of stakeholders and interested parties, staff considered requiring local adoption of affordable housing and anti-displacement policies as a requirement to receive OBAG 2 funding. While this regulatory approach could encourage some jurisdictions to adopt additional housing policies, the impacts appear to be misdirected, with burdens falling predominantly on smaller or more rural jurisdictions, rather than the cities facing the brunt of the housing affordability crisis. Some jurisdictions facing the greatest pressures of displacement and affordability, San Francisco, Berkeley, San Jose, and Oakland for

example, have already adopted numerous policies and protections, and would thus be unaffected by this requirements-based approach. Conversely, a disproportionate impact would likely be placed on smaller or more rural jurisdictions, such as Vacaville, Colma, and Lafayette. As a result, any impact from this approach would likely be minimal in terms of addressing the issue at a region-wide scale.

It is also a concern that jurisdictions less reliant on regional transportation funding may forgo applying for OBAG 2 funding altogether, rather than complying with additional policy requirements. For these reasons, staff does not recommend including a housing policy requirement in OBAG 2.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval. Because Resolution No. 4035, Revised is proposed for revision under another agenda item, it is included once under agenda item 2e with all proposed revisions.

Attachments: Attachment A – Bay Bridge Forward Summary
Attachment B – Stakeholder Feedback and Comment Letters
Presentation
MTC Resolution No. 4202 Attachments A, B-1, B-2, and Appendices A-1 and A-2 Revised
MTC Resolution No. 4035, Revised can be found under Agenda Item 2e to this packet.

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Bay Bridge Forward: Proposed Project Details & Timeline

Attachment A

#	Near-Term Improvement	Cost	Funding Breakdown			Timeline	
			OBAG 2 FAST	Bridge Tolls	OBAG 1 TPI	Start	Finish
1	**West Grand HOV/Bus Only Lane** Convert shoulder on West Grand Ave. on-ramp to Bus/HOV only lane	$ 7.0	$ -	$ 7.0	$ -	2016	2018
2	**Sterling St Express Lane** A. Pilot HOV enforcement technology. B. Convert HOV to express lane	$ 9.0	$ -	$ 9.0	$ -	2016	2020
3	**Casual Carpool** Establish casual carpooling pick-up locations at key locations in San Francisco and along I-80	$ 1.0	$ 1.0		$ -	2016	2017
4	**Integrated Bridge Corridor** Integrate and optimize traffic management systems at bridge approaches	$ 3.0	$ -	$ 3.0	$ -	2016	2018
5	**Higher Capacity Bus Fleets/Increased Service Frequencies** AC Transit: Purchase double-decker buses, retrofit buses and increase frequencies for most productive Transbay express bus routes*	$ 10.2	$ 1.2	$ -	$ 9.0	2016	2018
	Higher Capacity Bus Fleets – WestCat Purchase double-decker buses for most productive Transbay express bus routes	$ 2.0	$ 2.0	$ -	$ -	2016	2018
6	**Pilot Express Bus Routes** Pilot new AC Transit Transbay routes to serve high demand inner East Bay markets*	$ 0.8	$ 0.8	$ -	$ -	2018	2019
7	**Transit Signal Priority** Add Transit Signal Priority to West Grand Ave	$ 1.0	$ -	$ -	$ 1.0	2017	2018
8	**Commuter Parking** Establish commuter parking in East Bay to encourage carpool and express bus ridership	$ 2.5	$ 1.5	$ 1.0	$ -	2016	2018
9	**Ferry Service Enhancement Pilot** Pilot increased Alameda, Oakland and Vallejo services*	$ 2.5	$ 2.5	$ -	$ -	2016	2017
10	**Flexible On-Demand Transit** Provide on-demand transit services between East Bay and San Francisco	$ 1.0	$ -	$ 1.0	$ -	2016	2020
11	**Shared Mobility** Zero-dollar partnerships with shared mobility providers to take advantage of improvements	$ -	$ -	$ -	$ -	2017	2020
	Total	$ 40.0	$ 9.0	$ 21.0	$ 10.0		

*If local operating funds are identified, those could be used in lieu of FAST funds to pay for transit operations.

NAPA VALLEY TRANSPORTATION AUTHORITY

July 5, 2016

Commissioner Scott Weiner, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: One Bay Area Grant 2 Program

Dear Commissioner Weiner:

The Napa Valley Transportation Authority (NVTA) appreciates the opportunity to comment on the One Bay Area Grant (OBAG) 2 Program, and specifically the staff recommendation for distributing the $72 million in new revenues expected as a result of the Fixing America's Surface Transportation (FAST) Act and the $10 million made available from MTC's existing exchange program.

MTC staff's initial proposal included an option that would distribute the $72 million on the existing OBAG 2 distribution formula. There was general consensus at the June 1st Partnership Board meeting in support of this option. The OBAG distribution is based on the Regional Housing Needs Assessment (RHNA) and concentrates funding in priority development areas. The OBAG policy was specifically crafted to reward housing production. In my letter to Anne Richmond on the same subject dated May 23rd, we voiced our concern that deviating from the existing OBAG distribution formula now, before the OBAG program was fully realized was premature as its effects on Bay Area communities was still unclear.

The MTC staff proposal would distribute $40 million for *Bay Bridge Corridor Capacity Projects* and $32 million for *Housing Production Incentive*. NVTA is not supportive of this approach. NVTA believes that bridge tolls have a greater nexus to Bay Bridge corridor improvements than do OBAG funds. NVTA further recognizes that the Bay Area has an affordable housing crisis and further understands the need to establish policies and identify revenues to remedy this problem. Napa has one of the most severe affordable housing issues in the Bay Area, yet the proposal would concentrate funding to address the housing problem only in the central Bay Area. What is crucial to this argument is that the Bay Area also has a transportation funding crisis and NVTA is particularly concerned that using critically scarce transportation funds to incentivize housing production not only sets a precarious precedent but does little to solve the housing problem while exacerbating the transportation funding shortfall.

We urge the Committee to reconsider an option that would distribute the $72 million on the existing OBAG 2 formula, and limit additional affordable housing policies. NVTA is in support of staff's proposal to establish a $10 million set-aside separate from the $72 million for Naturally Occurring Affordable Housing (NOAH). This way, MTC can evaluate the NOAH program to understand whether similar incentives make a meaningful contribution to solving the Bay Area housing crisis.

We applaud MTC staff efforts for their creativity on addressing housing and look forward to working with them to identify other potential solutions that would have less of an impact on transportation funding.

Please contact me or Danielle Schmitz, NVTA Planning Manager (707-259-5968) should you have any questions.

Sincerely,

Kate Miller
NVTA, Executive Director

cc: NVTA Board
NVTA Technical Advisory Committee
Steve Heminger/MTC

Attachment B

ALAMEDA County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Commission Chair
Councilmember At-Large
Rebecca Kaplan, City of Oakland

Commission Vice Chair
Mayor Bill Harrison, City of Fremont

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
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Councilmember Ruth Atkin

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City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

June 6, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
The Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: **One Bay Area Grant Cycle 2 (OBAG 2) Program – Programming Proposal for the Additional Federal Revenues**

Dear Mr. Heminger,

Over the past several months, MTC staff has been developing draft policies related to the OBAG Cycle 2 (OBAG2) program framework and has made presentations to various working groups and committees. At the last two Bay Area Partnership Board meeting (March 18, 2016, and June 1, 2016), MTC staff presented the availability of an additional $72 million of federal funds available through the Federal Fix America's Surface Transportation (FAST) Act and preliminary options for the programming of these additional revenues.

The Alameda County Transportation Commission (Alameda CTC) appreciates your efforts thus far in reaching out to the Bay Area congestion management agencies and transit operators on this matter. This type of regional discussions on critical regional policies has been helpful and productive and we support its continuance moving forward. For the OBAG2 Program, the Alameda CTC would like to put forth the following proposal for the programming of the additional federal revenues:

- Distribute the additional revenues according to the adopted OBAG 2 funding and policy framework, with 45% being directed to the county programs ($32 million) and the remaining 55% directed to various regional programs ($40 million);

- Program the Regional Program revenues ($40 million) towards enhancement of Transbay services including transit operations

Attachment B

As you know, Alameda CTC, through OBAG Cycle 1, has invested and successfully delivered important transportation investments throughout Alameda County, and particularly in priority development areas (PDAs) in the cities of Oakland, Berkeley, Fremont, and Union City, creating the much needed housing (and affordable housing) and supporting jobs within these communities. Whereas the OBAG Cycle 1 investments have succeeded in establishing a good foundation for attaining the goals of the regional policy framework, OBAG 2 ought to continue building on those investments, and our proposal would accomplish that.

In addition, because the OBAG 2 framework requires regional programs such as the Safe Routes to Schools and PDA Planning to be programmed though the county program shares, it adds additional pressure on our agency and other congestion management agencies to deliver these much needed programs with limited funding which means that less could be invested in projects and programs that would attract housing and jobs.

We believe the above proposal is in alignment with the preliminary options presented by MTC at the March and June 2016 Bay Area Partnership Board meetings. While the our proposal addresses regional transit priority needs, it also provides the CMAs the opportunity to continue investments in our respective PDAs as originally intended by the OBAG program, and focuses funding on the critical Transbay transportation issues facing the region.

Alameda CTC urges MTC to consider this proposal which provides a balance to the transportation and land use investment needs of the region. If you have any questions or need additional information, please do not hesitate to contact me at (510) 208-7402.

Sincerely,

ARTHUR L. DAO
Executive Director

cc: Alameda County MTC Commissioners
Ms. Anne Richman, Director of Programming and Allocation – MTC
Ms. Tess Lengyel, Deputy Executive Director of Planning and Policy – Alameda CTC
Mr. Vivek Bhat, Director of Programming – Alameda CTC

SANTA CLARA COUNTY
Association of REALTORS®
ESTABLISHED 1896

1651 North First Street, San Jose, CA 95112
(408) 445-8500 • (408) 445-7766 • www.sccaor.com

Miriam Chion, ABAG Director of Planning & Research
Ken Kirkey, MTC Planning Director
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear MTC and ABAG Staff,

The Santa Clara County Association of REALTORS® (SCCAOR) supports the staff recommendations listed in agenda item 2 on the June 7, 2016 Regional Advisory Working Group agenda. This item discusses the OBAG 2 Update, including recommendations for the distribution of additional FAST Act revenues and recommended approach for affordable housing policies.

SCCAOR recognizes the need for housing of all types to be developed so that families, workers, and individuals can continue to live and work in the Bay Area. To that end, MTC and ABAG staff has prudently recommended an approach that incentivizes the creation of affordable housing in the Bay Area through the "80k by 2020 Challenge." This program would distribute funds through a challenge grant for local jurisdictions, thereby leveraging resources to produce affordable housing.

We also agree with the staff recommendation that a "regulatory" approach would be "misdirected." Any attempt to regulate your way into creating more affordable housing is not a sustainable approach. We are optimistic that the incentive based approaches will encourage jurisdictions to create needed affordable housing supply to meet the demand in our region.

Sincerely,

Vincent Rocha
Director of Governemnt Affairs
Santa Clara County Association of REALTORS®

Attachment B

GREENBELT ALLIANCE

San Francisco Office
312 Sutter Street, Suite 510
San Francisco, CA 94108
(415) 543-6771

July 5, 2016

Scott Wiener, Chair
Programming and Allocation Committee
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street, Oakland

Subject: Proposed Revisions to the OBAG 2 Program

Dear Chair Wiener and Commissioners:

Thank you for the opportunity to comment on the proposed revisions to the second round of the OneBayArea grant program (OBAG 2) as presented to the Regional Advisory Working Group in June 2016.

We applaud MTC's leadership in establishing the OBAG grant program to reward jurisdictions that are planning for more homes for residents across the income spectrum within Priority Development Areas (PDAs). Likewise, we appreciate that MTC staff and commissioners have wisely recognized that more regional action is needed to increase the production and preservation of affordable homes to help address the Bay Area's deepening housing affordability crisis.

New regional initiatives to increase housing affordability within our existing cities and towns could have a wide array of benefits for the Bay Area. For example, providing more homes for residents at all income levels near jobs and transit will help sustain the region's strong economic performance, provide a bulwark against more traffic, and protect the region's iconic natural and agricultural lands. In contrast, if we fail to provide new homes within our communities, residents will be faced with ever-lengthening commutes on our region's congested roads. This will reduce the region's economic competitiveness and generate greater traffic, increased air pollution and greenhouse gas emissions, lost farmland and habitat, and increased stress on our drinking water resources.

Fortunately, stronger regional action is broadly supported by residents across the region. In fact, MTC's recent polling found that 60% of Bay Area residents agree that "cities that allow more multi-unit housing to be built near public transit should get more regional transportation dollars."

To ensure that these new initiatives have the greatest possible positive impact and avoid unintended negative effects, we encourage MTC to do the following:

1. Ensure the **Housing Production Incentive Program** rewards housing production that is consistent with the smart growth land use vision of Plan Bay Area.

2. Refine the **County CMA program** rules to cultivate stronger performance-based ties between land use decisions and transportation investments.

3. Dedicate $10 million to foster the creation of a new **Bay Area Housing Preservation Fund**.

Below, we provide detailed recommendations on these proposed improvements.

Housing Production Incentive Program

The Bay Area could greatly benefit from a new incentive program that rewards infill housing production, particularly one that rewards production of new homes for those most in need. Such a program could help ease the housing affordability crisis and improve regional commute patterns, among other benefits.

However, without careful attention, the incentive program could have the unintended effect of rewarding sprawl development—which exacerbates our housing and transportation challenges—while disadvantaging jurisdictions that are encouraging smart PDA-focused development—which helps alleviate these same challenges.

This danger stems from one important element of the program design: The proposal calls for rewarding those jurisdictions that have permitted the greatest number of low-income *and* moderate-income units. By combining these two income categories, the program could inadvertently benefit sprawl development and disadvantage infill development.

Examining recent trends in housing production helps explain this effect. In the most recent RHNA cycle (2007-2014), much of the new housing in the Bay Area that was categorized as "moderate income" by the California Department of Housing and Community Development (HCD) was located in jurisdictions at the farthest edges of the region (e.g. Oakley, Antioch, Pittsburg, Santa Rosa, Vacaville). For example, the City of Oakley permitted 874 housing units that were categorized as moderate income—nearly 10 times its RHNA allocation—making it the sixth highest producer of moderate and low-income units in the Bay Area. The moderate-income units permitted in Oakley were, with few exceptions, market-rate units with no deed restrictions, and were counted as "moderate" only because of the lower housing prices found at the edge of the region.

In contrast, other Bay Area cities near transit and jobs permitted far more market-rate units, yet because of stronger local market conditions, most of the new market-rate units in these areas are categorized as serving "above moderate income" households. For example, the City of Mountain View approved permits for 2,656 housing units during the same RHNA period. These units were primarily in compact settings near transit. Yet because most of the permitted housing was market-rate units for "above moderate income" households, the city would likely not have been eligible for funding if the housing production incentive program had existed during that period, while Oakley would have received a significant share of available incentive funds.

There are several methods that MTC should consider to address these concerns:

1. ***Focus on housing production within PDAs.***

   This would ensure that jurisdictions are rewarded for housing production in transit-served locations, rather than in areas that exacerbate the region's transportation challenges. Since Plan Bay Area envisions nearly 80% of new housing to occur in these locations, this would serve as a useful method for advancing Plan Bay Area's land use vision.

2. ***Focus on deed-restricted housing production.***

   The actions taken by local jurisdictions to encourage production of permanently affordable homes are quite different than those taken to encourage market-rate housing. Sharpening the focus of the program to address permanently affordable units would create a level playing field among Bay Area jurisdictions, rewarding all jurisdictions equally for their efforts to provide permanently affordable homes. MTC could consider establishing a second complementary program to reward market-rate housing production.

3. ***Provide greater weight to very-low and low-income units.***

   Because very-low and low-income units provide housing opportunities for those most in need, they deserve greater weight in a regional housing incentive program. This would be consistent with the structure in the existing OBAG program, which gives extra weight to production of low-income units. In the incentive program, MTC could provide 2-3 times the credit for every very-low and low-income unit permitted, as compared to moderate-income units.

MTC should also dedicate a portion of the funds from the incentive program to establish stronger regional tracking methods for affordable homes. Currently, our regional agencies lack the tools necessary to track the many types of housing affordability policies adopted by local jurisdictions and monitor the various affordability rules in place on individual properties throughout the region. This hinders our collective ability to identify trends, implement best practices, and identify place-sensitive solutions. MTC should work with partners to institute new tracking methodologies and build a robust regional housing affordability database that can be used by regional agencies, local jurisdictions, and other stakeholders.

<u>County CMA grant program</u>

This program has provided considerable benefit by making efficient use of limited transportation funding to link land use and transportation decisions. Yet today most decisions about growth occur at the local level, and the program could do substantially more to reward local jurisdictions that are encouraging production of sustainable, equitable development in support of Plan Bay Area.

To maximize its effectiveness, the County CMA grant program should be improved in the following ways:

1. ***Strengthen ties between local production of infill homes for residents across the income spectrum and OBAG grant funds.***

   In OBAG 1, housing production was a factor in the distribution of funds to each county, but when County CMAs distributed these funds to local jurisdictions there was usually little or no link to the local jurisdictions' track record of infill housing production. To create the proper financial incentives, the distribution of grant funds in OBAG 2 should strongly reward those local jurisdictions that have the best record of providing infill housing, particularly affordable housing.

2. ***Ensure that all local jurisdictions that receive funding have affordable housing and anti-displacement policies in place and prioritize funding to the best performing jurisdictions.***

   As part of the performance-based focus of the OBAG program, jurisdictions should be rewarded with funding if they have established policies to help ensure housing is available to meet the needs of residents across the income spectrum. Because the appropriate policies will vary between jurisdictions, MTC should provide a menu of policy options and establish a minimum threshold of policies from that menu. This would help carry out the commitment made in Plan Bay Area to include local affordable housing and anti-displacement policies in future OBAG funding decisions[1].

3. ***Enhance the effectiveness of the PDA Investment & Growth Strategies***

   The PDA Investment & Growth Strategies would benefit substantially from additional guidance from MTC on key content areas such as assessment of affordable housing production, displacement risk, and jobs. Additional guidance should also be provided on how to integrate the PDA Investment & Growth Strategies into CMA project selection, funding decisions, and long-range transportation planning. MTC and ABAG should also provide technical support to help these documents be as effective as possible.

Bay Area Preservation Fund

We are pleased to see MTC's proposal to set aside $10 million for the creation of a Bay Area Preservation Fund that would target the preservation of affordable homes throughout the region's PDAs. This innovative pilot program would leverage funding from multiple sources to create an investment pool of at least $50 million. We encourage MTC to consider dedicating additional OBAG funds to the program if the pilot is determined to be effective at expanding long-term housing affordability.

Thank you for your consideration of these comments. We look forward to working with MTC commissioners, regional agency staff, and other stakeholders to finalize the revisions to the OBAG 2 program.

Sincerely,

Matt Vander Sluis
Program Director
mvandersluis@greenbelt.org
(415) 543-6771 x322

[1] Plan Bay Area 2013, Page 122.

Attachment B

BAYAREA COUNCIL

Jul 5, 2016

SENT VIA EMAIL

Supervisor Scott Wiener and
Programing and Allocations Committee
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: **One Bay Area Grant Program 2 (OBAG 2) Update**

Dear Supervisor Wiener and Programing and Allocations Committee,

On behalf of the Bay Area Council, I strongly urge you to support MTC staff's proposed revisions to OBAG 2, given the increased $72 million in funding from FAST, STP and CMAQ.

Bay Bridge Forward

The Bay Area is experiencing unprecedented levels of congestion on our highways, roads, and transit systems, and employers and employees throughout the region are increasingly frustrated by rising commute delays. Urgent action is required in the particularly strained East-West Bay Bridge corridor, as the approaches to the Bay Bridge are consistently ranked the most congested freeway segments in the region and transit systems are struggling to accommodate record ridership. The capacity enhancement projects outlined in this OBAG 2 proposal will provide near-term congestion relief in this highly impacted corridor and help ensure the future economic competitiveness of our region.

The Bay Area Council supports the implementation of these near-term, cost-effective operational improvements that will move more people more efficiently through the corridor. The HOV operational improvements and the investment in shared mobility services will further incentivize carpooling, thereby taking single occupancy vehicles off the roads. The transit core improvements will also help add more capacity on buses and ferries over the next couple years.

Housing Production Incentive

Our region faces an extreme housing crisis that impacts everyone who calls the Bay Area home. Chronic underproduction of housing over decades has resulted in a supply-demand mismatch that has driven up housing costs across the region and the State. The Legislative Analyst's Office (LAO) reports that coastal communities across California implement formal growth control measures that stifle housing, on average, five measures per year.

The Bay Area Council supports MTC staff's recommendation to reward jurisdictions that produce low and moderate income housing with any available discretionary funds. We believe it is important to incentivize housing production and reward the "good players" who are producing housing by allocating those dollars to cities that build.

According to the Legislative Analyst's Office, "Considerable evidence suggests that construction of market-rate housing reduces housing costs for low-income households and, consequently, helps to mitigate displacement in many cases." The Bay Area Council posits that rewarding cities that produce housing at any income level would help mitigate displacement and should be considered.

We also stress that, although this $32 million to incentivize housing production is a great first step, we believe that the overarching OBAG funding formula should be changed to allocate dollars based on housing production, rather than being so heavily weighted by population.

We cannot continue to force low income residents into lengthy commutes. We must do everything we can to incentivize growth in the nine county Bay Area.

As a necessary step toward mitigating the Bay Area's housing and transportation crises, we encourage you to adopt MTC staff recommendations.

Sincerely,



Matt Regan
Senior Vice President, Public Policy
Bay Area Council

July 7, 2016

The Honorable Scott Wiener, Chair
Programming and Allocation Committee
Metropolitan Transportation Commission
375 Beale Street, San Francisco, CA

Re: Proposed Revisions to OBAG 2 Program

Dear Chair Wiener,

On behalf of the Non-Profit Housing Association of Northern California (NPH), I write to support staff's proposed changes to the OBAG program and suggest some additional revisions to ensure that the intended goals are met. NPH believes that expanding the supply of long-term deed-restricted affordable housing is a crucial strategy for meeting Plan Bay Area's statutory target of housing 100% of the region's population at all income levels. MTC's proposal to use the One Bay Area Grant program to incentivize and reward the production of affordable housing in the region represents a significant step towards meeting that objective.

Founded in 1979, NPH is the collective voice of those who support, build and finance affordable housing. We promote the proven methods of the non-profit sector and focus government policy on housing solutions for lower-income people who suffer disproportionately from the housing affordability crisis. We are 750 affordable housing developers, advocates, community leaders and businesses, working to secure resources, promote good policy, educate the public and support affordable homes as the foundation for thriving individuals, families and neighborhoods.

While NPH is supportive of staff's proposal, we believe it could be greatly strengthened through modest revisions that a) reinforce the link between transportation dollars and affordable housing production, b) increase compliance with the state's Surplus Land Act and AB 2135, and c) provide localities with important guidance regarding anti-displacement policies. NPH is also excited at the inclusion of a Naturally Occurring Affordable Housing Fund (NOAH) to secure the long term affordability of buildings with rents that are presently affordable to low and very low income residents but which could experience sharp rent increases.

A. Strengthening the link between transportation dollars and Affordable Housing Production

The proposed "80K by 2020" challenge should be directly tied to the production of deed-restricted affordable housing units. NPH believes that jurisdictions should only receive credit for units affordable to very low-, low-, and moderate-income households that are also deed-restricted for at least 55 years for rental and 30 years for ownership. Deed-restriction ensures that units remain affordable for the long run even when the unit turns over to new tenants or owners. Moderate-income units especially stand to benefit from deed-restriction as, without them, they quickly become unaffordable due to the Bay Area's

rapidly escalating rents and sales prices. Jurisdictions have ample experience with tracking deed-restricted units through reporting requirements for their Annual Progress Reports to the California Department of Housing and Community Development. Expanding the supply of deed-restricted affordable housing has the added benefit of being twice as effective as market-rate housing development at mitigating the effects of displacement.[1]

Greater weight should be given to the production of very low- and low-income units. For consideration for the 80K by 2020 incentive, every low- and very low-income unit permitted should receive 2-3 times the credit as compared to moderate-income units consistent with the current OBAG program which gives extra weight to the production of these units.

B. Increasing Compliance with Established State Law

Require all OBAG awardees to be in compliance with the State's Surplus Land Act and AB 2135 from 2014. OBAG awardees should follow state law especially one that furthers the goals of Plan Bay Area. In 2014, Governor Brown signed into law AB 2135, which made revisions to the State's Surplus Land Act, an important tool for expanding the state's supply of affordable housing that requires, among other things, local agencies to provide affordable housing developers the right of first refusal when selling or leasing public land. It also requires properties that are developed with 10 or more residential units by market-rate developers to include at least 15% of the units in the development at a cost affordable to lower-income households. The Surplus Land Act applies broadly to every city, whether organized under general law or by charter, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property seeking to sell or lease publicly-held land. There have been several cases in the Bay Area of jurisdictions issuing Request for Proposals (RFPs) for development of public land that were out of compliance with AB 2135. ***OBAG should be a crucial tool in securing compliance with this vital law by ensuring that jurisdictions give affordable housing developers right of first refusal when disposing of publicly-owned land and that at least 15% of all housing built on public land by market-rate developers is affordable to low- and very-low income households***. In the past, OBAG has been remarkably successful in securing compliance with state housing element law by requiring recipient jurisdictions to have certified housing elements pushing 28 jurisdictions to become compliant.

C. Providing Local Anti-Displacement Guidance

NPH also believes that the regional agencies should provide guidance to CMAs and local jurisdictions on effective anti-displacement policies at the local level and commit to revising Appendix A-8 of Resolution 4202 by October 2016. CMAs have in the past sought assistance from the regional agencies in meeting requirements set forth in Appendix A-8, requiring the creation of CMA Investment and Growth Strategies, including assessing

[1]The Urban Displacement Project. "Housing Production, Filtering and Displacement: Untangling the Relationships."http://www.urbandisplacement.org/sites/default/files/images/udp_research_brief_052316.pdf

local efforts to produce sufficient housing for all income levels and addressing community stabilization. ***MTC should commit to releasing a revised Appendix A-8 to Resolution 4202 which sets forth best practices and policy templates for affordable housing production and community stabilization policies. This document could then be used by CMAs to help jurisdictions promote equitable growth in Priority Development Areas***. MTC should develop these policy templates in consultation with ABAG and other regional stakeholders for release this October, when the Preferred Scenario for Plan Bay Area 2040 is expected to be adopted. CMAs should take into account whether or not a jurisdiction has implemented these best practices when programming countywide funds.

D. Promoting better data provision at the local level

MTC should promote collection of better data from jurisdictions to better track the region's affordable housing supply. Presently, OBAG recipients are required to observe the existing state requirement of filing Annual Progress Reports (APRs) for adopted housing elements with the California Department of Housing and Community Development. Unfortunately, those APR reports lack the specificity needed to track where affordable housing is actually being built in our region. ***MTC should require jurisdictions, when filing their APRs, to include complete addresses of permitted housing projects including zip codes and assessor parcel numbers (APNs).*** This will not be an additional administrative burden at all given the fact that this data is readily available and it will create a more consistent and accurate regional housing dataset that will better enable monitoring of Plan Bay Area progress in this area.

E. Protecting Existing Affordability

NPH is pleased with the inclusion of the Naturally Occurring Affordable Housing Fund (NOAH). NOAH will help protect and preserve the region's deed-restricted and non-deed restricted affordable housing stock by facilitating the purchase of buildings with expiring affordability restrictions and naturally occurring affordable housing in places with high displacement risk. The proposed 5:1 leverage will also be helpful in ensuring that scarce public dollars have the greatest possible reach.

NPH appreciates very much MTC's commitment to help increase the region's stock of permanently affordable housing and we stand ready to work with you to achieve Plan Bay Area's housing goals.

Sincerely,



Amie Fishman
Executive Director
Non Profit Housing Association of Northern California (NPH)

Attachment B

BUILDING INDUSTRY ASSOCIATION
1350 Treat Boulevard, Suite 140
Walnut Creek, CA 94597

July 8, 2016

Scott Wiener, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Via email

Re: July 13, 2016 Meeting: Agenda Item 6b: OBAG 2

Dear Supervisor Wiener and Commissioners:

The Building Industry Association of the Bay Area supports the proposals before you as described in the MTC staff recommendations. The proposals represent a thoughtful and productive approach to both the $126 million in additional revenue available for distribution during this funding cycle, as well as OBAG's programmatic elements.

BIA is pleased that one of the principal proposals is based on rewarding housing production for low- and-moderate households. Our region faces an extreme housing crisis that impacts everyone who calls the Bay Area home—as well as the many thousands of households that have been displaced to neighboring regions or other states due to the Bay Area's housing costs. Rewarding local jurisdictions that actually produce low-and moderate- income housing with discretionary transportation funds is extremely important. We also applaud the inclusion of moderate-income housing production in the proposal. This is an important and meaningful regional policy response to the well-documented shrinking of the Bay Area's middle class. BIA is also strongly supportive of the outlined approach for dealing with local housing and displacement policy in the base OBAG program, as we viewed the alternative so-called "regulatory approach" to be very counterproductive. BIA also recognizes the important transportation capacity enhancement projects proposed for funding. Fast action on these near-term, cost-effective improvements is critical.

We encourage you to approve and forward the staff recommendations to the full Commission.

Sincerely,

Paul Campos
Sr. Vice President, Government Affairs

On 7/12/16, 4:08 PM, "David Zisser" wrote:

We join the 6 Wins Network in calling on MTC (the Bay Area's Metropolitan Transportation Commission) to ACT NOW to address the displacement crisis that is harming our communities:

- MTC is fueling the regional displacement crisis by targeting low-income neighborhoods for redevelopment without first ensuring the existence of protections to stabilize long-time and vulnerable residents. As a result, new development is contributing to rising rents, evictions and destabilization of low-income communities and communities of color.

- MTC has the power to combat displacement by leveraging the $300 Billion that it controls to encourage cities to adopt meaningful anti-displacement and affordable housing policies and by taking other meaningful actions at the regional level.

- MTC continues to break its promises to combat displacement, including commitments made in 2013 in Plan Bay Area, and again this year, when it promised to incorporate anti-displacement policies into the full $400+ Million OneBayArea Grant Program.

It is not too late for MTC to change its ways. We urge the agency to:

1. Attach strong anti-displacement policies to the full $400+ Million OneBayArea Grant program at MTC's meeting on July 27, 2016, as recommended by the 6 Wins Network.

2. Integrate meaningful anti-displacement policies into all aspects of Plan Bay Area 2040, to be adopted in 2017.

3. Include low-income communities and communities of color in every aspect of decision-making and keep promises to meet the needs of these communities.

We will be watching MTC on July 27 and beyond. We will hold MTC publicly accountable if it continues to ignore the displacement crisis and to break its promises to address the needs of the Bay Area's most vulnerable communities.

David Zisser

Oakland

Attachment B

sv@home

July 12, 2016

Honorable Chair Wiener and Members of
the Programming and Allocations Committee
Metropolitan Transportation Commission
375 Beale Street, San Francisco, CA

Dear Chair Wiener, Vice Chair Glover, and Commissioners Baker, Bates, Campos, Luce, Sartipi, Schaaf, Tissier and Worth:

Re: July 13 Meeting Agenda Items 6b (OBAG 2 Update) and 5a (Regional Priorities for FY15-16 AHSC Program)

On behalf of Silicon Valley at Home (SV@Home), I write today to support the staff's proposed recommendations for the One Bay Area Grant (OBAG) Program and the regional priorities for the Affordable Housing and Sustainable Communities (AHSC) Program, with the requested amendments detailed below. These recommendations, along with our proposed changes, will ensure that the programs support Santa Clara County's efforts to address the housing needs articulated in Plan Bay Area.

One Bay Area Grant Program (Item 6b)

We applaud the Commission and MTC staff for your continued leadership in linking housing, transportation, and land use goals through the OBAG Program. We support staff's proposals to: leverage the OBAG program as a reward to jurisdictions producing their fair share of affordable housing, dedicate $10 million to the NOAH fund for the preservation of existing affordable housing, and provide an additional $32 million to the OBAG County program.

However, to ensure that the OBAG program is effectively positioned to support the level of affordable housing production needed, we also recommend the following revisions:

1. ***Link transportation funding to the production of deed-restricted affordable housing units for very low-, low- and moderate-income households.*** SV@Home supports the staff's proposal to incentivize affordable housing production through the 80K by 2020 challenge among local jurisdictions. To ensure the challenge provides a lasting supply of affordable housing, we recommend that units credited to jurisdictions be permanently deed-restricted for households earning 80% of Area Median Income (AMI) and below. Without this stipulation, these newly produced

Attachment B

units would likely become unaffordable as they turn over to new tenants or owners. To further encourage production of units for low-income households through the 80K by 2020 challenge, we also recommend that units restricted to households earning 80% AMI and below receive two to three times the credit toward jurisdictions' production totals, in alignment with the method of crediting units under the current OBAG program.

2. ***Ensure that affordable housing development is prioritized on publicly-owned land.*** At the very least, SV@Home requests that MTC condition OBAG funding on compliance with the State Surplus Land Act (AB 2135) requirements to provide affordable housing developers the right of first refusal when selling or leasing public land. The Surplus Land Act applies broadly to every local jurisdiction and district empowered to acquire and hold real property seeking to sell or lease publicly-held land, yet there have been several instances of Bay Area jurisdictions issuing requests for proposals (RFPs) for development of public land that were out of compliance with AB 2135. Similar to the OBAG requirement that awarded jurisdictions must comply with State housing element law, OBAG should be leveraged to ensure compliance with AB 2135.

3. ***Create an affordable housing requirement***. Additionally, we strongly recommend that OBAG awardees be required to follow the exemplary practice established by the Valley Transportation Authority (VTA) through its recently updated Affordable Housing Policy, which stipulates a 20% minimum of affordable housing for developments built on its land. While this threshold is higher than the 15 percent minimum required by AB 2135 we believe that the Bay Area's housing crisis requires our public agencies to dedicate a greater proportion of their public lands to affordable housing.

Regional Priorities for FY15-16 AHSC Program (Item 5a)

We strongly support staff's recommendation to endorse projects in Santa Clara County: St. James Station TOD (San Jose), Edwina Benner Plaza (Sunnyvale), and the Renascent (San Jose).

However, we ask for the following revision:

1. ***Support the Morgan Hill Family Scattered Site Development.*** EAH has been asked by the California Strategic Growth Council to submit a full application for the AHSC Program. SV@Home requests that the Commission support this project by recommending it for funding. This project will result in 41 new permanent housing units for very low-income families (60% AMI or below), chronically homeless individuals, and Transitional Aged Youth (TAY) in the City of Morgan Hill-- a place with few affordable housing options. In the last RHNA cycle, Morgan Hill exceeded its above-moderate unit allocation, permitting 205% of its market-rate requirement, while permitting only 35% of its very low- and low-income unit allocation. This project contributes to the City's effort to rectify this imbalance and build much-needed homes for very low-income households. Moreover, MTC's endorsement of EAH's AHSC application would promote an effective use of public funds since the project seeks to leverage $1.8 million in funding from Santa Clara County as well as State Low Income Housing Tax Credits.

SV@Home appreciates the opportunity to provide feedback on these items, and we look forward to working with you to create a more equitable region. Thank you in advance for your consideration.

Sincerely,



Pilar Lorenzana-Campo
Policy Director
Silicon Valley at Home (SV@Home)

Cc: Ken Kirkey, Planning Director
Doug Johnson, Principal, Transportation and Land Use Development
Anne Richman, Programming and Allocations Director
Craig Bosman, Program Manager

SV@Home is a new nonprofit organization that is driving the creation of affordable housing for a more vibrant and equitable Silicon Valley. SV@Home represents a broad range of interests, from leading employers who drive the Bay Area economy, to labor and service organizations, to local government agencies, to nonprofit and for-profit developers who provide housing and services to those most in need.

OBAG 2 Program Status

November 18, 2015

OBAG 2 adopted
MTC Resolution No. 4202

- Placeholder for potential affordable housing policies
- County CMA process delayed accordingly

December 4, 2015

FAST Act signed
New 5-year authorization

★ **$72 million in additional program revenues**

July 2016

OBAG 2 Revisions
Proposed for action

- Additional revenues
- Housing considerations
- Revisions to timeline, minor updates

OBAG Overview

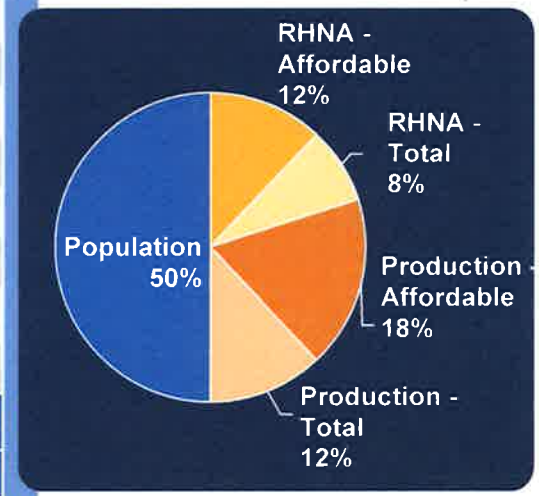
Program Framework

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

* As adopted on November 18, 2015.

Millions $, rounded

County Distribution



OBAG 2

Current Proposal

Add new revenues:

$126 million

- FAST $72
- Bridge Tolls $34
- Exchange Acct. $10
- OBAG 1 TPI $10

Direct to:

- Bay Bridge Forward $40
- County Program $32
- Housing $40
- Transit Priorities $13
- Climate Program $1

Address housing:

- Investment in NOAH $10
- Incentive to cities for Low/Mod housing $30
- Focus PDA planning on CBTPs and areas with high risk of displacement

Recent Regional Funding Initiatives

Recent MTC Transportation Funding Initiatives	$ Millions
Projects	
1 Richmond San Rafael Bridge	$74
2 Contra Costa I-680 Express Lanes	$107
3 Transbay Joint Powers Agency (TJPA) Certificates of Participation	$100
4 Caltrain Electrification	$39
5 SFOBB Forward	$40
Endorsements	
● Earmark Repurposing	
6 San Rafael Transit Center SMART	$3
7 Sonoma US 101 Marin Sonoma Narrows	$15
8 San Mateo US 101 Express Lanes	$10
● Fast Lane	
9 Port of Oakland – Go Port! (Port of Oakland)	$140
10 Solano I-80/I-680/SR 12 Interchange	$124
11 Sonoma US 101 Marin Sonoma Narrows	$73
● Cap & Trade	
SFMTA – Light Rail Modernization & Expansion *(not mappable)*	$156
12 VTA – BART Silicon Valley Phase II Extension	$150
13 BART – Hayward Maintenance Center	$50
AC Transit – Bus Purchase Expansion *(not mappable)*	$36
14 Caltrain – Electrification	$20
Other Small Projects Throughout Region *(not mappable)*	$39
AHSC Projects Throughout Region *(not mappable)*	TBD



1. Bay Bridge Forward

Bay Bridge Forward

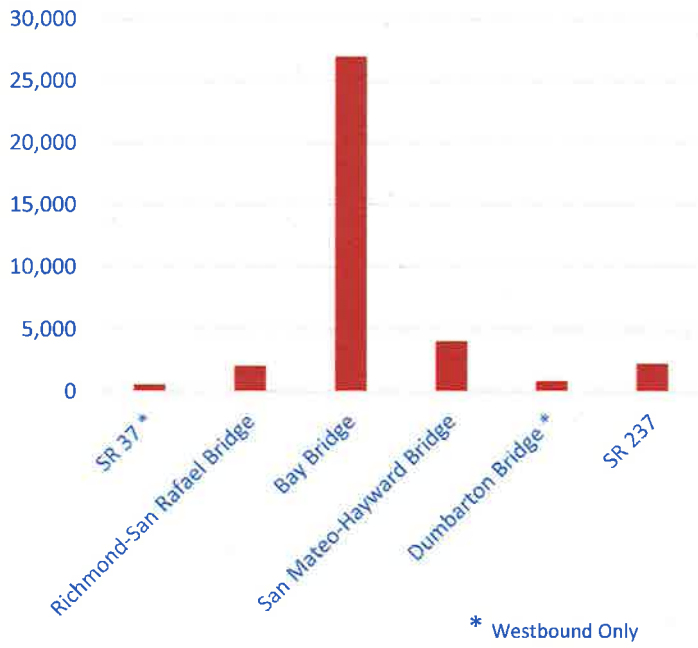
Direct **$40 million** to address capacity constraints



- Bridge is at maximum vehicle capacity in peak hours, but increasing vehicle occupancy can address growing demand
- Goal to increase *person* throughput [move more people in fewer cars]
  - **HOV improvements**
  - **Transit core improvements**
  - **Shared mobility services**
- Tie-in with Managed Lanes Implementation Plan, Bay Area Express Lanes Network, All Electronic Tolling Study, and Core Capacity Transit Study

Bay Bridge Corridor:
Most Congested East-West Bay Crossing

East-West Bay Crossings
Daily Vehicle Hours of Delay



Bay Bridge tops 2015 Bay Area Congested Segments List

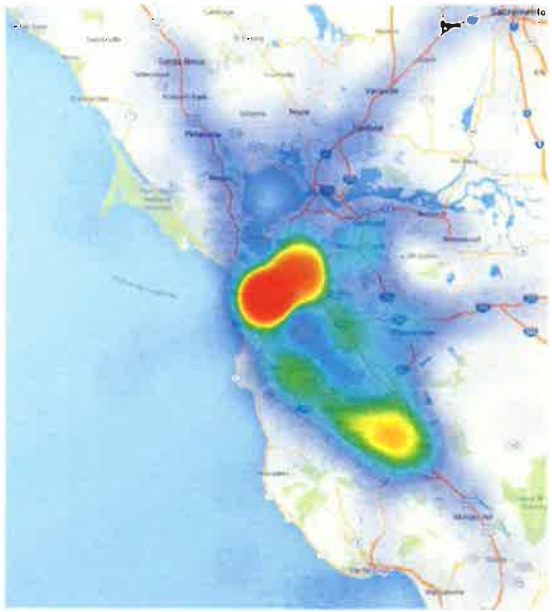


Bay Bridge

- #1 congested segment: Eastbound I-80
- #2 congested segment: Westbound I-80
- **260,000** vehicles daily

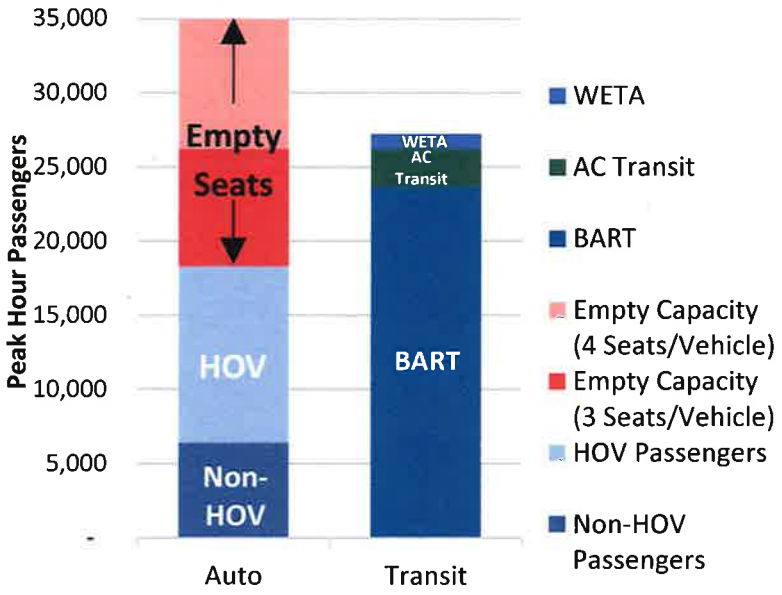
Opportunity: Utilize Empty Seats

Where do Bay Area residents experience the most traffic frustration?



Source: Bay Area Council 2016 Poll

Transbay WB Peak Hour



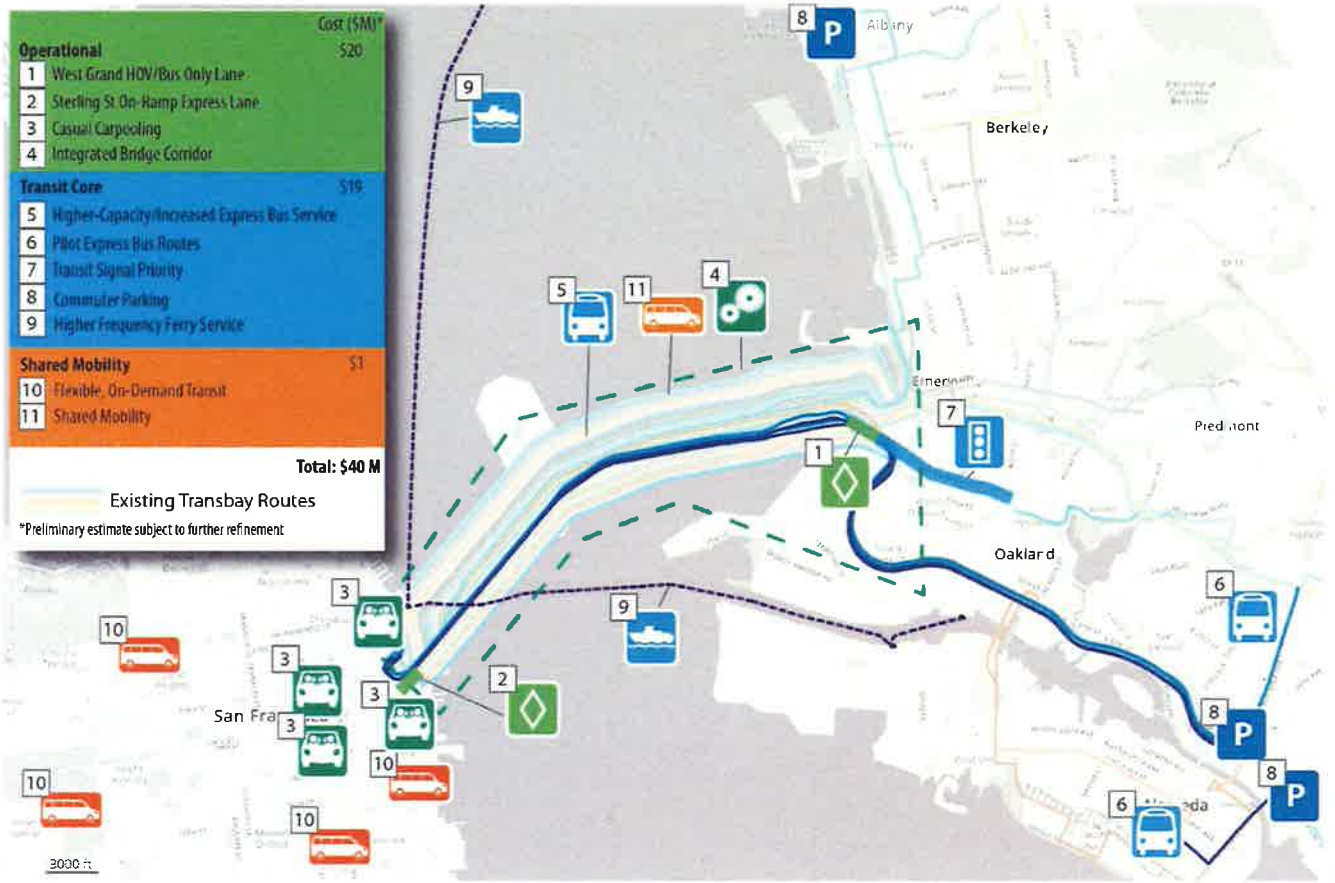
4 seats/vehicle → 48% seats are empty

16,000+ empty seats/hour = 70% of BART Tube Capacity

Source: BATA 2015, Caltrans 2014, MTC 2015

Bay Bridge Forward:

Near-Term, Low-Cost, & High-Impact Efficiency Strategies



Bay Bridge Forward:
Detail &Timeline



#	Type	Near-Term Improvement
1		**West Grand HOV/Bus Only Lane** – Convert shoulder of West Grand Ave. on-ramp to Bus/HOV only lane
2		**Sterling St Express Lane** – a. Pilot HOV enforcement technology. b. Convert HOV to express lane
3		**Casual Carpool** – Establish casual carpooling pick-up locations at key locations in San Francisco and along I-80
4		**Integrated Bridge Corridor** – Integrate and optimize traffic management systems at all bridge approaches
5		**Higher Capacity/Increased Express Bus Service**– a. Retrofit buses and increase frequencies b. Add double-decker buses for most productive AC Transit and WestCAT Transbay express bus routes.
6		**Pilot Express Bus Routes** – Pilot new AC Transit Transbay routes to serve high demand inner East Bay markets
7		**Transit Signal Priority** – Add Transit Signal Priority to West Grand Ave.
8	P	**Commuter Parking** – Establish commuter parking in East Bay to encourage carpool and express bus ridership
9		**Higher Frequency Ferry Service** – Pilot increased Alameda, Oakland and Vallejo services (pending exchange)
10		**Flexible On-Demand Transit** – Provide on-demand transit services between East Bay and San Francisco
11		**Shared Mobility** – Zero-dollar partnership with shared mobility providers to take advantage of improvements

2. Support Existing OBAG 2 Programs

County OBAG Program

County Program
+ $32 million



- Grows program above OBAG 1 funding level ($386 million)

Transit Capital Priorities

Transit Capital Priorities
+ $13 million



- Returns program to OBAG 1 funding level ($202 million)

Climate Initiatives

Climate Initiatives
+ $1 million

- Extends Spare the Air Youth program through FY2021-22 ($23 million)

County Programs - Additional Distribution

County OBAG Programs

Direct **$32 million** to county programs



- **Add $32 million** from FAST revenues
- Update **call for projects timeline**
- **HCD compliance deadline now met** by all jurisdictions
- **Complete Streets requirements** deadline still in future

County OBAG Program – Formula Distribution

$, in millions

County	OBAG formula Share *	Nov. 2015 County Distribution	FAST Augmentation Amount *	Proposed County Distribution
Alameda	20.0%	$70.2	$6.4	$76.7
Contra Costa	14.6%	$51.5	$4.7	$56.1
Marin	2.6%	$10.0	$0.8	$10.9
Napa	1.6%	$7.6	$0.5	$8.2
San Francisco	13.4%	$43.9	$4.3	$48.2
San Mateo	8.4%	$29.8	$2.7	$32.5
Santa Clara	27.5%	$95.3	$8.8	$104.1
Solano	5.2%	$19.5	$1.7	$21.2
Sonoma	6.6%	$25.6	$2.1	$27.7
Total:	100%	$353.5	$32.0	$385.5

* FAST Augmentation distributed by OBAG 2 county formula (Population, RHNA, Housing Production and affordability)

Regional Transit Priorities – Additional Distribution

Transit Capital Priorities

Direct **$13 million** to restore funding to OBAG 1 levels



Funds to support transit needs:

- Transit Capital Priorities (TCP) / State of good repair

-OR-

- Transit Performance Initiative (TPI)

Climate Initiatives – Additional Distribution

Proposal Summary

Climate Initiatives
+ $1 million

- **Revenue boost funds Spare the Air Youth** BikeMobile, Family Biking Workshops, and High School SRTS
- **Extends program** through FY2021-22
- Funds in addition to **$22 million in adopted OBAG 2 funding** for Climate Initiatives
- Added funds help **narrow the gap in GHG reduction targets** for 2020 and 2035

Climate Program – Estimated GHG Reductions

	2020		2035	
	Plan Bay Area per capita GHG reductions (%)	*PBA2040* per capita GHG reductions (%) [1]	*Plan Bay Area* per capita GHG reductions (%)	*PBA2040* per capita GHG reductions (%) [2]
Statutory Target	7	7	15	15
Travel model GHG reduction	5.5	4.0 - 4.8	9.9	2.5 – 8.5
Gap to reach target	1.5	**range: 2.2 - 3.0**	5.1	**range: 6.5 – 12.5**

[1] Preliminary estimates; based on preliminary model runs
[2] Preliminary estimates; May 2016, Planning Committee

Climate Program – Proposed OBAG 2 Investments

2020 Target Strategy: $22 million

$22 million OBAG2 approved = **2.6% GHG reduction**



3. Housing – Related Proposals

Production Incentive

"80k by 2020 Challenge"

Direct **$30 million** to reward housing production



- **Six year target** of low and moderate income housing production (2015 through 2020)
- **80,000 unit** target based on 2014-2022 RHNA
- Housing units must be in an adopted **Priority Development Area (PDA) or Transit Priority Area (TPA)** to be eligible
- **Grant funds awarded to jurisdictions** that contribute the most toward target (limited to top 10)
- Grants for eligible **transportation projects**

Affordable Housing Pilot

Naturally Occurring Affordable Housing (NOAH)

Direct **$10 million** towards preservation of affordable housing



- Complement current TOAH loan by buying apartment buildings to create **long-term affordability** where displacement risk is high & secure long-term affordability
- **$10 million** in existing exchange account funds
- Investment **leveraged at least 5:1,** creating an investment pool of $50 million
- Investments made in **PDAs or Transit Priority Areas**

Regional PDA Planning Program

Regional PDA Planning

Program revisions related to planning for affordable housing and addressing anti-displacement



- Current program focuses on housing & jobs near transit and includes technical assistance
- Revision to give additional weight to jurisdictions facing displacement pressure to modify zoning and housing policies
- Revision to direct $1.5 million of the adopted PDA program ($20 million total) to update Community Based Transportation Plans (CBTPs) in communities at-risk of displacement

Summary of Proposed Revisions

	OBAG 2, adopted Nov. 2015	FAST	Exchange	RM2	TPI (OBAG1)	Proposed Revised OBAG 2 Framework
Regional Programs	**$436**	**$10**	**$10**	**$34**	**$10**	**$500**
Regional Planning	$10					$10
Pavement Management	$9					$9
PDA Planning	$20					$20
Climate Initiatives	$22	$1				$23
PCA Program	$16					$16
Regional Operations	$170					$170
Transit Priorities	$189			$13		$202
Bay Bridge Forward	-	$9		$21	$10	$40
Affordable Housing Pilot Invest.	-		$10			$10
Local Programs	**$354**	**$62**				**$416**
County OBAG Program	$354	$32				$386
Housing Production Incentive	-	$30				$30
Total	**$790**	**$72**	**$10**	**$34**	**$10**	**$916**

MTC Resolution No. 4202, Revised

Committee version revised by July 20th Commission proposal and not included here.

Executive Director
Amie Fishman

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Northern California Community Loan Fund

Matt Schwartz
California Housing Partnership Corporation

Joshua Simon
East Bay Asian Local Development Corporation

Dan Wu
Charities Housing

Malcolm Yeung
Chinatown Community Development Center

July 27, 2016

The Honorable Dave Cortese, Chair
The Honorable Jake Mackenzie, Vice Chair
Metropolitan Transportation Commission
375 Beale Street, San Francisco, CA

Re: MTC Resolution No. 4202, Revised, and 4035, Revised. One Bay Area Grant Program (OBAG 2) Update.

Chair Cortese, Vice Chair Mackenzie, and Commissioners:

NPH commends the MTC Commission and staff for putting forward an OBAG program that truly supports a more inclusive vision for growth in the Bay Area. Staff's recommendations will result in significantly more land being dedicated to affordable housing development, the construction of more units affordable to low- and very low-income families, and more clarity on how to address the Bay Area's displacement crisis.

As the OBAG program will help guide growth in the Bay Area through 2022, NPH believes it is essential that some critical outstanding issues be addressed at this time. Namely, the OBAG program should **a) ensure that all units produced in the 80K by 2020 challenge remain affordable for the long term, b) require that all local agencies including local transit agencies and special districts follow the law and comply with the State's Surplus Land Act, and c) issue more specific anti-displacement guidance to local jurisdictions.** OBAG awards should be directed to those jurisdictions that adopt policies to promote the production of affordable housing and limit displacement of lower income households, as these policies are key to reducing vehicle miles traveled and GHG emissions and help our region meet both its climate and equity goals.

A. MTC should ensure that all units produced in the 80K by 2020 challenge remain affordable for the long term

The proposed 80K by 2020 program is at the vanguard of what any MPO is doing to incentivize housing production, however, for the program to have more lasting impact, <u>all</u> the units counted should be affordable. **Deed-restriction ensures that the region's scarce moderate-income housing stock, remains affordable for the long term. If deed-restriction is not possible, then equity sharing mechanisms should be incentivized. In this model, realized equity gains are shared and reinvested in additional affordable ownership opportunities**. The equity-sharing model has already enjoyed great success in Napa County's Proximity Workforce Housing Program and Santa Clara and Alameda Counties are currently proposing to invest $225 million to build such homes.

Greater weight should be given to the production of very low- and low-income units. For consideration for the 80K by 2020 incentive, every low- and very low-income unit permitted should receive 2-3 times the credit as compared to moderate-income units consistent with the current OBAG program which gives extra weight to the production of these units.

Executive Director
Amie Fishman

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Chinatown Community Development Center

B. All local agencies including local transit agencies and special districts should comply with the State's Surplus Land Act

Staff's proposal to require cities and counties to adopt resolutions confirming compliance with the State's Surplus Land Act is commendable. Ensuring local compliance with the Surplus Land Act will prioritize the region's precious public lands for the development of affordable housing. As noted by staff, the Surplus Land Act applies to all local agencies including transit agencies and special districts. Naturally if cities and counties can become compliant by adopting resolutions, so should transit agencies and special districts that receive OBAG funding. Adopting a resolution committing to compliance with the Surplus Land Act commits transit agencies and special districts to follow the law but does not mandate the sale or lease of land. **While MTC's Public Lands for Affordable Housing study will be instrumental in determining which parcels transit agencies and special districts consider surplus, the study will not, in and of itself, entail compliance with the law whereas a binding resolution will.**

C. Local anti-displacement guidance needs to be more specific

NPH is appreciative that MTC and ABAG will develop a technical memo to guide CMAs in working with jurisdictions to help them adopt affordable housing production and anti-displacement strategies. However, the region needs to address its displacement emergency more aggressively and immediately. The guidance that staff provides on October 1st must be explicitly focused on effective anti-displacement strategies, which include but often go beyond "housing strategies," as anti-displacement strategies have not yet been sufficiently addressed at a regional level.

NPH is also strongly supportive directing OBAG funds to jurisdictions that adopt anti-displacement policies. We urge the Commission to support strategies that incentivize local adoption of anti-displacement policies especially if such policies result in the protection of a majority of low-income renters in a given jurisdiction.

Overall NPH commends MTC staff for a thoughtful proposal that will promote more equitable growth and development in the Bay Area. We stand ready to partner with MTC to make Plan Bay Area's vision of an inclusive, sustainable region a reality.

Sincerely,



Amie Fishman
Executive Director
Non Profit Housing Association of Northern California (NPH)

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President & CEO

NORTH BAY LEADERSHIP COUNCIL

July 26, 2016

Steve Heminger, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105
Via email

RE: Support for Staff Recommendations for OBAG 2 funding non-regulatory approach

Dear Mr. Heminger:

North Bay Leadership Council (NBLC) is extremely concerned about the housing crisis in the North Bay. Employers are reporting serious problems with attraction and retention of employees due to high housing costs. This is exacerbated by the traffic that plagues the North Bay's limited transportation infrastructure.

NBLC supports the MTC staff recommendations in the July 20th memo. The staff recommendations are practical and well-reasoned to achieve the purpose of OBAG and SB 375. NBLC appreciates the non-regulatory approach and finds that the staff is devoted to seeing more housing built in the Bay Area. Rewarding local jurisdictions that actually produce low-and moderate- income housing with discretionary transportation funds is extremely important because the biggest opposition to new housing in our area is more traffic generation. We also applaud the inclusion of moderate-income housing production in the proposal. This is an important and meaningful regional policy response to the well-documented shrinking of the Bay Area's middle class. NBLC is also strongly supportive of the outlined approach for dealing with local housing and displacement policy in the base OBAG program, as we viewed the alternative so-called "regulatory approach" to be counterproductive.

Thank you for your consideration.

Sincerely,

Cynthia Murray

Cynthia Murray
President and CEO

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July 26, 2016

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

RE: MTC Resolution No. 4202 One Bay Area Grant Program (OBAG 2) Update

Dear Chair Cortese and Commissioners:

The North Bay Association of REALTORS® (NorBAR) has been active in housing policy throughout Napa and Sonoma Counties. Our organization represents the interests of current and future property owners. NorBAR is therefore keenly interested in the Metropolitan Transportation Authority's efforts to support housing and transportation solutions.

Our organization supports staff's current recommendation to not require local jurisdictions to adopt "anti-displacement" policies as a requirement to receive OBAG 2 funding. While we understand the greater Bay Area's lack of affordable housing impacts lower income residents, "anti-displacement" policies have significant unintended consequences. Furthermore, requiring local jurisdictions to adopt these policies as a condition of receiving OBAG 2 funding would harm smaller jurisdictions, particularly those in Napa and Sonoma Counties.

NorBAR is concerned that "anti-displacement" policies would benefit large urban jurisdictions, such as Oakland or San Francisco, which already have these policies in place, at the expense of small jurisdictions. The housing needs of Rohnert Park, Napa or American Canyon are significantly different than San Francisco. Requiring a rural or suburban community to adopt rent control or "just cause eviction," as a condition of receiving the OBAG 2 grant would impose a big city policy that is not appropriate for a smaller community.

"Anti-displacement" policies are a inappropriate for smaller, rural communities, particularly in the North Bay, and should therefore not be included as a condition of receiving OBAG 2 funding.

Please feel free to contact Daniel Sanchez (707) 324-6610 or daniel@northbayrealtors.org, with the North Bay Association of REALTORS® to discuss this matter.

Sincerely,

Thera Buttaro
Chair, Local Government Relations Committee Sonoma
North Bay Association of REALTORS®

Chris Wunderlich
Chair, Local Government Relations Committee Napa
North Bay Association of REALTORS®

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TRANSMITTED VIA EMAIL

July 25, 2016

Honorable Chair Cortese, Vice Chair Mackenzie, and Commissioners
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA

Re: Agenda Item 7d. MTC Resolution No. 4202, Revised, and 4035, Revised. One Bay Area Grant Program (OBAG 2) Update

Dear Chair Cortese, Vice Chair Mackenzie, and Commissioners:

MTC has been a true leader in the transportation field in its work to connect the dots between transportation and housing, and in particular, affordable housing. We know that we have a housing crisis in the Bay Area, and we know that we face significant transportation challenges, both of which require a sustained and targeted response.

As we face these challenges, we are excited to see MTC's new affordable housing initiatives – including the Affordable Housing Pilot NOAH Program and the proposed revisions to the One Bay Area Grant (OBAG) Program selection criteria and programming. In particular, we are thrilled about the staff recommendation to condition OBAG 2 funding on the adoption of a local resolution stating compliance with the State Surplus Land Act (AB 2135) and requirements to provide affordable housing developers the right of first refusal when selling or leasing public land. On behalf of our members, **I write today to express support for the staff's proposed recommendations for the OBAG Program, with the requested amendments as detailed herein.**

1. ***Ensure that units counted toward the 80K by 2020 challenge are truly affordable.***

SV@Home supports the staff's proposal to incentivize affordable housing production through the 80K by 2020 challenge among local jurisdictions. To achieve the program's objective of awarding the top ten producers of affordable housing, the challenge will require an unbiased determination of housing production. The only way to ensure this fairness is to count only those units that are deed-restricted – whether rental units or homeownership units, including those designated as affordable to moderate-income households –

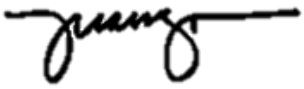
toward the production goal. For homeownership units, an affordability restriction should be recorded, with the potential to remove the restriction if a unit is subject to an equity sharing provision. Currently, some localities count units as moderate-income units when calculating their Housing Element performance based only on a presumption that the units are affordable, and without any protections that guarantee the units will continue to be affordable. Other localities only report units that have restrictions and, therefore, are guaranteed to be affordable at the time of occupancy and long after. Allowing jurisdictions to self-determine affordability without any kind of restriction that determines both incomes served and length of affordability could result in abuse.

2. Incentivize jurisdictions to build more homes for lower-income households.

To further encourage production of units for lower-income households through the 80K by 2020 challenge, we recommend that units restricted to households earning 80% AMI and below receive two to three times the credit toward a jurisdictions' production totals, in alignment with the method of crediting units under the current OBAG program.

SV@Home commends the efforts of the Commission and staff to align the OBAG Program with our region's affordable housing needs, and we appreciate the opportunity to provide feedback. Thank you in advance for your consideration.

Sincerely,



Pilar Lorenzana-Campo
Policy Director
Silicon Valley at Home (SV@Home)

Cc: Ken Kirkey, Planning Director
Doug Johnson, Principal, Transportation and Land Use Development
Anne Richman, Programming and Allocations Director

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Office of the City Manager

July 26, 2016

The Honorable Dave Cortese
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

RE: Agenda Item 7d - Proposed revisions to the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2)

Dear Chair Cortese and Commissioners,

The City of San Jose has been and remains a leader in the production of both affordable housing and market rate housing, despite the loss of community redevelopment funds. Few communities throughout the State have been as successful in delivering over 16,000 affordable housing apartments to help those in need of housing. At a time when other communities refuse to add housing, particularly high density housing, the City of San Jose's General Plan calls for the City to add 120,000 housing units by 2040 and largely at a density of 55 dwelling units to the acre, far exceeding the density supported in neighboring cities. The City of San Jose has also been a key partner in the formation of Destination Home, an organization committed to a "Housing First" formula that is intended to eliminate homelessness in our community. The City of San Jose has joined with the County of Santa Clara to support a $950 million bond measure to fund housing solutions for those struggling to retain shelter in Santa Clara County. Through strong Mayoral and Council leadership, San Jose has adopted a Housing Impact Fee and an Inclusionary Fee that will generate significant funding sources within San Jose to create rental and for sale affordable housing units. San Jose is also providing leadership in moving forward innovative housing programs such as building supportive housing projects, partnering with the faith based community to provide shelter for those in need, exploring tiny home projects, and safe overnight car parking areas to provide urgent housing options.

In discussing the City's process for selling surplus property, it's important to note that the City's real estate holdings are largely comprised of parcels that are not suitable for the development of housing. Most of the City's properties are small remnants from right of way transactions or are parcels that contain deeply sloped land that are open space or part of the City's green line. Larger City owned parcels that are not developed are currently in use as parkland, open space, or primarily buffer lands for the Wastewater Treatment Plant. Other large City owned property such as the former landfill sites are restricted and cannot be developed for housing.

<u>California Government Code Section 54222 and California Assembly Bill 2135</u>
For decades San Jose has followed the procedures with respect to the sale of surplus property in Government Code Section 54222, because San Jose is committed to providing affordable housing for local residents. Due to the fact that San Jose is a Charter City it is not required to follow many of the State mandated requirements for general law cities.

The California constitution grants charter cities plenary power over municipal affairs, while reserving to the State the authority to regulate municipal affairs for general law cities. Since control of land within its jurisdiction, especially land owned by the City, is within the plenary authority of charter cities, the sale of surplus land is a municipal affair of the City of San Jose. This specific issue is now before the Superior Court in Santa Clara County.

CA Bill 2135 implements the following:

- Prioritizes the sale of surplus property to affordable housing uses over park or school uses
- Extends the negotiation period with a Preferred Entity/affordable housing entity from 60 to 90 days
- Creates an inclusionary requirement for projects that develop low and moderate income housing
- Favors housing proposers that provide the greatest number of units at the deepest level of affordability
- Extends the allowable payment period for surplus land sold for affordable housing purposes to exceed 20 years
- Added an affordability restriction requirement on surplus property even if there is no interest by Preferred Entities in purchasing the property. If surplus property is sold on the open market and if the property is ever used for the development of 10 or more residential uses than the entity (or its successor-in-interest) must provide not less than 15% of the total number of units developed on the parcel at affordable prices for rental or for-sale property. Further an affordable housing covenant must be recorded against the surplus land at the time of the sale. The covenant will run with the land for 55 years.

The City of San Jose has committed in its revised Surplus Sales Policy, approved by the City Council on February 2, 2016 to follow the practices listed above as outlined in Assembly Bill 2135. In adhering to the practices outlined in CA Bill 2135, the City of San Jose demonstrates strong dedication to providing affordable housing.

In its February 2, 2016 approval of the updated Surplus Sales Policy, the Council approved very narrow exemptions to processes outlined in CA Bill 2135 as follows to maintain its ability to address the City's other municipal priorities:

- Several years ago the Council approved a five-year exemption for high-rise rental development from the Affordable Housing Impact Fee developed prior to June 30, 2021. In the Downtown area, the City owns one 6,000 square foot parcel that, on its own, is not developable for 10 or more units. If the 6,000 square foot parcel is joined to a neighboring private parcel, the combined property could support development of a high-rise project. Again, the Downtown High-Rise exemption is anticipated to result in one City property that is greater than the 5,000 square foot exemption allowed in 54222. CA Bill 2135, did not modify the 5,000 square foot exemption for properties too small to develop.
- Staff requested that, should special circumstances arise, staff would be allowed to come before the Council to seek an exemption to accommodate a project which supports parks, schools, or economic development. Staff are required to come before Council on any individual project request, at the earliest opportunity. No projects have been identified for exemption in this area.

- CA Bill 2135 restricts buyer's incomes at or below 70% of Area Median Income (AMI) or $74,410 annually for a four-person household. To adhere to the requirement a for-sale unit would need to be priced at $252,000, assuming no City subsidy. This standard is unattainable in San Jose's housing market. Instead staff recommends that for-sale units be priced up to 100% of AMI or $434,000. The City supports the affordability limits outlined for rental units.

As discussed above, the San Jose City Council has approved a Surplus Sales Policy that supports the goals and objectives of CA Bill 2135. The exemptions in the City's Policy are extremely narrow.

The City of San Jose's performance in creating affordable housing and in fact on production of housing overall for housing options at all income levels is unquestionable. San Jose clearly stands as a leader and model for the production of affordable housing and for the production of housing for all San Jose's residents. Although the City of San Jose's current policy supports the goals and objective of CA Bill 2135, we request that Charter Cities be exempt from compliance of the proposed requirements until a final court decision is rendered regarding the authority of charter cities.

Respectfully,



Norberto Dueñas
City Manager

C: Steve Heminger
Alix Bockelman

Bay Area Charter Cities (21)

Alameda
Albany
Berkeley
Gilroy
Hayward
Mountain View
Napa
Oakland
Palo Alto
Petaluma
Piedmont
Redwood City
Richmond
San Francisco
San Jose
San Leandro
San Mateo
San Rafael
San Ramon
Santa Rosa
Vallejo

To: Commissioner Dave Cortese, Chair, Metropolitan Transportation Commission,

FROM: Commissioner Libby Schaaf, Mayor, City of Oakland

RE: Item 7d - Motion to revise project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2) to advance investment without displacement

Action: Incorporate the following revisions to Resolutions 4202, revised, and 4035, revised, to include housing anti-displacement policies into OBAG 2 project selection criteria and programming policy:

- **Direct County CMAs to adopt a specific scoring methodology for funding allocation that rewards jurisdictions with the most effective housing anti-displacement policies.**

OBAG 2 scoring criteria must provide sufficiently strong incentives for local jurisdictions to develop effective, locally appropriate policies against housing displacement. Instead of a regulatory approach, Reward, through scoring methodology, jurisdictions that implement the most effective anti-displacement policies, and ensure that jurisdictions retain the local control to choose the anti-displacement policies that are locally appropriate. This incentive policy is an inclusive approach that encourages jurisdictions without excluding any locality from accessing OBAG funds.

Program selection by the CMAs shall provide higher weighting and/or scores for applications from jurisdictions that have adopted housing anti-displacement policies, and potential anti-displacement scores shall be at least 10% of the overall OBAG 2 criteria.

Furthermore, given that anti-displacement policies range in their efficacy, scoring methodology for anti-displacement policy preference shall provide a range of scores that reward policies, or combination of policies, which are more effective at preventing displacement. These six (6) policy areas are generally considered to be most effective and should be given additional points: (1) rent stabilization, (2) just cause eviction protection, (3) condominium conversion ordinance, (4) mobile home preservation, (5) SRO preservation, and (6) local minimum wage above the state's minimum wage.

MTC and the CMAs will conduct an analysis of the impact of this incentive-based scoring methodology on OBAG 2 project selection and on local anti-displacement and affordable housing production policy development. Findings will be used to inform future planning and funding priorities.

TELL THE METROPOLITAN TRANSPORTATION COMMISSION TO END MASS DISPLACEMENT IN THE BAY AREA NOW!

As of July 27, 2016

PETITION TO MEMBERS OF THE METROPOLITAN TRANSPORTATION COMMISSION:

Subject: MTC End Mass Displacement in the Bay Area Now

We join the 6 Wins Network in calling on MTC (the Bay Area's Metropolitan Transportation Commission) to ACT NOW to address the displacement crisis that is harming our communities:

- MTC is fueling the regional displacement crisis by targeting low-income neighborhoods for redevelopment without first ensuring the existence of protections to stabilize long-time and vulnerable residents. As a result, new development is contributing to rising rents, evictions and destabilization of low-income communities and communities of color.

- MTC has the power to combat displacement by leveraging the $300 Billion that it controls to encourage cities to adopt meaningful anti-displacement and affordable housing policies and by taking other meaningful actions at the regional level.

- MTC continues to break its promises to combat displacement, including commitments made in 2013 in Plan Bay Area, and again this year, when it promised to incorporate anti-displacement policies into the full $400+ Million OneBayArea Grant Program.

It is not too late for MTC to change its ways. We urge the agency to:

1. Attach strong anti-displacement policies to the full $400+ Million OneBayArea Grant program at MTC's meeting on July 27, 2016, as recommended by the 6 Wins Network.

2. Integrate meaningful anti-displacement policies into all aspects of Plan Bay Area 2040, to be adopted in 2017.

3. Include low-income communities and communities of color in every aspect of decision-making and keep promises to meet the needs of these communities.

We will be watching MTC on July 27 and beyond. We will hold MTC publicly accountable if it continues to ignore the displacement crisis and to break its promises to address the needs of the Bay Area's most vulnerable communities.

	First Name	Last Name	City
1.	Allison	Barnum	Menlo Park
2.	Angelica	Cabande	San Francisco
3.	Ann	Cheng	El Cerrito
4.	Belen	Seara	Oakland
5.	Bob	Allen	San Francisco
6.	Kevin	Stein	San Francisco
7.	Carlos	Romero	East Palo Alto
8.	David	Schonbrunn	San Rafael
9.	Diana	Reddy	Redwood City
10.	Mary	Lim-Lampe	Oakland
11.	Giannina	Perez	Oakland
12.	Gloria	Bruce	Oakland
13.	Guillermo	Mayer	Oakland
14.	Jamienne	Studley	San Francisco
15.	Janny	Castillo	Berkeley
16.	Jessuina	Pï¿½rez-Terï¿½n	Mill Valley
17.	Patty	Leal	Union City
18.	Angelica	Jongco	Oakland
19.	Katrina	Logan	East Palo Alto
20.	Kevin	Lingerfelt	San Francisco
21.	Laura	Thomas	Alameda
22.	Lindsay	Imai	Oakland
23.	Richard	Marcantonio	Berkeley
24.	Nico	Calavita	Berkeley
25.	Greg	Osorio	Pittsburg
26.	Rigel	Massaro	Oakland
27.	Jill	Ratner	Oakland
28.	Sam	Tepperman-Gelfant	San Francisco
29.	Jesse	White	San Francisco
30.	Idin	Kashefipour	San Francisco
31.	Karen	Balos	Oakland
32.	Pamela	Orgill	San Francisco
33.	Edie	Keating	Palo Alto
34.	Chelsie	Brooks	Oakland
35.	Gayla	Worrell	Half Moon Bay
36.	Joshua	Hugg	San Mateo
37.	Karyl	Eldridge	Burlingame
38.	Jesse	White	San Francisco
39.	Ruby	Goodall	Oakland
40.	Galatea	King	Oakland
41.	Torrey	Wolff	Menlo Park
42.	Carol	Taylor	Sonoma

	First Name	Last Name	City
43.	Ranjit	Chacko	San Francisco
44.	Gabrielle	Miller	Walnut Creek
45.	Chris	Schildt	Berkeley
46.	Woody	Little	Berkeley
47.	Maxine	Benson	Oakland
48.	Sumi	Paik	San Francisco
49.	Brandon	Greene	Benicia
50.	Rev. Earl	Koteen	Berkeley
51.	Nolan	Avery	San Francisco
52.	Marcia	Lovelace	Oakland
53.	Peter	Cohen	San Francisco
54.	Susan	Price-Jang	San Jose
55.	Laura	Bernell	Walnut Creek
56.	Louise	Auerhahn	San Jose
57.	Jeffrey	Levin	El Cerrito
58.	Jane	Martin	San Francisco
59.	Jahmese	Myres	Oakland
60.	Daniel	Saver	San Francisco
61.	Anya	Svanoe	Oakland
62.	Jason	Tarricone	San Francisco
63.	Scott	Weaver	San Francisco
64.	Katie	McKeon	Mountain View
65.	Angela	Perry	Piedmont
66.	Isabel	Alegria	Berkeley
67.	Laura	MacInnis	Oakland
68.	Pat	Krackov	San Jose
69.	Alan	Zisser	Campbell
70.	Maria	Caswell	Sebastopol
71.	Mari Rose	Taruc	Oakland
72.	Jordan	Davis	Oakland
73.	Nathan	Willcox	Oakland
74.	Jesse	Bryant	Nuevo
75.	Jonathan	Berry-Smith	Stanford
76.	Michael	Rawson	Oakland
77.	Davin	Cardenas	Santa Rosa
78.	John	Claassen	Oakland
79.	Kitty	Calavita	Berkeley
80.	Bob	Lane	Pleasanton
81.	Carl	Anthony	Berkeley
82.	David	Zisser	Oakland
83.	Debi	Harris	Oakland
84.	Darin	Ranahan	Oakland

	First Name	Last Name	City
85.	Jessica	Zisser	Oakland
86.	Lindsay	Nako	Oakland
87.	Naomi	Schiff	Oakland
88.	Melissa	Morris	Campbell
89.	Jennifer	Martinez	San Mateo
90.	Joe	Mayer	Chula Vista
91.	Joy	Liu	Oakland
92.	Susan	Shaw	Sebastopol
93.	Gerry	La Londe-Berg	Santa Rosa
94.	Leah	Bushman	Oakland
95.	Enrique	Yarce	Santa Rosa
96.	Mireya	Arteaga	San Jose
97.	Ayohenia	Chaney	Oakland
98.	Amy	Fitzgerald	Oakland
99.	Jennifer	Fieber	San Francisco
100.	Heather	Lewis	Berkeley
101.	Ari	Marcantonio	Berkeley
102.	Mathew	Reed	San Jose
103.	Cynthia	Armour	Oakland
104.	Damita	Davis-Howard	Oakland
105.	Rae	Thomas	Oakland
106.	Ernesto	Arevalo	Oakland
107.	Aimee	Inglis	San Francisco
108.	Kathy	Lipscomb	San Francisco
109.	Peter	Masiak	Oakland
110.	Annie	Sajid	Oakland
111.	Theresa	Imperial	San Francisco
112.	Najla	Gomez	Oakland
113.	Tony	Robles	San Francisco
114.	Beckie	Zisser	Oakland
115.	Rebecca	Moskowitz	San Francisco
116.	Adrienne	Hyder	Alameda
117.	Rick	Auerbach	Berkeley
118.	Jose	Lopez	Berkeley
119.	Amy	Witt	San Francisco
120.	Alex	Willick	Oakland
121.	Keith	Ogden	Oakland
122.	Misha	Seay	San Carlos
123.	Cynthia	Cornell	Burlingame
124.	Adina	Diamond	San Mateo
125.	Anne	Bellows	Berkeley
126.	Rogerio	Virgens	Burlingame

	First Name	Last Name	City
127.	Evelyn	Yturralde	Burlingame
128.	Laura	Overmann	Burlingame
129.	Lenore	Sheridan	Berkeley
130.	Leigh	Leamons	Foster City
131.	Kenneth	Grant	Burlingame
132.	Mike	Andrews	San Francisco
133.	Ilyce	Shugall	San Rafael
134.	Maddie	Orenstein	Oakland
135.	Matt	Whitehead	Pacifica
136.	Serena	Ip	South San Francisco
137.	Tony	Klein	San Mateo
138.	Thomas	Hornblower	Burlingame
139.	Jamil	Muhammad	San Rafael
140.	Patricia	Christian	Burlingame
141.	Esmeralda	Gonzales	Redwood City
142.	Aileen	Connolly	Sunnyvale
143.	Brenda	Guzman	San Mateo
144.	Norma	Diego	East Palo Alto
145.	Brittany	Simmons	Campbell
146.	Rebecca	Pinger	East Palo Alto
147.	Timothy	Cojocnean	East Palo Alto
148.	Valicia	Trowbridge	Los Altos Hills
149.	Andrea	Millheim	Oakland
150.	Magali	Molina	Redwood City
151.	Salvador	Alvizar	East Palo Alto
152.	Kerri	Hamilton	San Jose
153.	Mars	Cadiz	Bur
154.	Mashael	Majid	Oakland
155.	Chelsea	Tu	San Francisco
156.	Sean	Carroll	Burlingame
157.	Maria	Dominguez	Alameda
158.	Saundra	Ardito	Burlingame
159.	Marty	Martinez	San Francisco
160.	Nathan	Millheim	Oakland
161.	Solange	Gould	Berkeley
162.	Margaret	McBride	Mountain View
163.	Sarah	Sherburn-Zimmer	San Francisco
164.	Elizabeth	Wharton	Oakland
165.	Serge	Bonte	Mountain View
166.	Pui Ling	Tam	San Francisco
167.	Ginny	Browne	Oakland
168.	Tameeka	Bennett	East Palo Alto

	First Name	Last Name	City
169.	Dennis	Fagaly	Oakland
170.	Demitrius	Burnett	Pinole
171.	Dairo	Romero	San Francisco
172.	Doreen	Brown	San Mateo
173.	Christine	Cherdboonmuang	Oakland
174.	Tomasita	MedÃ¡l	San Francisco
175.	Lynnette	Miner	Oakland
176.	Chris	Lepe	San Jose
177.	Julie	Alley	Long Beach
178.	Sean	Finneran	San Francisco
179.	Allison	Guevara	Santa Cruz
180.	Cliff	Lau	Oakland
181.	Jose	Muniz	San Francisco
182.	Lissa	Coleman	Redwood City
183.	Rev. Bob	Matthews	Alameda
184.	Kathyryn	Harrison	Berkeley
185.	Serena	Aisenman	San Francisco
186.	Amal	Aziz	San Francisco
187.	Mary	Fenelon	Walnut Creek
188.	Betty	Gleason	Hobe Sound
189.	Jeffrey	Shelby	San Francisco
190.	Kris	Adhikari	Hayward
191.	Eugene	Turitz	Berkeley
192.	Bob	Planthold	San Francisco
193.	Darin	Lounds	Oakland
194.	Ariana	Zeno	San Francisco
195.	Mary	Bier	Pacifica
196.	Katherine	Schaff	San Francisco
197.	Axel	Ztangi	Berkeley
198.	Stephen	Barton	El Cerrito
199.	Ethel	Ruymaker	Oakland
200.	Margot	Smith	Berkeley
201.	Laurie	Neighbors	San Francisco
202.	Bonita	Hughes	Berkeley
203.	David	Gomez	Berkeley
204.	Jacquelyn	McCormick	Berkeley
205.	Carol	Johnson	Oakland
206.	Larisa	Casillas	Oakland
207.	Fred	Dodsworth	Berkeley
208.	Alisa	Foster	Berkeley
209.	Barbara F	Barbour	Berkeley
210.	Vincent	Casalaina	Berkeley

	First Name	Last Name	City
211.	Phil	Allen	Berkeley
212.	Ahbi	Vernon	Berkeley
213.	Jaime	Rapaport Barry	Oakland
214.	Leah	LaCroix	San Francisco
215.	Sheila	Goldmacher	Berkeley
216.	Erin	Reeves	Berkeley
217.	Therese	Fitzpatrick JD	Berkeley
218.	Donald	Goldmacher	Berkeley
219.	Mary	Gill	Stanford
220.	Dessi	Carbajal	Oakland
221.	Thomas	Lord	Berkeley
222.	Phil	Bigelow	Redwood City
223.	Suaima	Barajas	Redwood City
224.	Linda	Lopez	Redwood City
225.	Julie	Pardini	Redwood City
226.	David	Fielder	Berkeley
227.	Tram	Nguyen	Oakland
228.	lee	Callister	Redwood City
229.	Pete	Woiwode	Berkeley
230.	Alma	Blackwell	Oakland
231.	Mark	Fassett	Redwood City
232.	Suzanne	Chowla	Redwood City
233.	Nancy	Wise	Redwood City
234.	Diane	Stow	Redwood City
235.	James	McFadden	Berkeley
236.	Ying	Lee	Berkeley
237.	Latifa	Lewis	Oakland
238.	Mrs. Irene	Williams Doss	Bay Point
239.	Camilo	Zamora	Oakland
240.	Susan	Bassein	Davis
241.	Ellen	Woods	Berkeley
242.	Marvin	Ceballos	Berkeley
243.	Rebecca	Hom	Oakland
244.	Araceli	Catalan	San Francisco
245.	Cheryllynn	Mena	Oakland
246.	Adolfo	Aantonio	Berkeley
247.	J.	Bentley	San Francisco
248.	Diana	Flores	Oakland
249.	Margaret	Gordon	Oakland
250.	Hunter	King	Oakland
251.	Charlene	Woodcock	Berkeley
252.	Maria	Zamudio	Oakland

	First Name	Last Name	City
253.	George	Duque	Mountain View
254.	Lucy	Arellano	San Francisco
255.	Eleanor	Liu	Oakland
256.	Mai-Stella	Khantouche	Oakland
257.	Harriet	Lewis	Santa Rosa
258.	Penelope	Butterfield	Santa Rosa
259.	Katy	R.	Sebastopol
260.	Anne	Colby	Santa Rosa
261.	Judith	Meyer	Sebastopol
262.	Philip	Tucker	Napa
263.	Sarah	Nelson	Berkeley
264.	Philip	Beard	Santa Rosa
265.	Erika	GarcÃa	Windsor
266.	Barry	Bussewitz	Petaluma
267.	Wayne	Gibb	Forestville
268.	Brenda	Revsen	Berkeley
269.	Fernando	Marquez	San Francisco
270.	Lynette	Gailord	Oakland
271.	Lucy	Kenyon	Santa Rosa
272.	Judy	Nakadegawa	Berkeley
273.	Margaret	Koren	Windsor
274.	Karym	Sanchez	Santa Rosa
275.	Eduardo	Wolbert	Santa Rosa
276.	Lois	Pearlman	Guerneville
277.	Marian	Wolfe	Berkeley
278.	Christopher	Lish	San Rafael
279.	Pat	Kuta	Santa Rosa
280.	Naomi	Bradfute	Santa Rosa
281.	Azalea	Roman	Santa Rosa
282.	Carmen	Jovel	Oakland
283.	Susan	Panttaja	Petaluma
284.	Rev. Allan B.	Jones	Santa Rosa
285.	Sara	Jones	Santa Rosa
286.	Margaret	Spaulding	Glen Ellen
287.	Paul	Robbins	Sebastopol
288.	Jose Trinidad	Escobedo Nieto	Santa Rosa
289.	Sibyl	Day	Santa Rosa
290.	Ryan	Day	Santa Rosa
291.	Delilah	Leval	Berkeley
292.	Eric	Murphy	San Jose
293.	Barrie Ann	Mason	Santa Rosa
294.	Roberta	Llewellyn	Sebastopol

	First Name	Last Name	City
295.	Angela	Conte	Santa Rosa
296.	Karen	Elliott	Rohnert Park
297.	Warren	Davis	Sebastopol
298.	Christina	Lepe-Duarte	Cloverdale
299.	Anthony	Bagnarol	Redwood City
300.	Anna	Pier	Sonoma
301.	Lia	Supanich	Fulton
302.	Linda	Hemenway	Santa Rosa
303.	Marjorie	Helm	Petaluma
304.	Carey	Wheaton	Sebastopol
305.	Stephen	Harper	Santa Rosa
306.	Anna	Lange-Soto	Redwood City
307.	John	Davenport	Santa Rosa
308.	Claudia	Robbins	Sonoma
309.	Victoria	Dreifuss	Occidental
310.	Paul	Harris	Santa Rosa
311.	Linda	Harlow	Santa Rosa
312.	Matt	Myres	Windsor
313.	John	Melrose	Sebastopol
314.	Wendy	Leafe	Redwood City
315.	Evan	Wiig	Sebastopol
316.	Rose	Saint John	Guerneville
317.	Pat	Michaels	Santa Rosa
318.	Adriana	Arrizon	Santa Rosa
319.	Michael	Drayton	Santa Rosa
320.	Anthony	Galace	Hayward
321.	Heather	Carey	Santa Rosa
322.	Marc	McKimmey	San Lorenzo
323.	Nils	Palsson	Santa Rosa
324.	Guadalupe	Alaniz	Concord
325.	Jeremy	Gong	Oakland
326.	Ruth	Holbrook	Oakland
327.	Amy	Pinto	Santa Rosa
328.	Christy	Lubin	Graton
329.	Dorothy	Battenfeld	Santa Rosa
330.	Anne	Dobbs-Kramer	Sebastopol
331.	Johnny	Truant	Richmond
332.	Karen	Morgan	Santa Rosa
333.	Dr. Amanda	Morrison	Santa Rosa
334.	Efrat	Berman	Redwood City
335.	Lea	Zalinskis	Berkeley
336.	Christa	Cassidy	Oakland

	First Name	Last Name	City
337.	Beth	Teper	Oakland
338.	Melanie	Curry	Berkeley
339.	Kula	Koenig	Sacramento
340.	Joel	Espino	Oakland
341.	Robyn	Johnson	Oakland
342.	Will	Pier	Sonoma
343.	Max	Abrams	Oakland
344.	Corina	Chung	San Carlos
345.	Cole	Krawitz	Oakland
346.	James	Alonso	Redwood City
347.	JoAnne	Bailey	Menlo Park
348.	Lorna	Backus	Petaluma
349.	Eric	Mar	San Francisco
350.	Ruth	Lorain	Petaluma
351.	Eileen	Bill	Santa Rosa
352.	Lisa	Carlos	Redwood City
353.	Ruth	Witchey	Santa Rosa
354.	Alan	Kiviat	Berkeley
355.	Tom	Helm	Santa Rosa
356.	Omar	De la Cruz	Oakland
357.	Mayra	Orozco-Llamas	Oakland
358.	Andie	Barcelo	Santa Rosa
359.	Corinne	Pryor	San Mateo
360.	Elizabeth	Medrano	Hayward
361.	Brianca	Hutchins	Carmichael
362.	Umar	Saeed	Santa Barbara
363.	Damian	Caravez	Suisun City
364.	Manuel	Gamez	Oakland
365.	Richard	Aldridge	Redwood City
366.	David	Gamez	Tracy
367.	Christine	Schwartz	Berkeley
368.	Tia	Ripoyla-Gamez	
369.	Mario	Briones	Oakland
370.	Maria	Hernandez	Novato
371.	Jorge	DaCosta	Santa Rosa
372.	Rio	Scharf	San Francisco
373.	Ben	Levy-Wendt	Oakland
374.	Patti	Massey	San Jose
375.	Denise	Miller	San Jose
376.	Megan	Wheelehan	San Jose
377.	Steve	Hernandez	San Jose
378.	Mahira	Siddiqui	San Jose

	First Name	Last Name	City
379.	Moira	Cullen	Menlo Park
380.	Nuemi	Guzman	San Jose
381.	Julia	Souza	Campbell
382.	Monica	Rodriguez	San Jose
383.	Alison	Brunner	San Jose
384.	Tamara	Schane	San Jose
385.	Matthew	Warren	San Jose
386.	Annette	Kirkham	San Jose
387.	Ravahn	Samati	Oakland
388.	Rhea	Yo	San Francisco
389.	Argie	Hill	Fontana
390.	Jim	Raphael	San Jose
391.	gene	Hottel	Santa Rosa
392.	Mike	Siegel	Santa Rosa
393.	Michael	Sherer	Oakland
394.	Lucy	Mendel	San Francisco
395.	Kelsey	Johnson	Oakland
396.	Deirdre	Snyder	Oakland
397.	Benjamin	Ebert	San Francisco
398.	Lauren	Lystrup	Oakland
399.	Adrienne	Fong	San Francisco
400.	Brittany	Hernandez	Davis
401.	Alex	Dantas	Albany
402.	Jason	Tkaczuk	Berkeley
403.	Tanyas	Angell	Davis
404.	Nina	Gelfant	Half Moon Bay
405.	Amara	Nwosu	Oakland
406.	Elin	Hansen	Oakland
407.	Mary Ann	Brewin	Berkeley
408.	Daphine	Lamb-Perrilliat	Oakland
409.	Moji	Majekodunmi	Davis
410.	Casey	Bastiaans	Oakland
411.	Bert	van Aalsburg	Berkeley
412.	Bethany	Meyer	Oakland
413.	Carol	Stephenson	San Jose
414.	Rhea	Serna	San Francisco
415.	Pam	Ross	Oakland
416.	Ian	Macato	San Francisco
417.	Colleen	Klus	Oakland
418.	Kate	Levin	San Jose
419.	Alicia	Bell	San Francisco
420.	Shannon	Bracken	Portland

	First Name	Last Name	City
421.	Amina	Burrell	East Palo Alto
422.	Tracy	Parent	Oakland
423.	Scott	Hochberg	East Palo Alto
424.	Tess	Feldman	San Jose
425.	Helen	Beasley	Redwood City
426.	Salimah	Hankins	East Palo Alto
427.	Victoria	Tinoco	Redwood City
428.	Cecilia	Brown	Oakland
429.	Frank	Toth	Fremont
430.	Kathryn	Gilje	Oakland
431.	Teddy	Miller	Oakland
432.	Timothy	Barry	Oakland
433.	Matthew	Leber	Oakland
434.	Barbara	Nerness	Berkeley
435.	Reevyn	Aronson	Redwood City
436.	Ambar	Arias	Los Angeles
437.	Stevi	Dawson	Oakland
438.	Katy	Lundgren	Oakland
439.	John	Nerness	Los Gatos
440.	Aaron	Zisser	Oakland
441.	Rena	Meyers-Dahlkamp	Canyon
442.	Kirsten	Spalding	Foster City
443.	Eden	Brukman	Oakland
444.	Rachel	Mino	San Jose
445.	Leah	Mahan	Kensington
446.	Lindsay	Medema	Oakland
447.	Alexis	DeBose	Alameda
448.	Genavive	Esse	San Mateo
449.	Meena	Hussain	San Francisco
450.	Jennifer	Loda	Oakland
451.	Sungwon	Chung	Oakland

Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Agenda Item 6b**

MTC Resolutions No. 4202, Revised, and 4035, Revised

Subject: Proposed revisions to the project selection criteria and programming policy for the second round of the One Bay Area Grant Program (OBAG 2), including a recommendation for the distribution of additional revenues and approach for affordable housing.

Background: On November 18, 2015 the Commission adopted MTC Resolution No. 4202, the project selection criteria and programming policy for OBAG 2, covering Fiscal Years 2017-18 through 2021-22. The adopted resolution can be viewed on the OBAG 2 website at: http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2.

Increased Revenues

As a result of the Fixing America's Surface Transportation Act (FAST), signed into law in December 2015, the Bay Area's share of federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds is estimated to increase approximately $72 million through the end of the OBAG 2 cycle (FY18 - FY22). This unexpected boost in revenues presents an opportunity to bolster the funding levels of several OBAG 2 programs while also addressing emerging regional priorities, such as housing affordability and traffic congestion/transit crowding on the region's busiest transportation corridor.

An additional $54 million in existing revenues ($126 million total) has also been identified for distribution in conjunction with the OBAG 2 framework. This includes:

- Existing local exchange funds ($10 million). These funds originally came to the region as STP/CMAQ allocations, but were later exchanged for non-Federal funds through agreements with specific project sponsors.
- Available coverage from the Regional Measure 2 (RM2) bridge toll program ($34 million). To manage the RM2 program, MTC had set aside a certain amount of the revenues to provide coverage for financing costs if needed. Given that many of the RM2 projects have been delivered without the need for financing, some of this balance is now available for programming.
- Unprogrammed balances from the OBAG 1 Transit Performance Initiative (TPI) Investment program ($10 million).

Housing Considerations
At the time of adoption last fall, the Commission added a placeholder to the OBAG 2 framework, directing staff to return with a recommendation for potential anti-displacement and affordable housing initiatives. The Commission also requested that staff investigate the possibility of a housing preservation fund that could potentially be used to keep affordable units affordable, similar to the Transit-Oriented Affordable Housing (TOAH) fund.

Since that time, staff has provided updates to the Commission and has been working with the Partnership Board, technical and working groups, and other stakeholders to develop a recommended approach. Discussions have centered around three implementation concepts: (1) an incentive approach that would provide a bonus for local jurisdictions that produce housing to help address the region's housing crisis, (2) a direct investment in affordable housing preservation, or (3) a regulatory approach conditioning the receipt of OBAG 2 funds on the adoption of local housing policies. The following proposal recommends pursuing concepts 1 and 2.

Proposed Revisions

1. Bay Bridge Forward
Staff recommends directing $40 million of the additional revenues to projects that relieve traffic congestion and transit crowding on the San Francisco Oakland Bay Bridge corridor.

Implementation of near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the bridge corridor. This investment is also consistent with the OBAG 2 framework for regional programs. Attachment A presents a summary of the project elements and proposed funding for this project.

2. Support Existing OBAG 2 Programs
Staff proposes to direct a portion of the augmented revenues to support regional programs identified in the original OBAG 2 framework as follows:

- Direct $32 million to supplement the County program, bringing the program total from $354 million to $386 million (10% increase). These funds would be distributed using the OBAG 2 county formula as shown below and would be subject to the same project selection and programming requirements as the existing OBAG 2 county program.

- Assign $13 million to the Regional Transit Priorities program, which could be used to support the region's Transit Capital Priorities or Transit Performance Initiative programs.
- Provide an additional $1 million to the Climate Initiatives program for Spare the Air Youth, to extend the program through FY2021-22.

OBAG 2 - County Funding Formula Distribution

County	OBAG formula Share *	Original County Distribution	Proposed FAST Augmentation Amount *	Revised County Distribution
			$32,000,000	
Alameda	20.0%	$70,243,000	$6,412,000	$76,655,000
Contra Costa	14.6%	$51,461,000	$4,675,000	$56,136,000
Marin	2.6%	$10,025,000	$845,000	$10,870,000
Napa	1.6%	$7,644,000	$506,000	$8,150,000
San Francisco	13.4%	$43,906,000	$4,277,000	$48,183,000
San Mateo	8.4%	$29,846,000	$2,699,000	$32,545,000
Santa Clara	27.5%	$95,268,000	$8,805,000	$104,073,000
Solano	5.2%	$19,499,000	$1,678,000	$21,177,000
Sonoma	6.6%	$25,620,000	$2,103,000	$27,723,000
Total:	**100%**	**$353,512,000**	**$32,000,000**	**$385,512,000**

* FAST Augmentation distributed by OBAG 2 county formula (Population, RHNA, Housing Production and affordability)

3. Housing Production Incentive: "80K by 2020 Challenge"

Staff recommends directing $30 million to develop an incentive program for the production of affordable housing. The funds would be awarded to local jurisdictions that produce or permit the most housing units at the very low, low, and moderate income levels.

The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units), which represents approximately 75% of the RHNA allocations for the period. The units would need to be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs).

At the end of the production challenge cycle, MTC would distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target. To keep the grant size large enough to serve as

an incentive for housing production, the grant program would be limited to no more than the top ten producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than ten cities. Staff will provide annual progress reports on production of affordable housing units.

4. Affordable Housing Pilot: Naturally Occurring Affordable Housing
Staff recommends directing $10 million in existing exchange account funds to develop a revolving loan for the preservation of existing affordable housing. The Naturally Occurring Affordable Housing (NOAH) fund will complement current TOAH loan products for new construction by buying apartment buildings to create long-term affordability where displacement risk is high and to secure long-term affordability in currently subsidized units that are set to expire. Staff suggests the following parameters for the NOAH investment:

I. MTC's investment in NOAH will be leveraged at least 5:1, creating an investment pool of $50 million.
II. NOAH investments will be made in Priority Development or Transit Priority Areas.

5. *Regional PDA Planning Program*
Staff recommends a revision to that would encourage jurisdictions facing pressures of displacement and housing affordability to apply for planning and technical support grants, by giving priority to those jurisdictions in the evaluation process. In addition, staff would direct $1.5 million from the program to update Community Based Transportation Plans (CBTPs) in communities at risk of displacement.

Other Program Updates

- *Housing Elements:* Jurisdictions are required to have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. This deadline was extended to June 30, 2016 for four jurisdictions that failed to meet the original deadline: Half Moon Bay, Monte Sereno, Dixon, and Fairfax. As of the release date of this item, only Dixon remains out of compliance. Dixon's housing element was submitted to HCD June 10, 2016, and is currently under review.

- *Complete Streets:* As part of OBAG 2, jurisdictions must adopt a compliant Complete Streets resolution or a compliant revision to the circulation element of the general plan after January 1, 2010. At the time the OBAG 2 framework was adopted, 18 jurisdictions did not meet this requirement. As of June 30, 2016, seven jurisdictions remain out of compliance: Contra Costa County, Corte Madera, Novato, Sausalito, Solano County, Dixon, and

Cloverdale. These jurisdictions have until the time CMA's submit their project recommendations to MTC to meet this requirement.

Summary of Proposed Revisions
The chart below summarizes how the base and proposed additional revenues would be distributed to the OBAG2 and related programs. With these additions, the regional program is still 55% and the local programs are 45%, consistent with OBAG1 and with the original OBAG2 distribution.

	OBAG 2	OBAG 2 Framework - Proposed Revisions				
		FAST Increase	Exchange Account	RM2 Coverage	TPI (OBAG1)	**Revised Framework**
Regional Programs	**$436**	**$10**	**$10**	**$34**	**$10**	**$500**
Regional Planning	$10					$10
Pavement Management Program	$9					$9
PDA Planning[1]	$20					$20
Climate Initiatives[2]	$22	$1				$23
PCA Program	$16					$16
Regional Operations[3]	$170					$170
Transit Priorities	$189			$13		$202
Bay Bridge Forward	-	$9		$21	$10	$40
NOAH Pilot	-		$10			$10
Local Programs	**$354**	**$62**				**$416**
County CMAs	$354	$32				$386
Housing Production Incentive	-	$30				$30
Total	**$790**	**$72**	**$10**	**$34**	**$10**	**$916**

[1] Revise PDA Planning & Implementation program to target funds in areas facing the greatest risk of displacement and to direct $1.5 million to update CBTPs.
[2] Additional $1 million is for Spare the Air Youth to fund BikeMobile, Family Biking Workshops and High School SRTS.
[3] Additional $9 million for Bay Bridge Forward project, listed in separate row of chart.

Issues: At the request of stakeholders and interested parties, staff considered requiring local adoption of affordable housing and anti-displacement policies as a requirement to receive OBAG 2 funding. While this regulatory approach could encourage some jurisdictions to adopt additional housing policies, the impacts appear to be misdirected, with burdens falling predominantly on smaller or more rural jurisdictions, rather than the cities facing the brunt of the housing affordability crisis. Some jurisdictions facing the greatest pressures of displacement and affordability, San Francisco, Berkeley, San Jose, and Oakland for

example, have already adopted numerous policies and protections, and would thus be unaffected by this requirements-based approach. Conversely, a disproportionate impact would likely be placed on smaller or more rural jurisdictions, such as Vacaville, Colma, and Lafayette. As a result, any impact from this approach would likely be minimal in terms of addressing the issue at a region-wide scale.

It is also a concern that jurisdictions less reliant on regional transportation funding may forgo applying for OBAG 2 funding altogether, rather than complying with additional policy requirements. For these reasons, staff does not recommend including a housing policy requirement in OBAG 2.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval. Because Resolution No. 4035, Revised is proposed for revision under another agenda item, it is included once under agenda item 2e with all proposed revisions.

Attachments: Attachment A – Bay Bridge Forward Summary
Attachment B – Stakeholder Feedback and Comment Letters
Presentation
MTC Resolution No. 4202 Attachments A, B-1, B-2, and Appendices A-1 and A-2 Revised
MTC Resolution No. 4035, Revised can be found under Agenda Item 2e to this packet.

Bay Bridge Forward: Proposed Project Details & Timeline

Attachment A

#	Near-Term Improvement	Cost	Funding Breakdown			Timeline	
			OBAG 2 FAST	Bridge Tolls	OBAG 1 TPI	Start	Finish
1	**West Grand HOV/Bus Only Lane** Convert shoulder on West Grand Ave. on-ramp to Bus/HOV only lane	$ 7.0	$ -	$ 7.0	$ -	2016	2018
2	**Sterling St Express Lane** A. Pilot HOV enforcement technology. B. Convert HOV to express lane	$ 9.0	$ -	$ 9.0	$ -	2016	2020
3	**Casual Carpool** Establish casual carpooling pick-up locations at key locations in San Francisco and along I-80	$ 1.0	$ 1.0		$ -	2016	2017
4	**Integrated Bridge Corridor** Integrate and optimize traffic management systems at bridge approaches	$ 3.0	$ -	$ 3.0	$ -	2016	2018
5	**Higher Capacity Bus Fleets/Increased Service Frequencies** AC Transit: Purchase double-decker buses, retrofit buses and increase frequencies for most productive Transbay express bus routes*	$ 10.2	$ 1.2	$ -	$ 9.0	2016	2018
	Higher Capacity Bus Fleets – WestCat Purchase double-decker buses for most productive Transbay express bus routes	$ 2.0	$ 2.0	$ -	$ -	2016	2018
6	**Pilot Express Bus Routes** Pilot new AC Transit Transbay routes to serve high demand inner East Bay markets*	$ 0.8	$ 0.8	$ -	$ -	2018	2019
7	**Transit Signal Priority** Add Transit Signal Priority to West Grand Ave	$ 1.0	$ -	$ -	$ 1.0	2017	2018
8	**Commuter Parking** Establish commuter parking in East Bay to encourage carpool and express bus ridership	$ 2.5	$ 1.5	$ 1.0	$ -	2016	2018
9	**Ferry Service Enhancement Pilot** Pilot increased Alameda, Oakland and Vallejo services*	$ 2.5	$ 2.5	$ -	$ -	2016	2017
10	**Flexible On-Demand Transit** Provide on-demand transit services between East Bay and San Francisco	$ 1.0	$ -	$ 1.0	$ -	2016	2020
11	**Shared Mobility** Zero-dollar partnerships with shared mobility providers to take advantage of improvements	$ -	$ -	$ -	$ -	2017	2020
	Total	**$ 40.0**	**$ 9.0**	**$ 21.0**	**$ 10.0**		

*If local operating funds are identified, those could be used in lieu of FAST funds to pay for transit operations.

NAPA VALLEY TRANSPORTATION AUTHORITY

July 5, 2016

Commissioner Scott Weiner, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: One Bay Area Grant 2 Program

Dear Commissioner Weiner:

The Napa Valley Transportation Authority (NVTA) appreciates the opportunity to comment on the One Bay Area Grant (OBAG) 2 Program, and specifically the staff recommendation for distributing the $72 million in new revenues expected as a result of the Fixing America's Surface Transportation (FAST) Act and the $10 million made available from MTC's existing exchange program.

MTC staff's initial proposal included an option that would distribute the $72 million on the existing OBAG 2 distribution formula. There was general consensus at the June 1st Partnership Board meeting in support of this option. The OBAG distribution is based on the Regional Housing Needs Assessment (RHNA) and concentrates funding in priority development areas. The OBAG policy was specifically crafted to reward housing production. In my letter to Anne Richmond on the same subject dated May 23rd, we voiced our concern that deviating from the existing OBAG distribution formula now, before the OBAG program was fully realized was premature as its effects on Bay Area communities was still unclear.

The MTC staff proposal would distribute $40 million for *Bay Bridge Corridor Capacity Projects* and $32 million for *Housing Production Incentive.* NVTA is not supportive of this approach. NVTA believes that bridge tolls have a greater nexus to Bay Bridge corridor improvements than do OBAG funds. NVTA further recognizes that the Bay Area has an affordable housing crisis and further understands the need to establish policies and identify revenues to remedy this problem. Napa has one of the most severe affordable housing issues in the Bay Area, yet the proposal would concentrate funding to address the housing problem only in the central Bay Area. What is crucial to this argument is that the Bay Area also has a transportation funding crisis and NVTA is particularly concerned that using critically scarce transportation funds to incentivize housing production not only sets a precarious precedent but does little to solve the housing problem while exacerbating the transportation funding shortfall.

We urge the Committee to reconsider an option that would distribute the $72 million on the existing OBAG 2 formula, and limit additional affordable housing policies. NVTA is in support of staff's proposal to establish a $10 million set-aside separate from the $72 million for Naturally Occurring Affordable Housing (NOAH). This way, MTC can evaluate the NOAH program to understand whether similar incentives make a meaningful contribution to solving the Bay Area housing crisis.

We applaud MTC staff efforts for their creativity on addressing housing and look forward to working with them to identify other potential solutions that would have less of an impact on transportation funding.

Please contact me or Danielle Schmitz, NVTA Planning Manager (707-259-5968) should you have any questions.

Sincerely,

Kate Miller
NVTA, Executive Director

cc: NVTA Board
NVTA Technical Advisory Committee
Steve Heminger/MTC

Attachment B

ALAMEDA County Transportation Commission

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Commission Chair
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Commission Vice Chair
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City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

June 6, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
The Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: **One Bay Area Grant Cycle 2 (OBAG 2) Program – Programming Proposal for the Additional Federal Revenues**

Dear Mr. Heminger, Steve

Over the past several months, MTC staff has been developing draft policies related to the OBAG Cycle 2 (OBAG2) program framework and has made presentations to various working groups and committees. At the last two Bay Area Partnership Board meeting (March 18, 2016, and June 1, 2016), MTC staff presented the availability of an additional $72 million of federal funds available through the Federal Fix America's Surface Transportation (FAST) Act and preliminary options for the programming of these additional revenues.

The Alameda County Transportation Commission (Alameda CTC) appreciates your efforts thus far in reaching out to the Bay Area congestion management agencies and transit operators on this matter. This type of regional discussions on critical regional policies has been helpful and productive and we support its continuance moving forward. For the OBAG2 Program, the Alameda CTC would like to put forth the following proposal for the programming of the additional federal revenues:

- Distribute the additional revenues according to the adopted OBAG 2 funding and policy framework, with 45% being directed to the county programs ($32 million) and the remaining 55% directed to various regional programs ($40 million);

- Program the Regional Program revenues ($40 million) towards enhancement of Transbay services including transit operations

Attachment B

As you know, Alameda CTC, through OBAG Cycle 1, has invested and successfully delivered important transportation investments throughout Alameda County, and particularly in priority development areas (PDAs) in the cities of Oakland, Berkeley, Fremont, and Union City, creating the much needed housing (and affordable housing) and supporting jobs within these communities. Whereas the OBAG Cycle 1 investments have succeeded in establishing a good foundation for attaining the goals of the regional policy framework, OBAG 2 ought to continue building on those investments, and our proposal would accomplish that.

In addition, because the OBAG 2 framework requires regional programs such as the Safe Routes to Schools and PDA Planning to be programmed though the county program shares, it adds additional pressure on our agency and other congestion management agencies to deliver these much needed programs with limited funding which means that less could be invested in projects and programs that would attract housing and jobs.

We believe the above proposal is in alignment with the preliminary options presented by MTC at the March and June 2016 Bay Area Partnership Board meetings. While the our proposal addresses regional transit priority needs, it also provides the CMAs the opportunity to continue investments in our respective PDAs as originally intended by the OBAG program, and focuses funding on the critical Transbay transportation issues facing the region.

Alameda CTC urges MTC to consider this proposal which provides a balance to the transportation and land use investment needs of the region. If you have any questions or need additional information, please do not hesitate to contact me at (510) 208-7402.

Sincerely,



ARTHUR L. DAO
Executive Director

cc: Alameda County MTC Commissioners
Ms. Anne Richman, Director of Programming and Allocation – MTC
Ms. Tess Lengyel, Deputy Executive Director of Planning and Policy – Alameda CTC
Mr. Vivek Bhat, Director of Programming – Alameda CTC

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Miriam Chion, ABAG Director of Planning & Research
Ken Kirkey, MTC Planning Director
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear MTC and ABAG Staff,

The Santa Clara County Association of REALTORS® (SCCAOR) supports the staff recommendations listed in agenda item 2 on the June 7, 2016 Regional Advisory Working Group agenda. This item discusses the OBAG 2 Update, including recommendations for the distribution of additional FAST Act revenues and recommended approach for affordable housing policies.

SCCAOR recognizes the need for housing of all types to be developed so that families, workers, and individuals can continue to live and work in the Bay Area. To that end, MTC and ABAG staff has prudently recommended an approach that incentivizes the creation of affordable housing in the Bay Area through the "80k by 2020 Challenge." This program would distribute funds through a challenge grant for local jurisdictions, thereby leveraging resources to produce affordable housing.

We also agree with the staff recommendation that a "regulatory" approach would be "misdirected." Any attempt to regulate your way into creating more affordable housing is not a sustainable approach. We are optimistic that the incentive based approaches will encourage jurisdictions to create needed affordable housing supply to meet the demand in our region.

Sincerely,

Vincent Rocha
Director of Governemnt Affairs
Santa Clara County Association of REALTORS®

SAN FRANCISCO SAN JOSE SANTA ROSA WALNUT CREEK

GREENBELT ALLIANCE

San Francisco Office
312 Sutter Street, Suite 510
San Francisco, CA 94108
(415) 543-6771

July 5, 2016

Scott Wiener, Chair
Programming and Allocation Committee
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street, Oakland

Subject: Proposed Revisions to the OBAG 2 Program

Dear Chair Wiener and Commissioners:

Thank you for the opportunity to comment on the proposed revisions to the second round of the OneBayArea grant program (OBAG 2) as presented to the Regional Advisory Working Group in June 2016.

We applaud MTC's leadership in establishing the OBAG grant program to reward jurisdictions that are planning for more homes for residents across the income spectrum within Priority Development Areas (PDAs). Likewise, we appreciate that MTC staff and commissioners have wisely recognized that more regional action is needed to increase the production and preservation of affordable homes to help address the Bay Area's deepening housing affordability crisis.

New regional initiatives to increase housing affordability within our existing cities and towns could have a wide array of benefits for the Bay Area. For example, providing more homes for residents at all income levels near jobs and transit will help sustain the region's strong economic performance, provide a bulwark against more traffic, and protect the region's iconic natural and agricultural lands. In contrast, if we fail to provide new homes within our communities, residents will be faced with ever-lengthening commutes on our region's congested roads. This will reduce the region's economic competitiveness and generate greater traffic, increased air pollution and greenhouse gas emissions, lost farmland and habitat, and increased stress on our drinking water resources.

Fortunately, stronger regional action is broadly supported by residents across the region. In fact, MTC's recent polling found that 60% of Bay Area residents agree that "cities that allow more multi-unit housing to be built near public transit should get more regional transportation dollars."

To ensure that these new initiatives have the greatest possible positive impact and avoid unintended negative effects, we encourage MTC to do the following:

1. Ensure the **Housing Production Incentive Program** rewards housing production that is consistent with the smart growth land use vision of Plan Bay Area.

2. Refine the **County CMA program** rules to cultivate stronger performance-based ties between land use decisions and transportation investments.

3. Dedicate $10 million to foster the creation of a new **Bay Area Housing Preservation Fund**.

Below, we provide detailed recommendations on these proposed improvements.

Housing Production Incentive Program

The Bay Area could greatly benefit from a new incentive program that rewards infill housing production, particularly one that rewards production of new homes for those most in need. Such a program could help ease the housing affordability crisis and improve regional commute patterns, among other benefits.

However, without careful attention, the incentive program could have the unintended effect of rewarding sprawl development—which exacerbates our housing and transportation challenges—while disadvantaging jurisdictions that are encouraging smart PDA-focused development—which helps alleviate these same challenges.

This danger stems from one important element of the program design: The proposal calls for rewarding those jurisdictions that have permitted the greatest number of low-income *and* moderate-income units. By combining these two income categories, the program could inadvertently benefit sprawl development and disadvantage infill development.

Examining recent trends in housing production helps explain this effect. In the most recent RHNA cycle (2007-2014), much of the new housing in the Bay Area that was categorized as "moderate income" by the California Department of Housing and Community Development (HCD) was located in jurisdictions at the farthest edges of the region (e.g. Oakley, Antioch, Pittsburg, Santa Rosa, Vacaville). For example, the City of Oakley permitted 874 housing units that were categorized as moderate income—nearly 10 times its RHNA allocation—making it the sixth highest producer of moderate and low-income units in the Bay Area. The moderate-income units permitted in Oakley were, with few exceptions, market-rate units with no deed restrictions, and were counted as "moderate" only because of the lower housing prices found at the edge of the region.

In contrast, other Bay Area cities near transit and jobs permitted far more market-rate units, yet because of stronger local market conditions, most of the new market-rate units in these areas are categorized as serving "above moderate income" households. For example, the City of Mountain View approved permits for 2,656 housing units during the same RHNA period. These units were primarily in compact settings near transit. Yet because most of the permitted housing was market-rate units for "above moderate income" households, the city would likely not have been eligible for funding if the housing production incentive program had existed during that period, while Oakley would have received a significant share of available incentive funds.

There are several methods that MTC should consider to address these concerns:

1. ***Focus on housing production within PDAs.***

   This would ensure that jurisdictions are rewarded for housing production in transit-served locations, rather than in areas that exacerbate the region's transportation challenges. Since Plan Bay Area envisions nearly 80% of new housing to occur in these locations, this would serve as a useful method for advancing Plan Bay Area's land use vision.

2. ***Focus on deed-restricted housing production.***

   The actions taken by local jurisdictions to encourage production of permanently affordable homes are quite different than those taken to encourage market-rate housing. Sharpening the focus of the program to address permanently affordable units would create a level playing field among Bay Area jurisdictions, rewarding all jurisdictions equally for their efforts to provide permanently affordable homes. MTC could consider establishing a second complementary program to reward market-rate housing production.

3. ***Provide greater weight to very-low and low-income units.***

   Because very-low and low-income units provide housing opportunities for those most in need, they deserve greater weight in a regional housing incentive program. This would be consistent with the structure in the existing OBAG program, which gives extra weight to production of low-income units. In the incentive program, MTC could provide 2-3 times the credit for every very-low and low-income unit permitted, as compared to moderate-income units.

MTC should also dedicate a portion of the funds from the incentive program to establish stronger regional tracking methods for affordable homes. Currently, our regional agencies lack the tools necessary to track the many types of housing affordability policies adopted by local jurisdictions and monitor the various affordability rules in place on individual properties throughout the region. This hinders our collective ability to identify trends, implement best practices, and identify place-sensitive solutions. MTC should work with partners to institute new tracking methodologies and build a robust regional housing affordability database that can be used by regional agencies, local jurisdictions, and other stakeholders.

<u>County CMA grant program</u>

This program has provided considerable benefit by making efficient use of limited transportation funding to link land use and transportation decisions. Yet today most decisions about growth occur at the local level, and the program could do substantially more to reward local jurisdictions that are encouraging production of sustainable, equitable development in support of Plan Bay Area.

To maximize its effectiveness, the County CMA grant program should be improved in the following ways:

1. ***Strengthen ties between local production of infill homes for residents across the income spectrum and OBAG grant funds.***

   In OBAG 1, housing production was a factor in the distribution of funds to each county, but when County CMAs distributed these funds to local jurisdictions there was usually little or no link to the local jurisdictions' track record of infill housing production. To create the proper financial incentives, the distribution of grant funds in OBAG 2 should strongly reward those local jurisdictions that have the best record of providing infill housing, particularly affordable housing.

2. ***Ensure that all local jurisdictions that receive funding have affordable housing and anti-displacement policies in place and prioritize funding to the best performing jurisdictions.***

   As part of the performance-based focus of the OBAG program, jurisdictions should be rewarded with funding if they have established policies to help ensure housing is available to meet the needs of residents across the income spectrum. Because the appropriate policies will vary between jurisdictions, MTC should provide a menu of policy options and establish a minimum threshold of policies from that menu. This would help carry out the commitment made in Plan Bay Area to include local affordable housing and anti-displacement policies in future OBAG funding decisions[1].

3. ***Enhance the effectiveness of the PDA Investment & Growth Strategies***

   The PDA Investment & Growth Strategies would benefit substantially from additional guidance from MTC on key content areas such as assessment of affordable housing production, displacement risk, and jobs. Additional guidance should also be provided on how to integrate the PDA Investment & Growth Strategies into CMA project selection, funding decisions, and long-range transportation planning. MTC and ABAG should also provide technical support to help these documents be as effective as possible.

Bay Area Preservation Fund

We are pleased to see MTC's proposal to set aside $10 million for the creation of a Bay Area Preservation Fund that would target the preservation of affordable homes throughout the region's PDAs. This innovative pilot program would leverage funding from multiple sources to create an investment pool of at least $50 million. We encourage MTC to consider dedicating additional OBAG funds to the program if the pilot is determined to be effective at expanding long-term housing affordability.

Thank you for your consideration of these comments. We look forward to working with MTC commissioners, regional agency staff, and other stakeholders to finalize the revisions to the OBAG 2 program.

Sincerely,



Matt Vander Sluis
Program Director
mvandersluis@greenbelt.org
(415) 543-6771 x322

[1] Plan Bay Area 2013, Page 122.

Attachment B

Jul 5, 2016

SENT VIA EMAIL

Supervisor Scott Wiener and
Programing and Allocations Committee
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Re: **One Bay Area Grant Program 2 (OBAG 2) Update**

Dear Supervisor Wiener and Programing and Allocations Committee,

On behalf of the Bay Area Council, I strongly urge you to support MTC staff's proposed revisions to OBAG 2, given the increased $72 million in funding from FAST, STP and CMAQ.

Bay Bridge Forward

The Bay Area is experiencing unprecedented levels of congestion on our highways, roads, and transit systems, and employers and employees throughout the region are increasingly frustrated by rising commute delays. Urgent action is required in the particularly strained East-West Bay Bridge corridor, as the approaches to the Bay Bridge are consistently ranked the most congested freeway segments in the region and transit systems are struggling to accommodate record ridership. The capacity enhancement projects outlined in this OBAG 2 proposal will provide near-term congestion relief in this highly impacted corridor and help ensure the future economic competitiveness of our region.

The Bay Area Council supports the implementation of these near-term, cost-effective operational improvements that will move more people more efficiently through the corridor. The HOV operational improvements and the investment in shared mobility services will further incentivize carpooling, thereby taking single occupancy vehicles off the roads. The transit core improvements will also help add more capacity on buses and ferries over the next couple years.

Housing Production Incentive

Our region faces an extreme housing crisis that impacts everyone who calls the Bay Area home. Chronic underproduction of housing over decades has resulted in a supply-demand mismatch that has driven up housing costs across the region and the State. The Legislative Analyst's Office (LAO) reports that coastal communities across California implement formal growth control measures that stifle housing, on average, five measures per year.

The Bay Area Council supports MTC staff's recommendation to reward jurisdictions that produce low and moderate income housing with any available discretionary funds. We believe it is important to incentivize housing production and reward the "good players" who are producing housing by allocating those dollars to cities that build.

According to the Legislative Analyst's Office, "Considerable evidence suggests that construction of market-rate housing reduces housing costs for low-income households and, consequently, helps to mitigate displacement in many cases." The Bay Area Council posits that rewarding cities that produce housing at any income level would help mitigate displacement and should be considered.

We also stress that, although this $32 million to incentivize housing production is a great first step, we believe that the overarching OBAG funding formula should be changed to allocate dollars based on housing production, rather than being so heavily weighted by population.

We cannot continue to force low income residents into lengthy commutes. We must do everything we can to incentivize growth in the nine county Bay Area.

As a necessary step toward mitigating the Bay Area's housing and transportation crises, we encourage you to adopt MTC staff recommendations.

Sincerely,



Matt Regan
Senior Vice President, Public Policy
Bay Area Council

Attachment B

July 7, 2016

The Honorable Scott Wiener, Chair
Programming and Allocation Committee
Metropolitan Transportation Commission
375 Beale Street, San Francisco, CA

Re: Proposed Revisions to OBAG 2 Program

Dear Chair Wiener,

On behalf of the Non-Profit Housing Association of Northern California (NPH), I write to support staff's proposed changes to the OBAG program and suggest some additional revisions to ensure that the intended goals are met. NPH believes that expanding the supply of long-term deed-restricted affordable housing is a crucial strategy for meeting Plan Bay Area's statutory target of housing 100% of the region's population at all income levels. MTC's proposal to use the One Bay Area Grant program to incentivize and reward the production of affordable housing in the region represents a significant step towards meeting that objective.

Founded in 1979, NPH is the collective voice of those who support, build and finance affordable housing. We promote the proven methods of the non-profit sector and focus government policy on housing solutions for lower-income people who suffer disproportionately from the housing affordability crisis. We are 750 affordable housing developers, advocates, community leaders and businesses, working to secure resources, promote good policy, educate the public and support affordable homes as the foundation for thriving individuals, families and neighborhoods.

While NPH is supportive of staff's proposal, we believe it could be greatly strengthened through modest revisions that a) reinforce the link between transportation dollars and affordable housing production, b) increase compliance with the state's Surplus Land Act and AB 2135, and c) provide localities with important guidance regarding anti-displacement policies. NPH is also excited at the inclusion of a Naturally Occurring Affordable Housing Fund (NOAH) to secure the long term affordability of buildings with rents that are presently affordable to low and very low income residents but which could experience sharp rent increases.

A. Strengthening the link between transportation dollars and Affordable Housing Production

The proposed "80K by 2020" challenge should be directly tied to the production of deed-restricted affordable housing units. NPH believes that jurisdictions should only receive credit for units affordable to very low-, low-, and moderate-income households that are also deed-restricted for at least 55 years for rental and 30 years for ownership. Deed-restriction ensures that units remain affordable for the long run even when the unit turns over to new tenants or owners. Moderate-income units especially stand to benefit from deed-restriction as, without them, they quickly become unaffordable due to the Bay Area's

rapidly escalating rents and sales prices. Jurisdictions have ample experience with tracking deed-restricted units through reporting requirements for their Annual Progress Reports to the California Department of Housing and Community Development. Expanding the supply of deed-restricted affordable housing has the added benefit of being twice as effective as market-rate housing development at mitigating the effects of displacement.[1]

Greater weight should be given to the production of very low- and low-income units. For consideration for the 80K by 2020 incentive, every low- and very low-income unit permitted should receive 2-3 times the credit as compared to moderate-income units consistent with the current OBAG program which gives extra weight to the production of these units.

B. Increasing Compliance with Established State Law

Require all OBAG awardees to be in compliance with the State's Surplus Land Act and AB 2135 from 2014. OBAG awardees should follow state law especially one that furthers the goals of Plan Bay Area. In 2014, Governor Brown signed into law AB 2135, which made revisions to the State's Surplus Land Act, an important tool for expanding the state's supply of affordable housing that requires, among other things, local agencies to provide affordable housing developers the right of first refusal when selling or leasing public land. It also requires properties that are developed with 10 or more residential units by market-rate developers to include at least 15% of the units in the development at a cost affordable to lower-income households. The Surplus Land Act applies broadly to every city, whether organized under general law or by charter, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property seeking to sell or lease publicly-held land. There have been several cases in the Bay Area of jurisdictions issuing Request for Proposals (RFPs) for development of public land that were out of compliance with AB 2135. ***OBAG should be a crucial tool in securing compliance with this vital law by ensuring that jurisdictions give affordable housing developers right of first refusal when disposing of publicly-owned land and that at least 15% of all housing built on public land by market-rate developers is affordable to low- and very-low income households***. In the past, OBAG has been remarkably successful in securing compliance with state housing element law by requiring recipient jurisdictions to have certified housing elements pushing 28 jurisdictions to become compliant.

C. Providing Local Anti-Displacement Guidance

NPH also believes that the regional agencies should provide guidance to CMAs and local jurisdictions on effective anti-displacement policies at the local level and commit to revising Appendix A-8 of Resolution 4202 by October 2016. CMAs have in the past sought assistance from the regional agencies in meeting requirements set forth in Appendix A-8, requiring the creation of CMA Investment and Growth Strategies, including assessing

[1]The Urban Displacement Project. "Housing Production, Filtering and Displacement: Untangling the Relationships."http://www.urbandisplacement.org/sites/default/files/images/udp_research_brief_052316.pdf

local efforts to produce sufficient housing for all income levels and addressing community stabilization. ***MTC should commit to releasing a revised Appendix A-8 to Resolution 4202 which sets forth best practices and policy templates for affordable housing production and community stabilization policies. This document could then be used by CMAs to help jurisdictions promote equitable growth in Priority Development Areas***. MTC should develop these policy templates in consultation with ABAG and other regional stakeholders for release this October, when the Preferred Scenario for Plan Bay Area 2040 is expected to be adopted. CMAs should take into account whether or not a jurisdiction has implemented these best practices when programming countywide funds.

D. Promoting better data provision at the local level

MTC should promote collection of better data from jurisdictions to better track the region's affordable housing supply. Presently, OBAG recipients are required to observe the existing state requirement of filing Annual Progress Reports (APRs) for adopted housing elements with the California Department of Housing and Community Development. Unfortunately, those APR reports lack the specificity needed to track where affordable housing is actually being built in our region. ***MTC should require jurisdictions, when filing their APRs, to include complete addresses of permitted housing projects including zip codes and assessor parcel numbers (APNs).*** This will not be an additional administrative burden at all given the fact that this data is readily available and it will create a more consistent and accurate regional housing dataset that will better enable monitoring of Plan Bay Area progress in this area.

E. Protecting Existing Affordability

NPH is pleased with the inclusion of the Naturally Occurring Affordable Housing Fund (NOAH). NOAH will help protect and preserve the region's deed-restricted and non-deed restricted affordable housing stock by facilitating the purchase of buildings with expiring affordability restrictions and naturally occurring affordable housing in places with high displacement risk. The proposed 5:1 leverage will also be helpful in ensuring that scarce public dollars have the greatest possible reach.

NPH appreciates very much MTC's commitment to help increase the region's stock of permanently affordable housing and we stand ready to work with you to achieve Plan Bay Area's housing goals.

Sincerely,



Amie Fishman
Executive Director
Non Profit Housing Association of Northern California (NPH)

OBAG 2 Program Status

November 18, 2015

OBAG 2 adopted
MTC Resolution No. 4202

- Placeholder for potential affordable housing policies
- County CMA process delayed accordingly

December 4, 2015

FAST Act signed
New 5-year authorization

★ **$72 million in additional program revenues**

July 2016

OBAG 2 Revisions
Proposed for action

- Additional revenues
- Housing considerations
- Revisions to timeline, minor updates

OBAG Overview

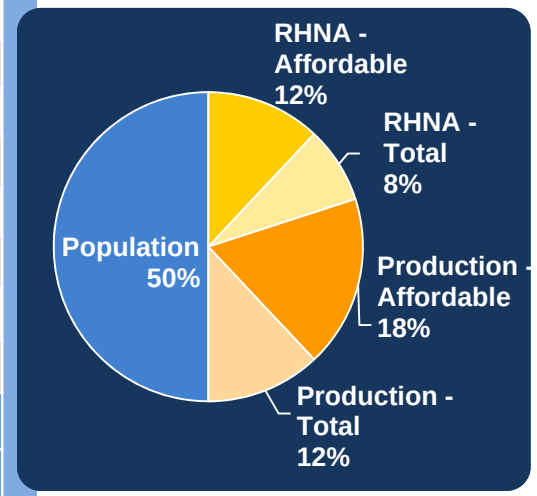
Program Framework

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

* As adopted on November 18, 2015.

Millions $, rounded

County Distribution



OBAG 2
Current Proposal

Add new revenues:

$126 million

- FAST $72
- Bridge Tolls $34
- Exchange Acct. $10
- OBAG 1 TPI $10

Direct to:

- Bay Bridge Forward $40
- County Program $32
- Housing $40
- Transit Priorities $13
- Climate Program $1

Address housing:

- Investment in NOAH $10
- Incentive to cities for Low/Mod housing $30
- Focus PDA planning on CBTPs and areas with high risk of displacement

Recent Regional Funding Initiatives

Recent MTC Transportation Funding Initiatives	$ Millions
Projects	
1 Richmond San Rafael Bridge	$74
2 Contra Costa I-680 Express Lanes	$107
3 Transbay Joint Powers Agency (TJPA) Certificates of Participation	$100
4 Caltrain Electrification	$39
5 SFOBB Forward	$40
Endorsements	
● Earmark Repurposing	
6 San Rafael Transit Center SMART	$3
7 Sonoma US 101 Marin Sonoma Narrows	$15
8 San Mateo US 101 Express Lanes	$10
● Fast Lane	
9 Port of Oakland – Go Port! (Port of Oakland)	$140
10 Solano I-80/I-680/SR 12 Interchange	$124
11 Sonoma US 101 Marin Sonoma Narrows	$73
● Cap & Trade	
SFMTA – Light Rail Modernization & Expansion *(not mappable)*	$156
12 VTA – BART Silicon Valley Phase II Extension	$150
13 BART – Hayward Maintenance Center	$50
AC Transit – Bus Purchase Expansion *(not mappable)*	$36
14 Caltrain – Electrification	$20
Other Small Projects Throughout Region *(not mappable)*	$39
AHSC Projects Throughout Region *(not mappable)*	TBD



1. Bay Bridge Forward

Bay Bridge Forward

Direct **$40 million** to address capacity constraints

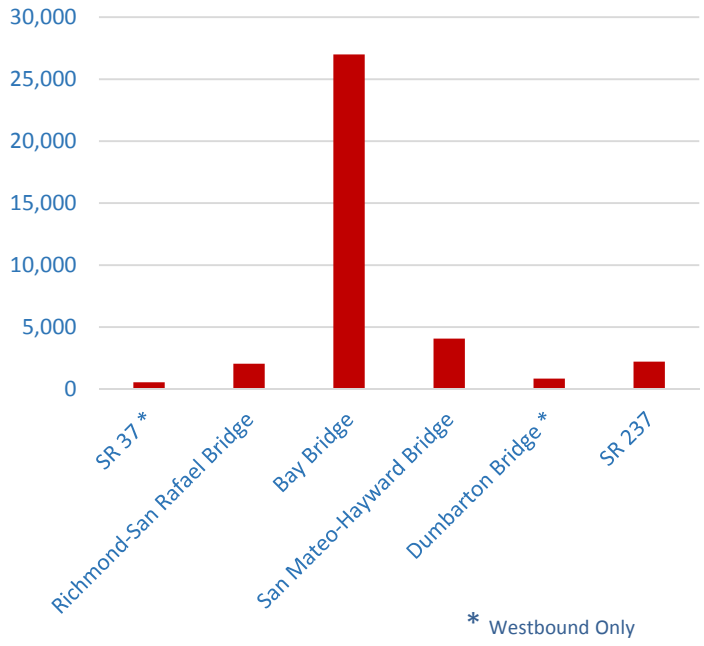


Photo: Noah Berger

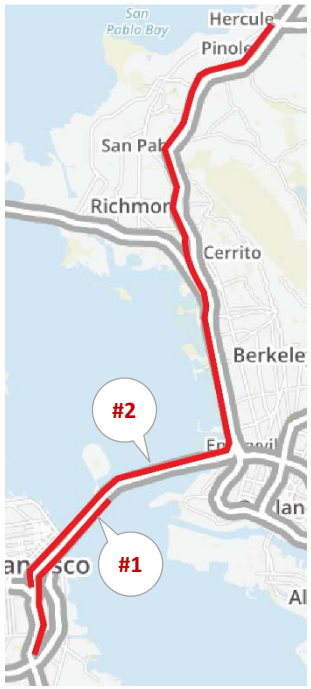
- Bridge is at maximum vehicle capacity in peak hours, but increasing vehicle occupancy can address growing demand
- Goal to increase *person* throughput [move more people in fewer cars]
  - **HOV improvements**
  - **Transit core improvements**
  - **Shared mobility services**
- Tie-in with Managed Lanes Implementation Plan, Bay Area Express Lanes Network, All Electronic Tolling Study, and Core Capacity Transit Study

Bay Bridge Corridor:
Most Congested East-West Bay Crossing

East-West Bay Crossings
Daily Vehicle Hours of Delay



Bay Bridge tops 2015 Bay Area Congested Segments List

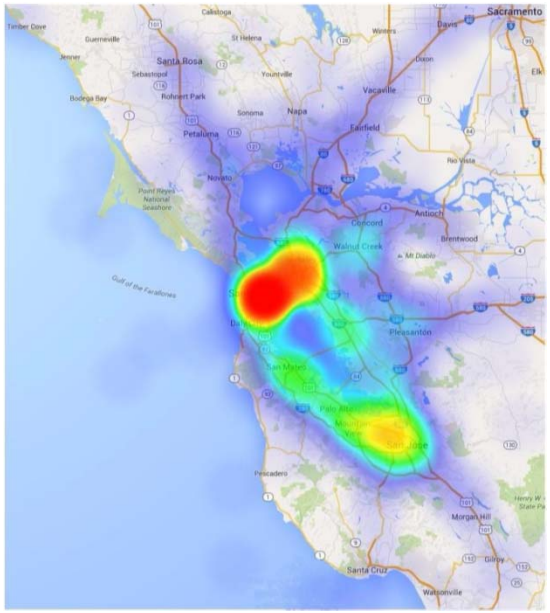


Bay Bridge

- #1 congested segment: Eastbound I-80
- #2 congested segment: Westbound I-80
- **260,000** vehicles daily

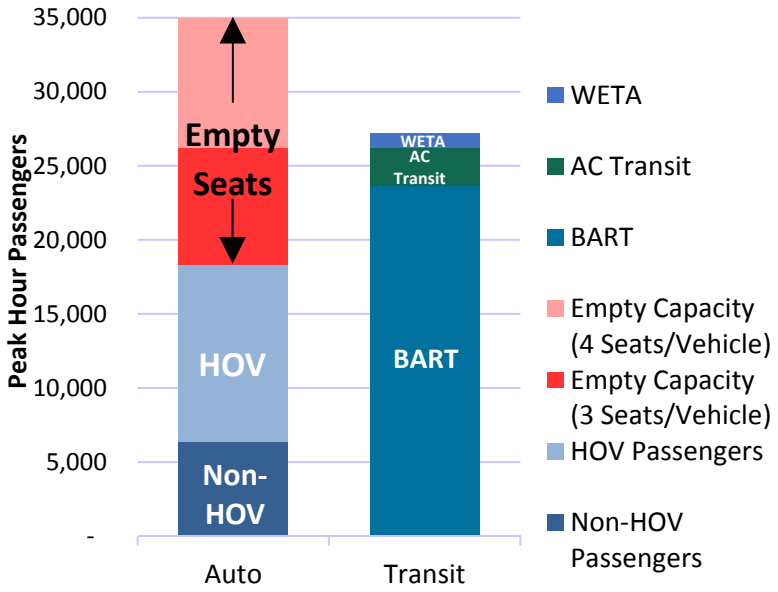
Opportunity: Utilize Empty Seats

Where do Bay Area residents experience the most traffic frustration?



Source: Bay Area Council 2016 Poll

Transbay WB Peak Hour



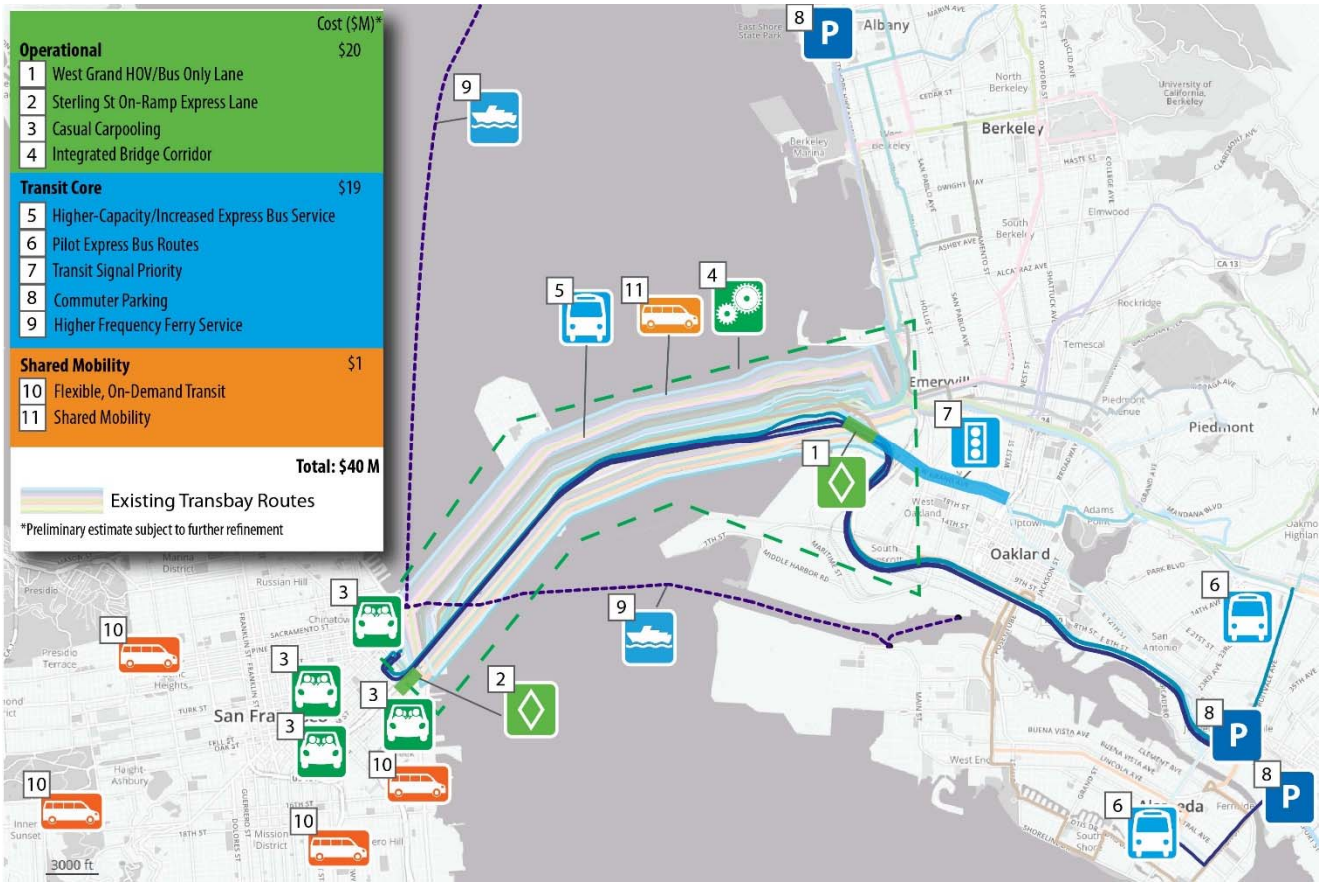
4 seats/vehicle → 48% seats are empty

16,000+ empty seats/hour = 70% of BART Tube Capacity

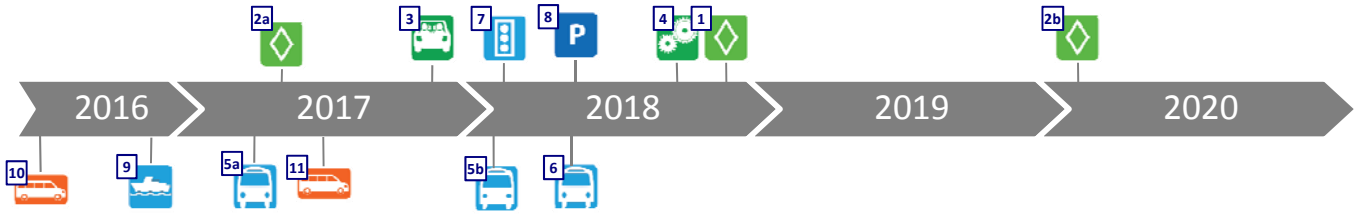
Source: BATA 2015, Caltrans 2014, MTC 2015

Bay Bridge Forward:

Near-Term, Low-Cost, & High-Impact Efficiency Strategies



Bay Bridge Forward:
Detail &Timeline



#	Type	Near-Term Improvement
1		**West Grand HOV/Bus Only Lane** – Convert shoulder of West Grand Ave. on-ramp to Bus/HOV only lane
2		**Sterling St Express Lane** – a. Pilot HOV enforcement technology. b. Convert HOV to express lane
3		**Casual Carpool** – Establish casual carpooling pick-up locations at key locations in San Francisco and along I-80
4		**Integrated Bridge Corridor** – Integrate and optimize traffic management systems at all bridge approaches
5		**Higher Capacity/Increased Express Bus Service**– a. Retrofit buses and increase frequencies b. Add double-decker buses for most productive AC Transit and WestCAT Transbay express bus routes.
6		**Pilot Express Bus Routes** – Pilot new AC Transit Transbay routes to serve high demand inner East Bay markets
7		**Transit Signal Priority** – Add Transit Signal Priority to West Grand Ave.
8	P	**Commuter Parking** – Establish commuter parking in East Bay to encourage carpool and express bus ridership
9		**Higher Frequency Ferry Service** – Pilot increased Alameda, Oakland and Vallejo services (pending exchange)
10		**Flexible On-Demand Transit** – Provide on-demand transit services between East Bay and San Francisco
11		**Shared Mobility** – Zero-dollar partnership with shared mobility providers to take advantage of improvements

2. Support Existing OBAG 2 Programs

County OBAG Program

County Program
+ $32 million



- Grows program above OBAG 1 funding level ($386 million)

Transit Capital Priorities

Transit Capital Priorities
+ $13 million



- Returns program to OBAG 1 funding level ($202 million)

Climate Initiatives

Climate Initiatives
+ $1 million

- Extends Spare the Air Youth program through FY2021-22 ($23 million)

County Programs - Additional Distribution

County OBAG Programs

Direct **$32 million** to county programs



- **Add $32 million** from FAST revenues
- Update **call for projects timeline**
- **HCD compliance deadline now met** by all jurisdictions
- **Complete Streets requirements** deadline still in future

County OBAG Program – Formula Distribution

$, in millions

County	OBAG formula Share *	Nov. 2015 County Distribution	FAST Augmentation Amount *	Proposed County Distribution
Alameda	20.0%	$70.2	$6.4	$76.7
Contra Costa	14.6%	$51.5	$4.7	$56.1
Marin	2.6%	$10.0	$0.8	$10.9
Napa	1.6%	$7.6	$0.5	$8.2
San Francisco	13.4%	$43.9	$4.3	$48.2
San Mateo	8.4%	$29.8	$2.7	$32.5
Santa Clara	27.5%	$95.3	$8.8	$104.1
Solano	5.2%	$19.5	$1.7	$21.2
Sonoma	6.6%	$25.6	$2.1	$27.7
Total:	**100%**	**$353.5**	**$32.0**	**$385.5**

* FAST Augmentation distributed by OBAG 2 county formula (Population, RHNA, Housing Production and affordability)

Regional Transit Priorities – Additional Distribution

Transit Capital Priorities

Direct **$13 million** to restore funding to OBAG 1 levels



Funds to support transit needs:

- Transit Capital Priorities (TCP) / State of good repair

-OR-

- Transit Performance Initiative (TPI)

Climate Initiatives – Additional Distribution

Proposal Summary

Climate Initiatives
+ $1 million

- **Revenue boost funds Spare the Air Youth** BikeMobile, Family Biking Workshops, and High School SRTS
- **Extends program** through FY2021-22
- Funds in addition to **$22 million in adopted OBAG 2 funding** for Climate Initiatives
- Added funds help **narrow the gap in GHG reduction targets** for 2020 and 2035

Climate Program – Estimated GHG Reductions

	2020		2035	
	Plan Bay Area per capita GHG reductions (%)	*PBA2040* per capita GHG reductions (%) [1]	*Plan Bay Area* per capita GHG reductions (%)	*PBA2040* per capita GHG reductions (%)[2]
Statutory Target	7	7	15	15
Travel model GHG reduction	5.5	4.0 - 4.8	9.9	2.5 – 8.5
Gap to reach target	1.5	**range: 2.2 - 3.0**	5.1	**range: 6.5 – 12.5**

[1] Preliminary estimates; based on preliminary model runs
[2] Preliminary estimates; May 2016, Planning Committee

Climate Program – Proposed OBAG 2 Investments

2020 Target Strategy: $22 million

$22 million OBAG2 approved = **2.6% GHG reduction**



3. Housing – Related Proposals

Production Incentive

"80k by 2020 Challenge"

Direct **$30 million** to reward housing production



- **Six year target** of low and moderate income housing production (2015 through 2020)
- **80,000 unit** target based on 2014-2022 RHNA
- Housing units must be in an adopted **Priority Development Area (PDA) or Transit Priority Area (TPA)** to be eligible
- **Grant funds awarded to jurisdictions** that contribute the most toward target (limited to top 10)
- Grants for eligible **transportation projects**

Affordable Housing Pilot

Naturally Occurring Affordable Housing (NOAH)

Direct **$10 million** towards preservation of affordable housing



- Complement current TOAH loan by buying apartment buildings to create **long-term affordability** where displacement risk is high & secure long-term affordability
- **$10 million** in existing exchange account funds
- Investment **leveraged at least 5:1,** creating an investment pool of $50 million
- Investments made in **PDAs or Transit Priority Areas**

Regional PDA Planning Program

Regional PDA Planning

Program revisions related to planning for affordable housing and addressing anti-displacement



- Current program focuses on housing & jobs near transit and includes technical assistance
- Revision to give additional weight to jurisdictions facing displacement pressure to modify zoning and housing policies
- Revision to direct $1.5 million of the adopted PDA program ($20 million total) to update Community Based Transportation Plans (CBTPs) in communities at-risk of displacement

Summary of Proposed Revisions

	OBAG 2, adopted Nov. 2015	FAST	Exchange	RM2	TPI (OBAG1)	Proposed Revised OBAG 2 Framework
Regional Programs	**$436**	**$10**	**$10**	**$34**	**$10**	**$500**
Regional Planning	$10					$10
Pavement Management	$9					$9
PDA Planning	$20					$20
Climate Initiatives	$22	$1				$23
PCA Program	$16					$16
Regional Operations	$170					$170
Transit Priorities	$189			$13		$202
Bay Bridge Forward	-	$9		$21	$10	$40
Affordable Housing Pilot Invest.	-		$10			$10
Local Programs	**$354**	**$62**				**$416**
County OBAG Program	$354	$32				$386
Housing Production Incentive	-	$30				$30
Total	**$790**	**$72**	**$10**	**$34**	**$10**	**$916**

Date: November 18, 2015
W.I.: 1512
Referred by: Programming & Allocations
Revised: 07/27/16-C

ABSTRACT

Resolution No. 4202

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

The resolution includes the following attachments:

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

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

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015 and July 13, 2016.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Date: November 18, 2015
W.I.: 1512
Referred by: P&A
Revised: 07/27/16-C

Attachment A
Resolution No. 4202

OBAG 2
One Bay Area Grant Program
Project Selection Criteria and Programming Policy

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OBAG 2 – One Bay Area Grant Program
Project Selection Criteria and Programming Policy

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County Programs.....~~20~~21~~19~~

Appendices

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Appendix A-2 County Program Fund Distribution
Appendix A-3 Regional and County Planning Activities
Appendix A-4 County Federal-Aid Secondary (FAS)
Appendix A-5 County Safe Routes to School (SRTS)
Appendix A-6 Priority Conservation Area (PCA)
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The One Bay Area Grant Program (OBAG 2) is the second round of the federal funding program designed to support the implementation of *Plan Bay Area,* the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. The proposed revenue estimates, funding approach, programming policies, project guidance, and timeline for OBAG 2 are outlined in this attachment.

BACKGROUND

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution 4035). The OBAG 1 program incorporated the following program features:

- Targeting project investments to the region's Priority Development Areas (PDAs);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCAs); and
- Providing a larger and more flexible funding pot to deliver transportation projects in categories such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing dedicated funding opportunities for Safe Routes to School activities and PCAs.

The early outcomes of the OBAG 1 program are documented in the One Bay Area Grant Report Card located at: (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf). The key findings of the report highlight a variety of improvements as compared to previous federal highway funding programs, including: increased grant and project size, complexity, and multi-modality; significant investments in active transportation and TLC projects; region wide achievement of PDA investment targets; and compliance with local performance and accountability requirements. Considering the positive results achieved in OBAG 1, and in order to further extend the timeframe for OBAG to meet its policy goals, OBAG 2 maintains largely the same framework and policies.

REVENUE ESTIMATES AND PROGRAM ARCHITECTURE

OBAG 2 funding is based on anticipated future federal transportation program apportionments from the regional Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs. Originally, t~~T~~he programming capacity estimated for OBAG 2 amounted~~s~~ to $790 million (down from $827 million programmed with OBAG 1). The estimated decrease in revenues between program cycles reflects annual apportionment amounts in the federal surface transportation act (Moving Ahead for Progress in the 21st Century Act, or MAP-21) authorized after approval of OBAG 1 not keeping pace with estimated growth rates, as well as changes in state and federal programs that impacted estimated regional funding levels (such as the elimination of the Transportation Enhancements (TE) program). **Subsequent to the Commission's original adoption of OBAG 2, Congress approved the Fixing America's Surface Transportation (FAST) Act, providing an additional**

estimated $72 million during the OBAG 2 period. The revised total STP/CMAQ funding for OBAG 2 is ~~now~~ $862 million.

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and contributes to the implementation of the goals and objectives of the Regional Transportation Plan. Funding distribution formulas to the counties will continue to encourage land-use, housing and complete streets policies that support the production of housing with supportive transportation investments. This is accomplished through the following principles:

1. **Realistic Revenue Assumptions:**

   OBAG 2 funding is based on anticipated future federal transportation program apportionments. In past~~recent~~ years, the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For the initial OBAG 2 estimates~~OBAG 2~~, a 2% annual escalation rate above current federal revenues was~~is~~ assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 were expected to be ~~are~~ 4% less than OBAG 1 revenues. **Following the Commission's original adoption of OBAG 2, an additional $72 million in FAST Act revenue was made available, for a total of $862 million for OBAG 2 - an increase of 4% over the OBAG 1 funding level.**

   If there are significant changes in federal apportionments over the OBAG 2 time period, MTC will return to the Commission to recommend adjustments to the program. These adjustments could include increasing or decreasing funding amounts for one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent programming cycles.

   Upon enactment and extension of the federal surface transportation authorizations expected during the OBAG funding period, MTC will need to closely monitor any new federal programs, their eligibility rules, and how funding is distributed to the states and regions. It is anticipated that any changes to the current federal programs would likely overlap to a large extent with projects that are currently eligible for funding under 23 U.S.C., although the actual fund sources may no longer mirror the current STP and CMAQ programs. Therefore, any reference to a specific fund source in the OBAG 2 programming serves as a proxy for replacement fund sources for which MTC has discretionary project selection and programming authority.

   OBAG 2 programming capacity is based on apportionment rather than obligation authority. Because obligation authority (the amount actually received) is less than the apportionment level, there is typically a carryover balance from year to year of unfunded

commitments. MTC's current negative obligation authority imbalance is $51 million, and has held steady the past few years as a result of the region's excellent delivery record. Successful project delivery has allowed MTC to capture additional, unused obligation authority (OA) from other states, enabling the region to deliver additional projects each year. Because this negative balance has held steady, there does not appear to be a need to true-up the difference at this time. MTC staff will continue to monitor this OA shortfall throughout the OBAG 2 period and make adjustments as necessary in the next round of programming.

2. Support Existing Programs:

Originally, ~~T~~the OBAG program ~~as a whole is~~was expected to face declining revenues from $827 million in OBAG 1 to $790 million in OBAG 2. Therefore, no new programs wea~~a~~re introduced with OBAG 2 and the anticipated funding reduction wa~~i~~s spread among the various transportation needs supported in OBAG 1. **With the $72 million in additional revenues from the FAST Act, funding for OBAG 2 increased to $862 million.**

- ~~The regional pot of funding decreases by 4%. With the exception of regional planning activities (which grows to account for escalation) and the Priority Conservation Area (PCA) program (which receives additional funds redirected from an OBAG 1 project), all other funding programs are either maintained at, or decreased from, their OBAG 1 funding levels.~~
- ~~The base OBAG 2 county program decreases by 4%, primarily due to the elimination of the federal Transportation Enhancement (TE) program which contributed to the OBAG 1 funding pot. As compared to the county program under OBAG 1, largely the same planning and project type activities are proposed to be eligible under OBAG 2.~~

The OBAG 2 program categories and commitments for the regional and county programs are outlined in Appendix A-1.

3. Support Plan Bay Area's Sustainable Communities Strategy by Linking OBAG Funding to Housing:

County Program Distribution Formula

OBAG 1's county distribution formula leveraged transportation dollars to reward jurisdictions that produce housing and accept housing allocations through the Regional Housing Need Allocation (RHNA) process. The formula also considered the share of affordable housing within housing production and RHNA allocations.

In OBAG 2, the county distribution formula is updated to use the latest housing data from the Association of Bay Area Government (ABAG). The formula is also based on housing over a longer time frame, considering housing production between 1999 and

2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals.

The OBAG 2 formula places additional emphasis on housing production and the share of affordable housing within both production and RHNA. The formula also expands the definition of affordable housing to include housing for moderate-income households in addition to low- and very low-income households. Furthermore, housing production is capped at the total RHNA allocation.

The distribution formula factors for OBAG 2 are detailed in the table below.

OBAG 2 County Distribution Formula Factors

	Population	Housing RHNA	Housing Production	Housing Affordability *
OBAG 2	**50%**	**20%**	**30%**	**60%**

*OBAG 2 housing affordability factor includes housing at the very low, low and moderate income levels which are weighted within both housing production and RHNA allocation.

The distribution formula is further adjusted to ensure that CMA base planning funds are no more than 50% of the total distribution for that county. The resulting proposed county program formula distributions are presented in Appendix A-2.

Priority Development Areas (PDAs)

OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs).

- PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- PDA Investment and Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.

Priority Conservation Areas (PCAs)

OBAG 2 maintains the two separate Priority Conservation Area (PCA) programs as introduced in OBAG 1, with one program dedicating funding to the four North Bay counties and one competitive program for the remaining counties.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the same base share of the funding pot (40%) to the county CMAs for local decision-making. The program allows CMAs the flexibility to invest in various transportation categories, such as Transportation for Livable Communities (TLC), bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities.

In addition to the base county program, two previously regional programs, Safe Routes to School and the Federal-Aid Secondary (rural roads), have been consolidated into the county program with guaranteed minimum funding amounts to ensure the programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as a part of OBAG 2 and as separately required by state law.

Complete Streets Requirement

Jurisdictions must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in MTC's Complete Streets Guidance.

Alternatively, to recognize local jurisdictions' efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010 and before the date the CMAs submit their OBAG 2 project recommendations to MTC.

The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

Housing Element Requirement

Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

The complete streets and housing requirements are not required for jurisdictions with no general plan or land use authority such as Caltrans, CMAs or transit agencies under a JPA or district (not under the governance of a local jurisdiction). However, in such instances the jurisdiction in which the project is physically located must meet these requirements, except for transit/rail agency property such as, track, rolling stock or a maintenance facility.

~~*Anti-Displacement Policies Requirement*~~

~~Anti-Displacement Policies. The Commission will consider recommendations related to anti-displacement policies for possible consideration in early 2016.~~

6. **Continue Transparency and Outreach to the Public Throughout the Process:**

   CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach efforts, agency coordination, distribution methodology and Title VI compliance. CMA reporting requirements are provided in Appendix A-10, the Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution 4202.

PROGRAM CATEGORIES AND PROJECT LIST

Appendix A-1 outlines the OBAG 2 program categories and commitments.

Attachment B of Resolution 4202 contains the list of projects to be programmed under the OBAG 2 program. Attachments B-1 and B-2 list the projects receiving OBAG 2 funding through the regional programs and county programs respectively. The project lists are subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for the county programs and other funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected or revised by the Commission and CMAs and are included in the federal Transportation Improvement Program (TIP).

GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in OBAG 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 4174. The Commission's adoption of the OBAG 2 program, including policy and procedures, meets the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

   Furthermore, investments made in the OBAG 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and

selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-7).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the OBAG 2 program must be amended into the TIP. The federally-required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection, the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be updated by MTC staff to reflect these revisions. Where responsibility for project selection is assigned to MTC, TIP amendments and a revision to Attachment B to add or delete a project will be reviewed and approved by the Commission. Changes to existing projects in Attachment B may be made by MTC staff following approval of a related TIP revision.

3. **Minimum Grant Size.** Funding grants per project must be a minimum of $500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and $250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

   To provide flexibility, an alternative averaging approach may be used. For this approach, a CMA may program grant amounts no less than $100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold. This lower threshold of $100,000 also applies to Safe Routes to School projects, which are typically of smaller scale.

   Furthermore, all OBAG 2 programming amounts must be rounded to thousands.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make a regional air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the update of the TIP. Non-exempt projects that are not incorporated in the current finding for the TIP will not be considered for funding in the OBAG 2 program until the development of a subsequent air quality finding for the TIP. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for fine particulate matter ($PM_{2.5}$). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) must complete a hot-spot analysis as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Protection Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.

6. **Application and Resolution of Local Support.** Once a project has been selected for funding, project sponsors must submit a completed project application for each project through MTC's Funding Management System (FMS). The project application consists of two parts: 1) a project submittal and/or TIP revision request to MTC staff through FMS, and 2) a Resolution of Local Support approved by the project sponsor's governing board or council and submitted in FMS. A template for the Resolution of Local Support can be downloaded from the MTC website using the following link: http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2.

7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for OBAG 2 to ensure 1) eligibility; 2) consistency with the region's long-range plan; and 3) project readiness. In addition, project sponsors must adhere to directives such as the Complete Streets Requirements, Housing Element Requirements, and the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), as outlined below, and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

   - Federal Project Eligibility: STP is the most flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities, transportation system management, transportation demand management, transportation control measures, mitigation related to an STP project, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in 23 U.S.C § 133 and at: http://www.fhwa.dot.gov/map21/factsheets/stp.cfm.

     CMAQ is a more targeted funding source. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in an approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, new bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, and experimental

pilot projects. For more detailed information, refer to FHWA's revised guidance provided at: http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/.

MTC reserves the right to assign specific fund sources to projects based on availability and eligibility requirements. In the event that a new surface transportation authorization is enacted during implementation of OBAG 2 that materially alters these programs, MTC staff will work with the CMAs and project sponsors to match projects with appropriate federal fund programs.

- RTP Consistency: Projects funded through OBAG 2 must be consistent with the adopted Regional Transportation Plan (currently *Plan Bay Area*). Project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 2 projects. Projects in the County program will also be reviewed by CMA staff prior to submitting selected projects to MTC.

- Complete Streets Policy: Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets Policy (MTC Resolution No. 3765) created a checklist that is intended for use on projects to ensure the accommodation of non-motorized travelers is considered at the earliest conception or design phase. The county CMAs ensure that project sponsors complete the checklist before projects are considered by the county for OBAG 2 funding and submitted to MTC. The CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions.

  Related state policies include: Caltrans Complete Streets Policy Deputy Directive 64 R1, which stipulates pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products; and the California Complete Streets Act of 2008, which requires local agency general plan circulation elements to address all travel modes.

- Project Delivery and Monitoring: OBAG 2 funding is available in the following five federal fiscal years: 2017-18, 2018-19, 2019-20, 2020-21, and 2021-22. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA), and subject to TIP financial constraint requirements. In addition, in order to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2017-18) will be provided to ongoing programs, such as regional and CMA planning, non-infrastructure projects, and the preliminary engineering phase of capital projects.

Specific programming timelines will be determined through the development of the Annual Obligation Plan, which is developed by MTC staff in collaboration with the Bay Area Partnership technical working groups and project sponsors. Once programmed in the TIP, the funds must be obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. Additionally, all OBAG 2 funds must be obligated no later than January 31, 2023.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy (MTC Resolution No. 3606 and any subsequent revisions). All funds are subject to obligation, award, invoicing, reimbursement and project close-out requirements. The failure to meet these deadlines may result in the de-programming and redirection of funds to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of OBAG 2 funding is required to identify and maintain a staff position that serves as the single point of contact (SPOC) for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the TIP, and to notify MTC immediately when the position contact has changed. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting OBAG 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the project-funding timeframe.

- Funding Exchange: Sometimes federal funds may not be the best fit for projects being implemented to meet plan and program goals and objectives. In such cases, federal OBAG funding may be exchanged with non-federal funds. MTC staff will work with the

CMAs when such opportunities arise. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331) and the locally-funded project must be included in the federal TIP.

- Local Match: Projects funded with STP or CMAQ funding require a non-federal local match. Although local match requirements are subject to change, the current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with FHWA providing up to 88.53% of the total project cost through reimbursements. For capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the construction phase. For these projects, sponsors must still meet all federal requirements for the PE phase.
- Fixed Program and Specific Project Selection: Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The OBAG 2 program is project-specific and the funds programmed to projects are for those projects alone.

  The OBAG 2 program funding is fixed at the programmed amount; therefore, any project cost increases may not be covered by additional OBAG 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies.

REGIONAL PROGRAMS

The programs below comprise the OBAG 2 Regional Programs, managed by MTC. Funding amounts for each program are included in Appendix A-1. Individual projects will be added to Attachment B-1 and B-2 as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to support regional planning and outreach activities.

Appendix A-3 details the funding amounts and distribution for planning and outreach activities.

2. Pavement Management Program

This continues the region's acclaimed Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP), training, and regional and statewide local streets and roads needs assessment. MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the statewide local streets and roads needs assessment effort.

To support the collection and analysis of local roads asset conditions for regional planning efforts and statewide funding advocacy, and to be eligible for OBAG 2 funding for local streets and roads, a jurisdiction must:

- Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed); and
- Fully participate in the statewide local streets and road needs assessment survey (including any assigned funding contribution); and
- Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).

3. Regional Priority Development Area (PDA) Planning & Implementation

Funding in this program implements the following:

Regional PDA Planning and Implementation: The PDA Planning Program places an emphasis on intensifying land uses at and near transit stations and along transit corridors in PDAs. The key goals of the program are to: increase supply of affordable and market rate housing, jobs and services within the PDA planning area; boost transit ridership and thereby reduce vehicle miles traveled by PDA residents, employees and visitors; increase walking and bicycling by improving multi-modal access and effectively managing parking; and locate key services and retail within the PDA planning area. Funding is available for regional planning and implementation efforts and grants to jurisdictions to provide PDA planning support, and typically fund specific plans and programmatic Environmental Impact Reports. PDA plans funded through the program focus on a range of transit-supportive elements including market demand analysis, affordable housing strategies, multi-modal connectivity including pedestrian-friendly design standards, parking demand analysis, infrastructure development, implementation planning and financing strategies and ~~strategies to advance~~implementation of the best practices identified in the Air District's Planning Healthy Places guidelines[1]. The PDA Planning Program will give priority to cities with high risk of displacement in order to support the development of local policies and programs.

Community-Based Transportation Planning: A portion of this program will be dedicated to the Community-Based Transportation Planning (CBTP) grant program. These locally-led plans address the mobility needs of low-income households in the region's 35 Communities of Concern. Grant funds will be used to update CBTPs that are in many cases more than 10 years old.

Naturally Occurring Affordable Housing (NOAH): Consistent with the OBAG 2 framework and PDA Planning Program, a NOAH revolving loan fund will be established as a complement to the existing TOAH loan products for new construction. NOAH loans would be used to buy apartment buildings to create long-term affordability where displacement risk is high and to

~~[1] Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016.~~

secure long-term affordability in currently subsidized units that are set to expire. NOAH investments will be made in PDAs or Transit Priority Areas.

4. Climate Initiatives Program

The purpose of the OBAG 2 Climate Initiatives Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO_2 emissions reductions per SB375 and federal criteria pollutant reductions. Investments focus on projects and programs with effective greenhouse gas emission reduction results.

Spare the Air Youth: A portion of the Climate Initiatives program would be directed to the implementation of Spare the Air Youth program.

56. Regional Active Operational Management

This program is administered at the regional level by MTC to actively manage congestion through cost-effective operational strategies that improve mobility and system efficiency across freeways, arterials and transit modes. Funding continues to be directed to evolving MTC operational programs such as next generation 511, Freeway Service Patrol (FSP), incident management program, managed lanes and regional rideshare program. Funding will also be directed to new initiatives such as the Columbus Day Initiative that deploys advanced technologies and Transportation Management Systems that ensures the existing and new technology infrastructure is operational and well-maintained.

Columbus Day Initiative

The Columbus Day Initiative (CDI) builds on the proven success of its predecessor program (the Freeway Performance Initiative), which implemented traditional fixed time-of-day freeway ramp metering and arterial signal timing projects that achieved significant delay reduction and safety on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. The CDI aims to deliver cost-effective, technology-driven operational improvement projects such as, adaptive ramp metering, hard shoulder running lanes, queue warning signs, connected vehicle technologies, shared mobility technologies, and regional arterial operations strategies. Projects would target priority freeway and arterial corridors with significant congestion. Funding for performance monitoring activities and corridor studies is included to monitor the state of the system and to identify and assess the feasibility of operational strategies to be deployed.

Transportation Management Systems

This program includes the operations and management of highway operations field equipment; critical freeway and incident management functions; and Transportation Management Center (TMC) staff resources needed to actively operate and maintain the highway system.

Bay Bridge Forward Project

As part of the overall OBAG 2 framework, this project encompasses the implementation of several of near-term, cost-effective operational improvements that offer travel time savings,

reliability and lower costs for carpooling and bus/ferry transit use to increase person throughput and reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.

6~~7~~. Transit Priorities Program

The objective of the Transit Priorities Program is to assist transit operators to fund major fleet replacements, including the BART Car Replacement Phase 1 project, fixed guideway rehabilitation and other high-scoring capital needs, including replacement of Clipper equipment and development of Clipper 2.0, that are consistent with MTC's Transit Capital Priorities policy for programming federal transit funds (MTC Resolution 4140 or successor resolution).

The program also implements elements of the Transit Sustainability Project by making transit-supportive investments in major transit corridors that can be carried out within two years through the Transit Performance Initiative (TPI). The focus of TPI is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, boarding/stop improvements and other improvements to improve the passenger experience.

7~~5~~. Priority Conservation Area (PCA) Program

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space amidst a growing population across the Bay Area, for residents and businesses. The PCA program includes one approach for the North Bay counties (Marin, Napa, Solano, and Sonoma) and a second approach for the remaining five counties.

In the North Bay, each of the four CMAs will take the lead to develop a county-wide program, building on PCA planning conducted to date to select projects for funding.

For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. MTC will provide federal funding which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for proposals.

The minimum non-federal match required for PCA-program funding is 2:1.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

8. Housing Production Incentive

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

The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units). The units would need to be located in PDA's or in Transit Priority Areas (TPA's).

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

The funds provided would be STP/CMAQ, and would need to be used only for federally eligible transportation purposes.

COUNTY PROGRAMMING POLICIES

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

- Program Eligibility: The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
    - Planning and Outreach Activities
    - Local Streets and Roads Preservation
    - Bicycle and Pedestrian Improvements
    - Transportation for Livable Communities
    - Safe Routes To School
    - Priority Conservation Areas

- Federal Aid Secondary (FAS) Improvements

- Fund Sources & Formula Distribution: OBAG 2 is funded primarily from two federal fund sources: STP and CMAQ. The CMAs will be provided a breakdown of specific OBAG 2 fund sources, with the understanding that actual fund sources are subject to change. Should there be significant changes to federal fund sources, MTC staff will work with the CMAs to identify and realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund source availability and final federal apportionment levels.

  Consistent with OBAG 1, 60% of available OBAG 2 funding is assigned to Regional Programs and 40% assigned to the base County CMA Programs. The Safe Routes to School (SRTS) and Federal Aid Secondary (FAS) programs augment the county base funding, bringing the final proportionate share to 55% regional and 45% county. The Base county funds (SRTS & FAS have their own formula distribution) are distributed to each county based on the OBAG 2 county distribution formula (see page 3). Counties are further guaranteed that the funding amount for planning purposes will not exceed 50% of their total distribution. This results in the county of Napa receiving additional funding. This planning guarantee clause results in a slight deviation in the final OBAG 2 fund distribution for each county. The base County CMA Program fund distribution after the planning guarantee adjustment is shown in Appendix A-2.

- Priority Development Area (PDA) Policies
  - PDA minimum investment: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG 2 investments to PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. CMA planning and outreach costs partially count towards PDA minimum investment targets (70% or 50%, in line with each county's PDA minimum investment target). The guaranteed minimum for Priority Conservation Area (PCA), Safe Routes to School (SRTS), and Federal Aid Secondary (FAS) do not count towards PDA targets. The PDA/non-PDA funding split is shown in Appendix A-2.
  - PDA boundary delineation: Refer to http://gis.mtc.ca.gov/interactive_maps/ which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. This map is updated as ABAG approves new PDA designations.
  - Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide

a policy justification for designating the project as supporting a PDA through proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.

- PDA Investment & Growth Strategy: Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. See Appendix A-8 for details.

▶ Project Selection: County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.

- Public Involvement: In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
- Unified Call for Projects: CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by ~~January~~ July 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by ~~February 28~~August 31, 2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination with other county-wide call for projects or programming needs. The goal is to coordinate the OBAG2 call for projects, and provide project sponsors the maximum time to deliver projects.
- Project Programming Targets and Delivery Deadlines: CMAs must program their block grant funds over the OBAG 2 period (FY 2017-18 through FY 2021-22). In general, the expectation is that on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of project in later years.
- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for

Request for Authorization (RFA) submittal and federal authorization/ obligation. Additionally, the following funding deadlines apply for each county, with earlier delivery strongly encouraged:

- At least half of the OBAG 2 funds, must be obligated (federal authorization/FTA Transfer) by January 31, 2020.
- All remaining OBAG 2 funds must be obligated by January 31, 2023.

- Performance and Accountability Policies: Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG 2 funds.

  - Adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in MTC's Complete Streets Guidance.

    Alternatively, to recognize local jurisdiction's efforts to update their general plan circulation element to incorporate the provisions of the 2008 Complete Streets Act in response to the provisions stated in OBAG 1, a jurisdiction may adopt a significant revision to the circulation element of the general plan that complies with the Act after January 1, 2010.

    For compliance, a substantial revision of the circulation element, passed after January 1, 2010, shall "…plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

    The approach above focuses on the adoption of local complete streets resolutions, while acknowledging the jurisdictions that took efforts to update their circulation element in anticipation of future OBAG requirements.

  - Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive OBAG 2 funding.

  - Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk deprogramming of OBAG 2 funding.

- ~~Anti-Displacement Policies. The Commission will consider recommendations related to anti-displacement policies for possible consideration in early 2016.~~
- For jurisdictions with local public streets and roads, to be eligible for OBAG 2 funding, the jurisdiction must:
    - Have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed);
    - Fully participate in the statewide local streets and road needs assessment survey; and
    - Provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed).
- For a transit agency project sponsor under a Joint Powers Authority (JPA) or district (not under the governance of a local jurisdiction), or an agency where housing and complete streets policies do not apply, the jurisdiction where the project is located (such as station/stop improvements) will need to comply with the policies and other requirements specified in this attachment before funds may be programmed to the project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or a transit maintenance facility.
- OBAG 2 funds may not be programmed to any jurisdiction out of compliance with the policies and other requirements specified in this attachment.
- The CMA will be responsible for tracking progress towards all OBAG 2 requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG 2 funds to its projects in the TIP.

  CMAs will provide the following prior to programming projects in the TIP (see Appendix A-10):

    - Documentation of the approach used to select OBAG 2 projects including outreach efforts, agency coordination, Title VI compliance, and the methodology used for distributing funds within the county;
    - The board adopted list of projects recommended for OBAG 2 funding;
    - Self-certification that all projects recommended for funding are consistent with the current RTP (including documentation) and have completed project-specific Complete Streets Checklists (including documentation);
    - Identification of the Single-Point of Contact assigned by the jurisdiction for all FHWA-funded projects, including OBAG 2 projects;
    - Documentation of local jurisdiction compliance with MTC's Complete Streets Policy, including a list of the status of each jurisdiction, a letter

from the CMA for each jurisdiction describing how the jurisdiction meets the policy requirements, and supporting documentation for each local jurisdiction (resolutions and/or circulation elements)

- Documentation of local jurisdiction compliance with MTC's Housing Element requirements, including a list of the status of each jurisdiction's Annual Housing Element Progress Report as well as any supporting documentation for each jurisdiction (progress reports and copies of submittal letter to HCD). This documentation will be required annually from CMAs (April 30 each year) throughout the OBAG 2 programming period;
- Documentation for any projects recommended for funding that apply toward the county's minimum PDA investment target. This includes mapping of all mappable projects (projects with a physical location). For projects that are not physically located within a PDA, the CMA is required to map each project along with the associated PDA(s) and provide a policy justification for designating each project as supporting a PDA through proximate access. CMAs must also document that this information was used when presenting its program of projects to their board and the public; and
- Self-certification that the PDA Investment and Growth Strategy has been completed and adopted by the CMA Board, or will be adopted in coordination with the RTP update. Documentation of required updates and interim progress reports must also be submitted by the CMAs throughout the OBAG 2 period.

COUNTY PROGRAMS

The categories below comprise the eligible OBAG 2 County Programs, administered by the nine county CMAs. The CMAs should ensure that the project selection process and selected projects meet all eligibility requirements throughout this document as well as in federal statutes and regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

County CMA Program

The base OBAG 2 County program accounts for 40% of the total funding available through OBAG 2 and is distributed to each county according to the OBAG 2 county formula after accounting for the CMA Planning minimum guarantee (see Appendices A-2 and A-3). This

program includes CMA planning and outreach as well as the various projects selected through each county's competitive call for projects. Projects selected through the base county program are subject to the PDA investment minimum requirements.

1. CMA Planning and Outreach

This category provides funding to the county Congestion Management Agency (CMA) or substitute agency to support programming, monitoring and outreach activities. Such efforts include, but are not limited to: county-based planning efforts for development of the RTP/Sustainable Communities Strategy (SCS); development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects.

The minimum funding level for the CMA planning and outreach program continues OBAG 1 commitments by escalating FY 2016-17 amounts at 2% per year. In addition, counties are guaranteed that the base funding level for the CMA's planning and outreach program will not exceed 50% of the county's total OBAG 2 County Program distribution. Actual CMA planning and outreach amounts for each county, are shown in Appendix A-3.

At their discretion, the CMAs may choose to designate additional funding from their County Program to augment their planning and outreach efforts.

All funding and activities will be administered through an interagency agreement between MTC and the respective CMA.

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federal-aid system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). In addition, selected pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. This requirement ensures that streets selected for investment are cost effective. MTC is responsible for verifying the certification status of jurisdictions. The current certification status of area jurisdictions can be found at http://www.mtc.ca.gov/services/pmp/.

Furthermore, to support the collection and analysis of local roads asset conditions for comprehensive regional planning efforts and statewide funding advocacy, a jurisdiction must fully participate in the statewide local streets and road needs assessment survey to be eligible for OBAG 2 funding for pavement rehabilitation.

Eligibility requirements for specific project types are included below:

- Pavement Rehabilitation:

All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

- Preventive Maintenance:

  Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

- Non-Pavement:

  Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards. Jurisdictions must have a certified PMP to be eligible to receive funding for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards or implementing compete streets elements) and any pavement application not recommended by the PMP unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

3. Bicycle and Pedestrian Improvements

This category funds a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Additional eligibility requirements will apply to bicycle and pedestrian projects that are funded with CMAQ funds rather than STP funds, given the more limited scope of the CMAQ funding program. According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and should reduce vehicle trips resulting in air pollution reductions. Also, the hours of operation need to be reasonable and support bicycle/pedestrian needs, particularly during commute periods. For example, the policy that a trail be closed to users before sunrise or

after sunset may limit users from using the facility during the portions of peak commute hours, particularly during times of the year with shorter days.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors; enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Transit station improvements such as plazas, station access, pocket parks, and bicycle parking.
- Transit expansions serving PDAs.
- Complete Streets improvements that improve bicycle and pedestrian access and encourage use of alternative modes.
- Cost-effective, technology-driven active operational management strategies for local arterials and for highways when used to augment other fund sources or match challenge grants.
- Transportation Demand Management (TDM) projects including car sharing, vanpooling traveler coordination and information, and Clipper®-related projects.
- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit, such as bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, garbage and recycling bins.
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals; individualized travel training and trip planning activities for customers; the development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation

brokerages to coordinate providers, funding agencies and passengers. Selected project sponsors may need to transfer the STP/CMAQ funds received to FTA.
- PDA planning and implementation, including projects that incentivize local PDA transit oriented development housing (within funding eligibility limitations unless exchanged).
- Density incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations).

Activities that are not eligible for funding include: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

Additional County Programs

In addition to the base County CMA Program, OBAG 2 directs additional funds to the CMAs to distribute to eligible project types. These programs are the Safe Routes to School (SRTS) program, the Federal Aid Secondary Shares Continuation (FAS) program, and for the North Bay Counties, the Priority Conservation Area (PCA) program.

1. Safe Routes to School

Eligible projects for the Safe Routes to School (SRTS) program include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that this program is funded exclusively by the CMAQ funding program. Given the intent of the CMAQ program to reduce vehicular emissions, the OBAG 2 SRTS program is targeted towards air quality improvement rather than the health or safety of school-aged children. Despite this limitation, project eligibility under CMAQ largely overlaps with typical eligibility requirements for Safe Routes to School programs. Detailed examples of eligible projects are provided below:

Eligible Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely
- Non-construction outreach related to safe bicycle use

- Travel Demand Management (TDM) activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Eligible Infrastructure Projects

- Constructing bicycle and pedestrian facilities (paths, sidewalks, bike racks, support facilities, etc.), that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds

- Walking audits and other planning activities (Upon the CMA's request and availability of funds, STP funds will be provided for these purposes)
- Crossing guards, vehicle speed feedback devices, and traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceed a nominal cost

Within the SRTS program, funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2013-14 (see Appendix A-5). SRTS funding distributed to CMAs based on enrollment is not subject to the PDA minimum investment requirements. However, if a CMA chooses to augment the SRTS program with additional funding from their base OBAG 2 County CMA program, this additional funding is subject to the PDA minimum investment requirements.

Before programming projects into the TIP, the CMAs shall provide the SRTS projects, recommended county program scope, budget, schedule, agency roles, and federal funding recipient(s).

In programming the funds in the TIP, project sponsors may consider using non-federal funds to fund SRTS activities ineligible for federal funding. In such instances, the sponsor is allowed to use toll credits for the federal project, conditioned upon a minimum of 11.47% in non-federal funds being dedicated for SRTS activities. Separate accounting of a federalized project and a non-federalized project to fund a single program can be challenging, so care should be taken when using this option.

CMAs with an established SRTS program may choose to program local funds for SRTS projects in lieu of OBAG 2 funds and use the OBAG 2 funding for other eligible OBAG 2 projects. In such instances the local SRTS project(s) must be identified at the time the CMA submits the county OBAG 2 program to MTC and subsequently programmed in the federal TIP.

2. Federal Aid Secondary (FAS) Shares

The Federal Aid Secondary (FAS) program, which directed funding to rural roads, was eliminated in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA).

However, California statutes provide for the continuation of minimum funding levels to counties, guaranteeing their prior FAS shares for rural county roads.

The county CMAs are required to ensure the counties receive their guaranteed annual funding through the CMA-managed OBAG county program. The county of San Francisco has no rural roads, and therefore does not receive FAS funding. In addition, the counties of Marin, Napa, and San Mateo may exchange their annual guaranteed FAS funding with state funding from Caltrans, as permitted by state statute. Caltrans takes these federal funds "off the top" before distributing regional STP funds to MTC. The CMAs for these three counties are not required to provide FAS guaranteed funding to these three counties for years in which these counties request such an exchange, as the statutory requirement is met through this exchange with Caltrans.

Counties may access their FAS funding at any time within the OBAG 2 period for any project eligible for STP funding. Guaranteed minimum FAS funding amounts are determined by California's Federal-Aid Secondary Highways Act (California Code § 2200-2214) and are listed in Appendix A-4. This FAS funding is not subject to the minimum PDA investment requirement. Any additional funding provided by the CMAs to the counties from the OBAG 2 county base formula distribution is subject to the minimum PDA investment requirements.

3. Priority Conservation Area (PCA)

The Priority Conservation Area (PCA) Program provides funding for the development of plans and projects to assist in the preservation and enhancement of rural lands and open space. Generally, eligible projects include PCA planning activities, bicycle and pedestrian access to open space and parklands, visual enhancements and habitat/environmental enhancements. Specifically, projects must support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands amidst a growing population across the Bay Area, for residents and businesses.

Land acquisition for preservation purposes is not federally eligible, but may be facilitated through CMA-initiated funding exchanges.

The PCA funding program includes one approach for the North Bay program (Marin, Napa, Solano, and Sonoma) and a second for the remaining five counties. In the North Bay, each CMA will receive dedicated funding, lead a county-wide program building on PCA planning conducted to date, and select projects for funding. For the remaining counties, MTC will partner with the Coastal Conservancy, a California State agency, to program the PCA funds. Appendix A-9 outlines the framework for this program including goals, project screening eligibility, eligible sponsors, and project selection.

Any CMA may use additional funding from its base OBAG 2 County Program to expand its dedicated PCA program (North Bay counties), augment grants received from the regionally competitive PCA program (remaining counties), or develop its own county PCA program (all counties).

The PCA program requires a 2:1 minimum non-federal match.

As a part of the update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Planning (RAMP) Program. RAMP would mitigate certain environmental impacts from multiple planned transportation projects, rather than mitigating on a less-efficient per-project level. Partnering arrangements can be established to leverage multiple fund sources in order to maximize benefits of the RAMP and PCA programs. As such, PCA funds may be used to deliver net environmental benefits to a RAMP program project.

In instances where federal funds may not be used for this purpose, sponsors may exchange OBAG 2 funds with eligible non-federal funds. Such exchanges must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).

Appendix A-1

OBAG 2
Program Categories
FY 2017-18 through FY 2019-22
July 27, 2016

Program Categories

Regional Program		OBAG 1		OBAG 2		
		Regional Distribution			% Share	Amount
Regional Categories			**$499.3**			**476.5**
1	Regional Planning Activities	2%	$8.5		2%	9.6
2	Pavement Management Program	2%	$9.1		2%	9.3
3	Regional PDA Planning & Implementation	4%	$20.0		5%	20.0
4	Climate Initiatives	4%	$22.3		5%	23.0
5	Priority Conservation Area	2%	$9.5		4%	16.4
6	Regional Active Operational Management	37%	$183.5		39%	179.0
7	Transit Capital Priorities	40%	$201.4		43%	189.3
			$454.3	**Regional Program Total:**	**52%**	**446.5**
Local Categories						
	Local PDA Planning *(within county program for OBAG 2)*	4%	$20.0			
	Safe Routes To School *(Moved to county program for OBAG 2)*	5%	$25.0			
	Federal-Aid Secondary - FAS *(within county program for OBAG 2)*	-	-			
8	Local Housing Production Incentive	-	-			30.0
		9%	**$45.0**	**Local Program Total:**	**3%**	**30.0**

County Program			OBAG 1			OBAG 2					
		Population	Base Formula STP/CMAQ/TE *		Final Distribution Including SRTS & PDA		Base Formula **		SRTS ***	FAS ***	Final Adjusted Distribution Including SRTS & FAS ****	
Counties												
1	Alameda	21.2%	19.6%	$64.1	19.7%	$73.4	20.0%	$69.7	$5.3	$1.8	19.9%	$76.7
2	Contra Costa	14.6%	14.1%	$46.0	14.2%	$52.9	14.6%	$50.8	$4.1	$1.3	14.6%	$56.1
3	Marin	3.4%	3.3%	$10.7	3.3%	$12.3	2.6%	$9.2	$0.9	$0.8	2.8%	$10.9
4	Napa	1.9%	2.3%	$7.4	2.3%	$8.7	1.6%	$5.5	$0.5	$1.2	2.2%	$8.2
5	San Francisco	11.3%	12.0%	$39.3	11.7%	$43.5	13.4%	$46.5	$1.8	$0.0	12.4%	$48.2
6	San Mateo	10.0%	8.3%	$27.2	8.4%	$31.2	8.4%	$29.3	$2.4	$0.9	8.4%	$32.5
7	Santa Clara	25.2%	27.3%	$89.3	27.2%	$101.4	27.5%	$95.8	$6.9	$1.7	26.9%	$104.1
8	Solano	5.7%	6.0%	$19.5	5.9%	$22.1	5.2%	$18.3	$1.5	$1.5	5.5%	$21.2
9	Sonoma	6.6%	7.3%	$23.8	7.2%	$26.9	6.6%	$22.9	$1.7	$3.3	7.2%	$27.7
	Total:		**$327.4**		**$372.4**			**$348.0**	**$25.0**	**$12.5**	**45%**	**$385.5**

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OBAG Total: OBAG 1: **$827** OBAG 2: **$862**

*** OBAG 1:** In OBAG 1, the county CMAs received $327 M with $18 M in RTIP-TE and $309 M in STP/CMAQ. RTIP-TE funding is nc longer part of OBAG 2

**** Base:** Unadjusted raw county base formula amount

***** SRTS:** SRTS moved to County Program and distributed based on FY 2013-14 K-12 school enrollment

***** FAS:** Federal-Aid Secondary (FAS) distributed based by statutory requirements. San Francisco has no rural roads and therefore is not subject to State Statute requirements

****** OBAG2:** Final county distribution rounded to nearest $1,000 and includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

Appendix A-2

OBAG 2
County Fund Distribution
FY 2017-18 through FY 2021-22
July 27, 2016

OBAG 2 - County Funding Formula Distribution

County	Total County Distribution *	OBAG 2 Adjusted Base **	PDA Percentage	PDA/Anywhere Split	PDA	Anywhere
Alameda	$76,655,000	$69,728,000	70%	70/30	$48,810,000	$27,845,000
Contra Costa	$56,136,000	$50,846,000	70%	70/30	$35,592,000	$20,544,000
Marin	$10,870,000	$9,194,000	50%	50/50	$4,597,000	$6,273,000
Napa	$8,150,000	$5,501,000	50%	50/50	$2,751,000	$5,399,000
San Francisco	$48,183,000	$46,514,000	70%	70/30	$32,560,000	$15,623,000
San Mateo	$32,545,000	$29,339,000	70%	70/30	$20,537,000	$12,008,000
Santa Clara	$104,073,000	$95,758,000	70%	70/30	$67,031,000	$37,042,000
Solano	$21,177,000	$18,253,000	50%	50/50	$9,127,000	$12,050,000
Sonoma	$27,723,000	$22,867,000	50%	50/50	$11,434,000	$16,289,000
Total:	**$385,512,000**	**$348,000,000**			**$232,439,000**	**$153,073,000**

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* Total county distribution including SRTS, FAS and planning adjustment
** OBAG 2 adjusted base county amount subject to PDA investment - does not include SRTS, FAS or PCA. Rounded to thousands and adjusted to ensure a county's base planning activity is no more than 50% of the total distribution

Appendix A-3

OBAG 2
Planning & Outreach
FY 2017-18 through FY 2021-22
November 18, 2015

OBAG 2 - County CMA Planning

County	Agency	2.0% 2016-17	OBAG 2 County CMA Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	Total
Alameda	ACTC	$1,034,000	$1,055,000	$1,076,000	$1,097,000	$1,119,000	$1,142,000	**$5,489,000**
Contra Costa	CCTA	$818,000	$834,000	$851,000	$868,000	$885,000	$904,000	**$4,342,000**
Marin	TAM	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	**$3,822,000**
Napa	NCTPA	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	**$3,822,000**
San Francisco	SFCTA	$753,000	$768,000	$783,000	$799,000	$815,000	$832,000	**$3,997,000**
San Mateo	SMCCAG	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	**$3,822,000**
Santa Clara	VTA	$1,145,000	$1,168,000	$1,191,000	$1,215,000	$1,239,000	$1,265,000	**$6,078,000**
Solano	STA	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	**$3,822,000**
Sonoma	SCTA	$720,000	$734,000	$749,000	$764,000	$779,000	$796,000	**$3,822,000**
County CMAs Total:		**$7,350,000**	**$7,495,000**	**$7,646,000**	**$7,799,000**	**$7,953,000**	**$8,123,000**	**$39,016,000**

OBAG 2 - Regional Planning

	2.0% 2016-17	OBAG 2 Regional Agency Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	Total
Regional Planning Total:	**$1,800,000**	**$1,835,000**	**$1,873,000**	**$1,910,000**	**$1,948,000**	**$1,989,000**	**$9,555,000**

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* 2% escalation from FY 2016-17 Planning Base

$48,571,000

Appendix A-4

OBAG 2
Federal-Aid Secondary
FY 2017-18 through FY 2021-22
November 18, 2015

OBAG 2 - Federal-Aid Secondary (FAS)

County	FAS Regional Percentage	Annual FAS Funding *	5-Year FAS Funding	Total OBAG 2 Rounded
Alameda	14.2%	$355,761	$1,778,805	**$1,779,000**
Contra Costa	10.7%	$268,441	$1,342,205	**$1,343,000**
Marin	6.7%	$167,509	$837,545	**$838,000**
Napa	9.5%	$237,648	$1,188,240	**$1,189,000**
San Francisco **	0.0%	$0	$0	**$0**
San Mateo	7.1%	$178,268	$891,340	**$892,000**
Santa Clara	13.6%	$340,149	$1,700,745	**$1,701,000**
Solano	12.0%	$301,159	$1,505,795	**$1,506,000**
Sonoma	26.1%	$652,790	$3,263,950	**$3,264,000**
Total:	**100.0%**	**$2,501,725**	**$12,508,625**	**$12,512,000**

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* As provided by Caltrans per State Statute

** San Francisco has no rural roads

Appendix A-5

OBAG 2
Safe Routes to School County
FY 2017-18 through FY 2021-22
November 18, 2015

OBAG 2 - Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	FY 2013-14 Percentage	Total OBAG 2 Rounded
Alameda	222,681	24,036	246,717	21.4%	**$5,340,000**
Contra Costa	173,020	15,825	188,845	16.4%	**$4,088,000**
Marin	32,793	7,104	39,897	3.5%	**$864,000**
Napa	20,868	2,913	23,781	2.1%	**$515,000**
San Francisco	58,394	24,657	83,051	7.2%	**$1,797,000**
San Mateo	94,667	15,927	110,594	9.6%	**$2,394,000**
Santa Clara	276,175	41,577	317,752	27.5%	**$6,878,000**
Solano	63,825	4,051	67,876	5.9%	**$1,469,000**
Sonoma	70,932	5,504	76,436	6.6%	**$1,655,000**
Total:	**1,013,355**	**141,594**	**1,154,949**	**100%**	**$25,000,000**

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* From California Department of Education for FY 2013-14

Appendix A-6

OBAG 2
Priority Conservation Area
FY 2017-18 through FY 2021-22
November 18, 2015

OBAG 2 - Priority Conservation Area (PCA)

PCA Program	Total OBAG 2
Northbay Program	
Marin	$2,050,000
Napa	$2,050,000
Solano	$2,050,000
Sonoma	$2,050,000
Subtotal:	$8,200,000
Remaining Counties Competitive Program	
Subtotal:	$8,200,000
Total	
Total:	$16,400,000

Appendix A-7: OBAG 2 – CMA One Bay Area Grant County Program Outreach

The Metropolitan Transportation Commission (MTC) delegates authority for the county program project selection to the nine Bay Area Congestion Management Agencies (CMAs). The existing relationships the CMAs have with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties make them best suited for this role. As one of the requirements for distributing federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process during development of the PDA Investment and Growth Strategy and the solicitation and project selection for the OBAG 2 program. CMAs also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the Transportation Improvement Program (TIP).

To comply with federal regulations, the CMAs must conduct a transparent process for the Call for Projects, and include the following activities:

1. **Public Involvement and Outreach**

   Conduct countywide outreach to stakeholders and the public to solicit project ideas. CMAs are expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan~~http://www.mtc.ca.gov/get_involved/participation_plan.htm~~. CMAs are expected at a minimum to:

   - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process;
   - Explain the local call for projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
   - Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit;
   - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://mtc.ca.gov/about-mtc/public-participation/get-language-assistance; ~~http://www.mtc.ca.gov/get_involved/lep.htm;~~
   - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting; and
   - Hold public meetings in central locations that are accessible for people with disabilities and by public transit.

Document the outreach effort undertaken for the local call for projects. CMAs are to provide MTC with a:

- Description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG 2 funding.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG 2 Program.*** CMAs will assist with agency coordination by:
  - Communicating this call for projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders.
  - Documenting the steps taken to engage the above-listed organizations.

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.***
  - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding.
  - Remove barriers for persons with limited-English proficiency to have access to the project submittal process.
  - Document the steps taken to engage underserved communities.
  - For Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan. ~~http://www.mtc.ca.gov/get_involved/participation_plan.htm.~~
  - Additional resources are available at:
    i. http://www.fhwa.dot.gov/civilrights/programs/tvi.htm
    ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
    iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-8: PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) <u>Engaging Regional/Local Agencies</u>

- Develop or continue a process to regularly engage local planners and public works staff. Understand the needs of both groups and share information with MTC and ABAG.
- Encourage community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7).
- The CMA governing boards must adopt the final Investment & Growth Strategy.
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans. Look for opportunities to support planning processes with technical or financial assistance.

(2) <u>Planning Objectives</u> – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.

  PDA Investment & Growth Strategies will assess local jurisdiction efforts in approving sufficient housing for all income levels and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals[2]. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently has few moderate- or low-income households, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization.

[2] Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, "just cause eviction" policies, policies or investments that preserve existing deed-restricted or "naturally" affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

(3) Establishing Local Funding Priorities

Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, services, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas**. Favorably consider projects in high impact areas, defined as:
  a. PDAs taking on significant housing growth in the SCS (total number of units), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units,
  b. Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and TDM programs,
  c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC or as defined by CMAs or Community Based Transportation Plans.
- **PDAs with affordable housing preservation, creation strategies** and community stabilization policies – favorably consider projects in jurisdictions with affordable housing preservation, creation strategies and community stabilization policies.
- ~~**Investments that are consistent with Air District's Planning Healthy Places**~~[3] **Projects that protect public health during construction and operation – favorably consider projects that implement the Best Practices in the Air District's Planning Healthy Places, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution.**[4]
- **PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure** – Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

Process/Timeline

~~[3] Guidance will be developed in partnership with BAAQMD, CMAs, ABAG, and city staff pending the release of these guidelines in early 2016, please see: http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/planning-healthy-places.~~

[4] Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: http://www.baaqmd.gov/plans-and-climate/planning-healthy-places.

CMAs will develop a new PDA Investment & Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy. The Investment & Growth Strategy must be adopted by the CMA Board (new for OBAG 2). CMAs will provide a status report update every two years.

APPENDIX A-9: Priority Conservation Area (PCA) Program

Program Goals and Eligible Projects

The goal of the Priority Conservation Area (PCA) Program is to support Plan Bay Area by preserving and enhancing the natural, economic and social value of rural lands and open space in the Bay Area, for residents and businesses. These values include globally unique ecosystems, productive agricultural lands, recreational opportunities, urban greening, healthy fisheries, and climate protection (mitigation and adaptation), among others.

The PCA Program should also be linked to SB 375 goals which direct MPOs to prepare sustainable community strategies which consider resource areas and farmland in the region as defined in Section 65080.01. One purpose of the PCA program is to reinforce efforts to target growth in existing neighborhoods (PDAs), rather than allowing growth to occur in an unplanned "project-by-project" approach.

The PCA program is split into two elements:

1. North Bay Program ($8 million)
2. Peninsula, Southern and Eastern Counties Program ($8 million)

The North Bay program framework is to be developed by the four North Bay county Congestion Management Agencies (CMAs), building on their PCA planning and priorities carried out to date. Project eligibility is limited by the eligibility of federal surface transportation funding; unless the CMA can exchange these funds or leverage new fund sources for their programs.

The Peninsula, Southern and Eastern Counties Program will be administered by the Coastal Conservancy* in partnership with MTC based on the proposal provided below. The table below outlines screening criteria, eligible applicants, and the proposed project selection and programming process for the Peninsula, Southern and Eastern Counties.

Funding Amount	• $8 million
Screening Criteria	• **PCA Designation**: Eligible projects must be within a designated PCA. The list of adopted PCAs can be found at: http://abag.ca.gov/priority/conservation/. • **Regionally Significant**: Indicators of regional significance include a project's contribution to goals stated in regional habitat, agricultural or open space plans (i.e. *San Francisco Bay Area Upland Habitat Goals Project Report* at http://www.bayarealands.org/reports/), countywide Plans or ABAG's PCA designations. Applicants should describe who will benefit from the project and the regional (greater-than-local) need it serves. • **Open Space Protection In Place**: Linkages to or location in a Greenbelt area that is policy protected from development. Land acquisition or easement projects would be permitted in an area without open space policy protections in place. • **Non-Federal Local Match**: 2:1 minimum match

	• **Meets Program Goals:** Projects that meet one of the following program goals (subject to funding eligibility—see below): o Protects or enhances "resource areas" or habitats as defined in California Government Code § 65080.01(a). o Provides or enhances bicycle and pedestrian access to open space / parkland resources. Notable examples are the Bay and Ridge Trail Systems. o Supports the agricultural economy of the region. o Includes existing and potential urban green spaces that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.
Eligible Applicants	• Local governments (cities, counties, towns), county congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations in the nine-county San Francisco Bay Area are invited to nominate projects. Applicants are strongly encouraged to collaborate and partner with other entities on the nomination of projects, and partnerships that leverage additional funding will be given higher priority in the grant award process. **Partnerships are necessary with cities, counties, or CMAs in order to access federal funds. Federally-funded projects must have an implementing agency that is able to receive a federal-aid grant (master agreement with Caltrans).**
Emphasis Areas / Eligible Projects	**Eligible Projects** 1. **Planning Activities** 2. **Pedestrian and Bicycle Facilities/ Infrastructure:** On-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and other safety related infrastructure, and ADA compliance, conversion and use of abandoned rail corridors for pedestrians and bicyclists. 3. **Visual Enhancements**: Construction of turnouts, overlooks and viewing areas. 4. **Habitat / Environmental Enhancements**: Vegetation management practices in transportation rights-of-way, reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats, mitigation of transportation project environmental impacts funded through the federal-aid surface transportation program. 5. **Protection (Land Acquisition or Easement) or Enhancement of Natural Resources, Open Space or Agricultural Lands**: Parks and

	open space, staging areas or environmental facilities; or natural resources, such as listed species, identified priority habitat, wildlife corridors, wildlife corridors watersheds, or agricultural soils of importance. 6. **Urban Greening**: Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater. **Note:** MTC encourages PCA project applicants to partner with other agencies and programs to leverage other funds in order to maximize benefits. As such, PCA funded projects may become eligible to deliver net environmental benefits to a future Regional Advance Mitigation Planning (RAMP) program project, above any required mitigation requirements. Note that such projects may need to rely on funding exchanges with eligible non-federal funds because most land acquisition and habitat restoration projects that are not mitigation for transportation projects are not eligible for federal transportation funds. Any such funding exchange must be consistent with MTC's fund exchange policy (MTC Resolution No. 3331).
Project Selection	**Coastal Conservancy Partnership Program:** MTC will provide $8 million of federal transportation funds which will be combined with the Coastal Conservancy's own program funds in order to support a broader range of projects (i.e. land acquisition and easement projects) than can be accommodated with federal transportation dollars alone. The Coastal Conservancy, MTC, and ABAG staff will cooperatively manage the call for projects. This approach would harness the expertise of the Coastal Conservancy, expand the pool of eligible projects, and leverage additional resources through the Coastal Conservancy.

*The Coastal Conservancy is a state agency and the primary public land conservation funding source in the Bay Area, providing funding for many different types of land conservation projects. For more information see http://scc.ca.gov/.

~~Reporting Period: Calendar Year 2016~~

APPENDIX A-10: Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution No. 4202

One Bay Area Grant (OBAG 2) Checklist for CMA Compliance with MTC Resolution No. 4202

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements included in the OBAG 2 Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by Congestion Management Agencies (CMAs) and submitted to MTC to certify compliance with the OBAG 2 requirements. MTC will not take action to program projects recommended by a CMA until a checklist demonstrating compliance has been submitted to MTC.

CMA Call for Projects Guidance: Appendix A-7

1. Public Involvement and Outreach, Agency Coordination, and Title VI	YES	NO	N/A
a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-7?	☐	☐	☐
b. Has the CMA performed agency coordination consistent with Appendix A-7?	☐	☐	☐
c. Has the CMA fulfilled its Title VI responsibilities consistent with Appendix A-7?	☐	☐	☐
d. Has the CMA documented the efforts undertaken for Items 1a-1c, above, and submitted these materials to MTC as an attachment to this Checklist?	☐	☐	☐

PDA Investment and Growth Strategy: Appendix A-8

2. Engage with Regional and Local Jurisdictions	YES	NO	N/A
a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	☐	☐	☐

~~Reporting Period: Calendar Year 2016~~

b.	Has the CMA encouraged community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7)?	☐	☐	☐
c.	Has the CMA governing board adopted the final Investment and Growth Strategy?	☐	☐	☐
d.	Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?	☐	☐	☐
e.	Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	☐	☐	☐
3.	**Planning Objectives to Inform Project Priorities**	**YES**	**NO**	**N/A**
a.	Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county?	☐	☐	☐
b.	Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes?	☐	☐	☐
c.	Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?			
	1. By May 1, 2013, has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?	☐	☐	☐
	2. Starting in May 2014 and in all subsequent updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?	☐	☐	☐

~~Reporting Period: Calendar Year 2016~~

4. Establishing Local Funding Priorities	YES	NO	N/A
a. Has the CMA developed funding guidelines for evaluating OBAG 2 projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?	☐	☐	☐

1. Projects located in high impact project areas – favorably consider projects in high impact areas, defined as:
   a) PDAs taking on significant housing growth (total number of units) in the Sustainable Communities Strategy (SCS), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units;
   b) Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and Travel Demand Management (TDM) programs;
   c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.).
2. Projects located in Communities of Concern (COC) as defined by MTC:
   a) CMAs may also include additional COCs beyond those defined by MTC, such as those defined by the CMAs according to local priorities or Community Based Transportation Plans.

~~Reporting Period: Calendar Year 2016~~

3. PDAs with affordable housing preservation, creation strategies and community stabilization policies.

~~4. Investments that are consistent with the Air District's Planning Healthy Places guidelines~~Projects that implement the Best Practices identified in the Air District's Planning Healthy Places guidelines, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution.[1]

4.

~~PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure.~~

5. PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure.

b.	Has the CMA provided a status report on their PDA Investment & Growth Strategy (required two years after the adoption of a PDA Investment and Growth Strategy)?	☐	☐	☐
c.	Has the CMA committed to developing a new PDA Investment & Growth Strategy by May 1, 2017 (new PDA required every four years), consistent with the update of the RTP/SCS?	☐	☐	☐

PDA Policies

5.	**PDA Minimum Investment Targets**	**YES**	**NO**	**N/A**
a.	Has the CMA met its minimum PDA investment target (70% for Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara and 50% for Marin, Napa, Sonoma, and Solano)?	☐	☐	☐

[1] Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: http://www.baaqmd.gov/plans-and-climate/planning-healthy-places.

~~Reporting Period: Calendar Year 2016~~

b. Has the CMA defined the term "proximate access," for projects located outside of a PDA that should be counted towards the county's minimum PDA investment target?	☐	☐	☐
c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide "proximate access" to a PDA, along with policy justifications for those determinations, and presented this information for public review when the CMA board acts on OBAG 2 programming decisions?	☐	☐	☐
d. Has the CMA submitted the documentation from items 5a-c~~6c~~, above, to MTC as part of this Checklist?	☐	☐	☐

Project Selection Policies

6. Project Selection	**YES**	**NO**	**N/A**
a. Has the CMA documented and submitted the approach used to select OBAG 2 projects including outreach, coordination, and Title VI compliance?	(See 1 & 2)		
b. Has the CMA issued a unified call for projects?	☐	☐	☐
c. Has the CMA submitted a board adopted list of projects to MTC by January 31, 2017?	☐	☐	☐
d. Does the CMA acknowledge that all selected projects must be submitted into MTC's Fund Management System (FMS) along with a Resolution of Local Support no later than February 28, 2017?	☐	☐	☐
e. Does the CMA affirm that the projects recommended for funding meet the following requirements? 1. Are consistent with the current Regional Transportation Plan (Plan Bay Area); 2. Have completed project-specific Complete Streets Checklists;	☐	☐	☐

~~Reporting Period: Calendar Year 2016~~

f. Does the CMA acknowledge the that OBAG 2 funding is subject to MTC's Regional Project Delivery Policy (Resolution No. 3606, or successor resolution) in addition to the following OBAG 2 deadlines? 1. Half of the CMA's OBAG 2 funds, must be obligated by January 31, 2020; and 2. All remaining OBAG 2 funds must be obligated by January 31, 2023.	☐	☐	☐

Performance and Accountability Policies

7. Ensuring Local Compliance	YES	NO	N/A
a. Has the CMA received confirmation that local jurisdictions have met, or are making progress in meeting, the Performance and Accountability Policies requirements related to Complete Streets, local Housing Elements, local streets and roads, and transit agency project locations as set forth in pages 16-18 of MTC Resolution 4202? *Note: CMAs can use the Local Jurisdiction OBAG 2 Requirement Checklist to help fulfill this requirement.*	☐	☐	☐
b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4202 prior to programming OBAG 2 funds to its projects in the TIP?	☐	☐	☐

~~Reporting Period: Calendar Year 2016~~

8. Completion of Checklist	YES	NO	N/A
Has the CMA completed all section of this checklist?	☐	☐	☐

If the CMA has checked "NO" or "N/A" to any checklist items, please include which item and a description below as to why the requirement was not met or is considered Not Applicable:

Attachments

☐ Documentation of CMA efforts for public outreach, agency coordination, and Title VI compliance (Checklist Items 1, 2).

☐ Documentation of CMA compliance with PDA minimum investment targets, including documentation that the information was presented to the public during the decision-making process (Checklist Item 6).

~~Reporting Period: Calendar Year 2016~~

Review and Approval of Checklist

This checklist was prepared by:

_____ _____
Signature Date

_____
Name & Title (print)

_____ _____
Phone Email

This checklist was approved for submission to MTC by:

_____ _____
Signature Date

_____
CMA Executive Director

One Bay Area Grant (OBAG 2) Checklist for Local Compliance with MTC Resolution No. 4202

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements for local jurisdictions included in the OBAG Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by local jurisdictions and submitted to the CMA to certify compliance with the OBAG 2 requirements listed in MTC Resolution No. 4202. MTC will not take action to program projects for a local jurisdiction until the CMA affirms that the jurisdiction has met all requirements included in OBAG 2.

1. Compliance with the Complete Streets Act of 2008	YES	NO	N/A
a. Has the jurisdiction met MTC's Complete Street Requirements for OBAG 2 prior to the CMA submitting its program to MTC through either of the following methods? 1. Adopting a Complete Streets resolution incorporating MTC's nine required complete streets elements; or 2. Adopting a significant revision to the General Plan Circulation Element after January 1, 2010 that complies with the California Complete Streets Act of 2008.	☐	☐	☐
b. Has the jurisdiction submitted documentation of compliance with Item a. (copy of adopted resolution or circulation element) to the CMA as part of this Checklist?	☐	☐	☐
c. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG 2 funding?	☐	☐	☐
2. Housing Element Certification	**YES**	**NO**	**N/A**
a. Has the jurisdiction's General Plan Housing Element been certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA prior to May 31, 2015? If not, has the jurisdiction's Housing Element been fully certified by HCD by June 30, 2016?	☐	☐	☐
b. Has the jurisdiction submitted the latest Annual Housing Element Report to HCD by April 1, 2016?	☐	☐	☐

c.	Does the jurisdiction acknowledge that the Annual Housing Element Report must be submitted to HCD each year through the end of the OBAG 2 program (FY22) in order to be eligible to receive funding?	☐	☐	☐
d.	Has the jurisdiction submitted documentation of compliance with Item 2 (copy of certified housing element or annual report, or letter of compliance from HCD) to the CMA as part of this Checklist?	☐	☐	☐

3. Local Streets and Roads		**YES**	**NO**	**N/A**
a.	Does the jurisdiction have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed)?	☐	☐	☐
b.	Does the jurisdiction fully participate in the statewide local streets and roads needs assessment survey?	☐	☐	☐
c.	Does the jurisdiction provide updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with a one-year grace period allowed)?	☐	☐	☐

4. Projects Sponsored by Other Agencies		**YES**	**NO**	**N/A**
a.	Does the jurisdiction acknowledge that the jurisdiction in which a project is located must comply with OBAG 2 requirements (MTC Resolution No. 4202) in order for any project funded with OBAG 2 funds to be located within the jurisdiction, even if the project is sponsored by an outside agency (such as a transit agency)?	☐	☐	☐

5. Regional Project Delivery Requirements		**YES**	**NO**	**N/A**
a.	Does the jurisdiction acknowledge that it must comply with the regional Project Delivery Policy and Guidance requirements (MTC Resolution No. 3606) in the implementation of the project, and that the jurisdiction must identify and maintain a Single Point of Contact for all projects with FHWA-administered funding?	☐	☐	☐

~~**6. Anti-Displacement**~~		~~**YES**~~	~~**NO**~~	~~**N/A**~~
~~a.~~	~~Staff will return in February 2016 with recommendations related to anti-displacement policies for possible consideration.~~	~~☐~~	~~☐~~	~~☐~~

6. Completion of Checklist	YES	NO	N/A
Has the jurisdiction completed all sections of this checklist?	☐	☐	☐

If the jurisdiction has checked "NO" or "N/A" to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered not applicable:

Attachments

- ☐ Documentation of local jurisdiction's compliance with MTC's Complete Streets Requirements, including copy of adopted resolution or circulation element (Checklist Item 1).
- ☐ Documentation of compliance with MTC's Housing Element Requirements, such as a copy of certified housing element or annual report, or a letter of compliance from HCD (Checklist Item 2).

Review and Approval of Checklist

This checklist was prepared by:

Signature Date

Name & Title (print)

Phone Email

This checklist was approved for submission to <INSERT NAME>City/County by:

Signature Date

City Manager/Administrator or designee

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
July 27, 2016

MTC Res. No. 4202 Attachment B-2
Adopted: 11/18/15-C
Revised: 07/27/16-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			
ALAMEDA COUNTY			
Specific projects TBD			
Planning Activities Base	Alameda	ACTC	$5,489,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	$1,779,000
Safe Routes To School (SRTS)	Alameda	ACTC/Various	$5,340,000
TBD	Alameda	TBD	**$64,047,000**
ALAMEDA COUNTY		**TOTAL:**	**$76,655,000**
CONTRA COSTA COUNTY			
Specific projects TBD			
Planning Activities Base	Contra Costa	CCTA	$4,343,000
Federal Aid Secondary (FAS)	Contra Costa	Contra Costa County	$1,343,000
Safe Routes To School (SRTS)	Contra Costa	CCTA/Various	$4,088,000
TBD	Contra Costa	TBD	**$46,362,000**
CONTRA COSTA COUNTY		**TOTAL:**	**$56,136,000**
MARIN COUNTY			
Specific projects TBD			
Planning Activities Base	Marin	TAM	$3,822,000
Federal Aid Secondary (FAS)	Marin	Marin County	$838,000
Safe Routes To School (SRTS)	Marin	TAM/Various	$864,000
TBD	Marin	TBD	**$5,346,000**
MARIN COUNTY		**TOTAL:**	**$10,870,000**
NAPA COUNTY			
Specific projects TBD			
Planning Activities Base	Napa	NCTPA	$3,822,000
Federal Aid Secondary (FAS)	Napa	Napa County	$1,189,000
Safe Routes To School (SRTS)	Napa	NCTPA/Various	$515,000
TBD	Napa	TBD	**$2,624,000**
NAPA COUNTY		**TOTAL:**	**$8,150,000**
SAN FRANCISCO COUNTY			
Specific projects TBD			
Planning Activities Base	San Francisco	SFCTA	$3,998,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	$1,797,000
TBD	San Francisco	TBD	**$42,388,000**
SAN FRANCISCO COUNTY		**TOTAL:**	**$48,183,000**
SAN MATEO COUNTY			
Specific projects TBD			
Planning Activities Base	San Mateo	CCAG	$3,822,000
Federal Aid Secondary (FAS)	San Mateo	San Mateo County	$892,000
Safe Routes To School (SRTS)	San Mateo	CCAG/Various	$2,394,000
TBD	San Mateo	TBD	**$25,437,000**
SAN MATEO COUNTY		**TOTAL:**	**$32,545,000**
SANTA CLARA COUNTY			
Specific projects TBD			
Planning Activities Base	Santa Clara	VTA	$6,078,000
Federal Aid Secondary (FAS)	Santa Clara	Santa Clara County	$1,701,000
Safe Routes To School (SRTS)	Santa Clara	VTA/Various	$6,878,000
TBD	Santa Clara	TBD	**$89,416,000**
SANTA CLARA COUNTY		**TOTAL:**	**$104,073,000**
SOLANO COUNTY			
Specific projects TBD			
Planning Activities Base	Solano	STA	$3,822,000
Federal Aid Secondary (FAS)	Solano	Solano County	$1,506,000
Safe Routes To School (SRTS)	Solano	STA/Various	$1,469,000
TBD	Solano	TBD	**$14,380,000**
SOLANO COUNTY		**TOTAL:**	**$21,177,000**
SONOMA COUNTY			
Specific projects TBD			
Planning Activities Base	Sonoma	SCTA	$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	$3,264,000
Safe Routes To School (SRTS)	Sonoma	SCTA/Various	$1,655,000
TBD	Sonoma	TBD	**$18,982,000**
SONOMA COUNTY		**TOTAL:**	**$27,723,000**
OBAG 2 COUNTY PROGRAMS		**TOTAL:**	**$385,512,000**

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
July 2016

MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	Regionwide	MTC	$9,555,000
1. REGIONAL PLANNING ACTIVITIES		**TOTAL:**	**$9,555,000**
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	Regionwide	MTC	$1,500,000
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	$250,000
2. PAVEMENT MANAGEMENT PROGRAM		**TOTAL:**	**$9,250,000**
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation	Regionwide	MTC	**$18,500,000**
Community-Based Transportation Plan (CBTP) Updates	**Regionwide**	**MTC**	**$1,500,000**
3. PDA PLANNING & IMPLEMENTATION		**TOTAL:**	**$20,000,000**
4. CLIMATE INITIATIVES			
Climate Inititiaves Program of Projects	TBD	TBD	$22,000,000
Spare the Air Youth Program	**Regionwide**	**MTC**	**$1,000,000**
4. CLIMATE INITIATIVES		**TOTAL:**	**$23,000,000**
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
AOM Implementation	Regionwide	MTC	$22,500,000
511 Next Gen	Regionwide	MTC	$39,000,000
Rideshare	Regionwide	MTC	$10,000,000
Bay Bridge Forward	Regionwide	MTC	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	**Alameda**	**AC Transit**	**$1,200,000**
Pilot Transbay Express Bus Routes	**Alameda**	**AC Transit**	**$800,000**
Eastbay Commuter Parking	**Alameda**	**MTC**	**$1,500,000**
Casual Carpool in San Francisco and along I-80	**SF/Alameda**	**MTC**	**$1,000,000**
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	**Contra Costa**	**WestCat**	**$2,000,000**
Ferry Service Enhancement Pilot (pending exchange)	**Various**	**WETA**	**$2,500,000**
Columbus Day Initiative (CDI)	Regionwide	MTC	
Freeway Performance	Regionwide	MTC	$43,500,000
Arterial/Transit Performance	Regionwide	MTC	$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	$5,000,000
Transportation Management System	Regionwide	MTC	
Field Equipment Devices O&M	Regionwide	MTC	$19,000,000
Incident Management	Regionwide	MTC	$13,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		**TOTAL:**	**$179,000,000**
6. TRANSIT CAPITAL PRIORITIES			
BART Car Replacement/Expansion	Various	BART	$150,000,000
Clipper	Regionwide	MTC	$20,000,000
Unprogrammed Balance			$19,283,000
6. TRANSIT CAPITAL PRIORITIES		**TOTAL:**	**$189,283,000**

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
July 2016

MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL OBAG 2 STP/CMAQ
OBAG 2 REGIONAL PROGRAMS			
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Program			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	$8,200,000
Local Northbay PCA Program			
Marin PCA Program	Marin	TAM	$2,050,000
Napa PCA Program	Napa	NCTPA	$2,050,000
Solano PCA Program	Solano	STA	$2,050,000
Sonoma PCA Program	Sonoma	SCTA	$2,050,000
7. PRIORITY CONSERVATION AREA (PCA)		**TOTAL:**	**$16,400,000**
8. LOCAL HOUSING PRODUCTION INCENTIVE			
Local Housing Production Incentive	**TBD**	**TBD**	**$30,000,000**
8. LOCAL HOUSING PRODUCTION INCENTIVE		**TOTAL:**	**$30,000,000**
OBAG 2 REGIONAL PROGRAMS		**TOTAL:**	**$476,488,000**

BUILDING INDUSTRY ASSOCIATION
1350 Treat Boulevard, Suite 140
Walnut Creek, CA 94597

July 8, 2016

Scott Wiener, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Via email

Re: July 13, 2016 Meeting: Agenda Item 6b: OBAG 2

Dear Supervisor Wiener and Commissioners:

The Building Industry Association of the Bay Area supports the proposals before you as described in the MTC staff recommendations. The proposals represent a thoughtful and productive approach to both the $126 million in additional revenue available for distribution during this funding cycle, as well as OBAG's programmatic elements.

BIA is pleased that one of the principal proposals is based on rewarding housing production for low- and-moderate households. Our region faces an extreme housing crisis that impacts everyone who calls the Bay Area home—as well as the many thousands of households that have been displaced to neighboring regions or other states due to the Bay Area's housing costs. Rewarding local jurisdictions that actually produce low-and moderate- income housing with discretionary transportation funds is extremely important. We also applaud the inclusion of moderate-income housing production in the proposal. This is an important and meaningful regional policy response to the well-documented shrinking of the Bay Area's middle class. BIA is also strongly supportive of the outlined approach for dealing with local housing and displacement policy in the base OBAG program, as we viewed the alternative so-called "regulatory approach" to be very counterproductive. BIA also recognizes the important transportation capacity enhancement projects proposed for funding. Fast action on these near-term, cost-effective improvements is critical.

We encourage you to approve and forward the staff recommendations to the full Commission.

Sincerely,

Paul Campos
Sr. Vice President, Government Affairs

On 7/12/16, 4:08 PM, "David Zisser" wrote:

We join the 6 Wins Network in calling on MTC (the Bay Area's Metropolitan Transportation Commission) to ACT NOW to address the displacement crisis that is harming our communities:

- MTC is fueling the regional displacement crisis by targeting low-income neighborhoods for redevelopment without first ensuring the existence of protections to stabilize long-time and vulnerable residents. As a result, new development is contributing to rising rents, evictions and destabilization of low-income communities and communities of color.

- MTC has the power to combat displacement by leveraging the $300 Billion that it controls to encourage cities to adopt meaningful anti-displacement and affordable housing policies and by taking other meaningful actions at the regional level.

- MTC continues to break its promises to combat displacement, including commitments made in 2013 in Plan Bay Area, and again this year, when it promised to incorporate anti-displacement policies into the full $400+ Million OneBayArea Grant Program.

It is not too late for MTC to change its ways. We urge the agency to:

1. Attach strong anti-displacement policies to the full $400+ Million OneBayArea Grant program at MTC's meeting on July 27, 2016, as recommended by the 6 Wins Network.

2. Integrate meaningful anti-displacement policies into all aspects of Plan Bay Area 2040, to be adopted in 2017.

3. Include low-income communities and communities of color in every aspect of decision-making and keep promises to meet the needs of these communities.

We will be watching MTC on July 27 and beyond. We will hold MTC publicly accountable if it continues to ignore the displacement crisis and to break its promises to address the needs of the Bay Area's most vulnerable communities.

David Zisser

Oakland

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1719	**Version:** 1	**Name:**		
Type:	Report		**Status:**	Federal	
File created:	6/9/2016		**In control:**	Programming and Allocations Committee	
On agenda:	7/13/2016		**Final action:**		
Title:	Federal Earmark Repurposing Recommended list of projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2016.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	7e_PAC_6c_Federal_Earmark_Repurposing_wMemo 6c_Federal_Earmark_Repurposing HANDOUT_6c-Earmark_Comments.docx.pdf				

Date	Ver.	Action By	Action	Result
7/27/2016	1	Metropolitan Transportation Commission		
7/13/2016	1	Programming and Allocations Committee		

Subject:
Federal Earmark Repurposing

Recommended list of projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2016.

Presenter:
Anne Richman

Recommended Action:
Commission Approval

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METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Commission DATE: July 20, 2016

FR: Executive Director

RE: Federal Earmark Repurposing

The Programming and Allocations Committee referred to the Commission for approval a recommended list of projects to receive repurposed earmark funds.

After the Committee meeting, Solano Transportation Authority (STA) contacted MTC staff with updated information on the amount available for repurposing from two Dixon Rio Vista Bypass Study earmarks. Although STA had previously requested to repurpose the full unobligated amount for both earmarks ($197,505), STA staff recently informed us that most of that balance ($180,017) remains active and eligible for obligation on another Dixon project. Because they remain in an active project, these funds cannot be repurposed. Accordingly, STA requests that these funds be removed from MTC's recommendation of earmarks to repurpose and MTC staff concurs with this request. The request from STA is provided as **Attachment A**.

The small balance of unobligated funds remains available for repurposing ($17,489). Consistent with the recommendation referred by the Committee, staff is recommending that this balance be directed to the Solano County Redwood Parkway project.

An updated list of projects that are recommended to receive repurposed earmark funds is provided as **Attachment B**.

Steve Heminger

Attachments:
Attachment A – Correspondence from Solano Transportation Authority Regarding Dixon Earmark
Attachment B – Earmarks Proposed to be Repurposed, Updated 7/20/16

J:\COMMITTE\Commission\2016\07_July_2016\7e_Earmark memo.docx

Attachment A

From: Anthony Adams [mailto:aadams@sta.ca.gov]
Sent: Monday, July 18, 2016 11:09 AM
To: Anne Richman <ARichman@mtc.ca.gov>; Mallory Atkinson <matkinson@mtc.ca.gov>; Ross McKeown <RMcKeown@mtc.ca.gov>
Cc: JRiley@ci.dixon.ca.us; Joe Leach (jleach@ci.dixon.ca.us) <jleach@ci.dixon.ca.us>; Janet Adams <jadams@sta.ca.gov>; Daryl Halls <dkhalls@sta.ca.gov>
Subject: Dixon Earmark Repurposing

Dear MTC Programming and Allocations Staff,

I am writing in reference to Dixon's two earmarks, one available for repurposing ($17,489) and one that is active and not available for repurposing ($180,017). STA has expressed its desire to move the smaller earmark ($17,489) to the Redwood Pkwy Project, sponsored by Solano County. The STA had originally expressed a desire close the active earmark ($180,017) and move it to Redwood Pkwy as well, but the City of Dixon recently informed STA that this active earmark was available to be spent on its originally intended purpose, grade separation at Parkway Blvd. Upon being informed that the active earmark was eligible to be spent in Dixon, STA informed Dixon to not close-out the earmark and to plan on programming the available amount to Parkway Blvd Overcrossing when the 2017 TIP opens up in September.

MTC released its P-TAC packet on Thursday July 14th, which included a staff report on earmark repurposing. This staff report stated that MTC staff was recommending that both Dixon earmarks be repurposed to the Redwood Pkwy project. STA staff contacted MTC to inform them of the developments with Dixon and to request that the active earmark ($180,017) would not be repurposed, and instead stay with Dixon for use on Parkway Blvd Overcrossing. MTC staff requested that STA staff compile an email stating the recent history of this issue and our current recommendation. STA is requesting that the active Dixon earmark in the amount of ($180,017) is not repurposed and instead stays with its original purpose. The smaller earmark ($17,489) is requested to be repurposed to the Redwood Pkwy project, with Solano County as the sponsor.

Thank you for your consideration.

Anthony Adams ME/MCRP
Assistant Project Manager
Solano Transportation Authority
(707) 399-3215
aadams@sta.ca.gov

Attachment B

Bay Area Earmarks - Recommended for Repurposing

Revised 7/20/16

Earmarks must be over 10 years old and less than 10% obligated as of December 18, 2015 or closed and final vouchered.

FROM			TO
Sponsor	**Earmark Description**	**Repurpose Amount**	**Project & Amount**
Alameda County		**$1,398,455**	
ACTC	Construct operational and safety improvements to I- 880 N at 29th Ave. in Oakland	$12,800	
ACTC	Upgrade I-680 Corridor, Alameda Co.	$145,779	
Hayward	Upgrade D Street between Grand and Second Streets, Hayward	$5,003	
Livermore	Construct I-580 Interchange, Livermore	$39,309 *	
Newark	Construct overpass on Central Ave. at the railroad crossing in Newark	$539,940	
Port of Oakland	Construct Air Cargo Access Road to Oakland International Airport	$647,928	
San Leandro	Undertake median improvements along E. 14th St., San Leandro	$7,696	
Contra Costa County **		**$4,719,489**	
CCTA	Contra Costa Co SR4 between Concord & W Pittsburg	$4,455	
CCTA	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	$33,685 *	
Brentwood	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	$431,070	
Concord	Upgrade and extend Commerce Avenue, City of Concord	$1,439,840	
Danville	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	$2,751	
Richmond	Reconstruct interchange for south-bound traffic entering I-80 from Central Ave, City of Richmond	$2,807,689	
Napa County		**$156,181**	
American Canyon	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	$156,181	
San Mateo County		**$1,394,228**	
Belmont	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	$121,582	
C/CAG	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Hwy 101	$359,960	
Millbrae	Construct Rte. 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail	$899,899	
Peninsula Joint Powers Board/ Samtrans	El Camino Real Grand Blvd. Initiative in San Mateo County	$12,786	
Santa Clara County		**$1,246,267**	
Palo Alto	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	$359,960	
San Jose	Install SiliconValley Smart Corridor project along the I-880 corridor	$198,488	
San Jose	Almaden Express Pedestrian Overcrossing, San Jose, California	$68,773 *	
Santa Clara County	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	$248,677	
VTA	Acquire lands for mitigation adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project	$359,960	
VTA	Route 152 Safety Improvements, Santa Clara County, California	$10,408	
SUBTOTAL		**$8,914,620**	**$8,914,620**

San Mateo C/CAG: US 101 Express Lanes, Santa Clara County Line to I-380

PROJECTS MORE THAN 50 MILES FROM SAN MATEO US 101

Solano County		**$17,489**	
Dixon	Dixon: Xing, Rio Vista Bypass Studies (CA) - PE Demo	$17,489	
SUBTOTAL		**$17,489**	**$17,489**

Solano County: Redwood Expressway

Other Earmarks		**$18,205,079**	
North Bay Ferry Service	Ferry Service to Port Sonoma	$18,205,079	
SUBTOTAL		**$18,205,079**	**$18,205,079**
BAY AREA TOTAL		$27,137,188	$27,137,188

SMART ($3.2M): San Rafael Transit Center

SCTA ($15M): Marin/Sonoma Narrows

*Pending project closure in FMIS.

** Oakley earmark no longer recommended for repurposing.

J:\PROJECT\Funding\T5-FAST\Earmarks\Outreach\MTC Exec\6-15-16\[Earmark Summary.xlsx]Commission Attach B

Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Item Number 6c**

Federal Earmark Repurposing

Subject: Recommended list of projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2016.

Background: Section 125 of the Department of Transportation Appropriations Act, 2016 (P.L. No. 114-113) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2005 and are less than 10% obligated or are otherwise completed and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 50 miles of the original earmark designation in the State.

Bay Area Repurposed Earmarks (the *"from" list*)
As a first step in the repurposing process, Caltrans requested that RTPAs and MPOs work with project sponsors to develop a recommendation on which earmarks to repurpose onto other eligible projects (or remove *from* the original earmark). MTC staff worked closely with project sponsors and CMAs to compile project status information for all earmarks subject to the repurposing provision. Based on this information, staff submitted its recommended list of projects to repurpose to Caltrans on May 12, 2016. Staff's recommendation encompassed the repurposing of $27.9 million in Bay Area earmarks (see **Attachment A**).

After the recommendation had been submitted to Caltrans, a few project sponsors provided revised project status information. Based on this information, staff recommends repurposing one additional earmark, Dixon's Rio Vista Bypass Study for $200,000 recommended to be repurposed. Additionally, since May, staff has learned that Oakley has received confirmation from Caltrans that their project is eligible to move ahead and so is considered "active;" staff therefore recommends not repurposing the funds from the Oakley project. Staff also received notice from Caltrans that the remaining amounts for some projects was slightly different. With these changes, the new total amount available for repurposing is $27.3 million region-wide.

Bay Area Projects to Receive Repurposed Funds (the *"to" list*)
For the next step in the process, Caltrans requested regions to submit a recommended list of projects to receive repurposed funds (or the projects *to* which the earmark funds will be directed) – see **Attachment B** for a summary. In addition to the federal requirement that repurposed funds stay with 50 miles of the originally designated earmark, staff worked in coordination with Caltrans to develop a recommendation based on the following principles:

1. ***Focused distribution***: Focus the repurposed funds onto a limited number of regionally-significant projects, to streamline the implementation of the provision and to see the most benefit from this rare opportunity.

2. ***Close funding gaps***: Close funding gaps on regional priority projects, including projects impacted by the significant revenue losses in the STIP, rather than directing the funds to other emerging projects.

The resulting list of projects recommended to receive $27.3 million in repurposed earmark funds is provided below.

Table 1. MTC Recommendation for Projects to Receive Repurposed Funds

Sponsor	Project Name	Repurposed Earmark Funds (Recommended Amount - $millions)
SCTA	US 101 – Marin/Sonoma Narrows B2, Phase 2	$15.0
SMART	San Rafael Bettini Transit Center	$3.2
San Mateo C/CAG	US 101 Express Lanes, Santa Clara County Line to I-380	$8.9
Solano County	Redwood Expressway	$0.2
	Recommendation Total	**$27.3**

The recommendations for the Marin/Sonoma Narrows and the San Rafael Bettini Transit Center project are based on a consensus achieved by several north bay agencies that would split the $18.2 million earmark from the Port Sonoma Ferry project between those two other north bay priorities (see **Attachment C** for letters regarding the consensus).

The recommendation to consolidate the other available earmark funds onto the US 101 Express Lanes project in San Mateo County is based on the project's need for additional funding in order to accelerate the environmental and design phases, and its pivotal location in the heart of the corridor connecting Silicon Valley with San Francisco, San Jose, and the bridges to the East Bay. In 2015, the San Mateo 101 segment entered the region's "Top 10" list of congested freeways – moving up the ranks as congestion has noticeably worsened in the last few years. The region has a strong interest in unclogging a corridor serving one of the primary engines for the state and national economies.

The City of Dixon's earmark for the Rio Vista Bypass Study ($200,000) is located at a distance greater than 50 miles from the San Mateo US 101 Express Lanes project, and thus cannot be repurposed to that project. In its place, staff recommends these funds be redirected to Solano County's Redwood Expressway project as requested by the Solano Transportation Authority.

Comment letters received to date on the earmark repurposing process are provided in **Attachment C**.

Issues:

(1) Regional Role: Although the regions have been working closely with Caltrans throughout the process, federal law gives the repurposing authority solely to the States.

(2) Implementation Issues: Project sponsors must submit required forms to Caltrans by the end of the month in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2019. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

(3) Earmark Balances: Earmark available balances are based on the latest information from Caltrans. The final amounts available for repurposing may change on projects that de-obligate funding during close-out. Staff will work with project sponsors and Caltrans staff to ensure that all available balances on repurposed earmarks are directed onto other eligible projects consistent with this action.

Recommendation: Refer for approval to the Commission the recommended list of projects to receive repurposed earmark funds as presented (Table 1) and direct staff to submit the recommendation to Caltrans.

Attachments:

Attachment A: May 12, 2016 Letter to Caltrans – Earmarks to Repurpose
Attachment B: Earmarks Proposed to be Repurposed
Attachment C: Comment Letters
Attachment D: Map illustrating the 50 mile radius from the San Mateo US 101 project

Attachment A

METROPOLITAN
TRANSPORTATION
COMMISSION

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Jake Mackenzie, Vice Chair
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Alicia C. Aguirre
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Tom Azumbrado
U.S. Department of Housing and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

May 12, 2016

Mr. Ray Zhang, Chief
Division of Local Assistance
California Department of Transportation
P.O. Box 942874, MS-1
Sacramento, CA 94274

RE: Earmark Repurposing - RTPA Information Request

Dear Chief Zhang,

The Metropolitan Transportation Commission (MTC) is writing in response to your recent request to review and coordinate our region's earmark funds subject to the earmark repurposing provisions contained in the Consolidated Appropriations Act, 2016. We appreciate the efforts you have taken to guide California's implementation of this opportunity, and are supportive of the overall goal to take full advantage to maximize the use of unused federal funds.

Attached, please find our preliminary recommendation for which Bay Area's earmarks should be repurposed, and which funds should remain on the original earmark. As we continue to work with project sponsors and other stakeholders throughout this process, we may provide your staff with revisions or updates to this recommendation.

As you are already aware, this opportunity to redirect unused funding comes at a time of unprecedented needs. We look forward to working with you and our transportation partners to identify candidate projects within the Bay Area that can put these repurposed funds to immediate use.

If you have any questions on this matter, please contact Anne Richman, Director of Programming and Allocations at 510-817-5722.

Sincerely,

Alix A. Bockelman
Deputy Executive Director, Policy

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Caltrans' RTPA/MPO Information Request

EARMARK PROJECTS - LESS THAN 10% OBLIGATED, As of December 18, 2015

				MTC Recommendation		
Sponsoring Agency	**Demo ID**	**Demo Description**	**Remaining OA Balance**	**Keep on original earmark**	**Repurpose**	**MTC Recommendation Notes**
EAST BAY						
City of Concord	CA355	Upgrade and extend Commerce Avenue, City of Concord	$1,439,840	$0	$1,439,840	Repurpose
City of Newark	CA414	Construct overpass on Central Ave. at the railroad crossing in Newark	$539,940	$0	$539,940	Repurpose
City of Oakley	CA620	Realign SR 4 within the City of Oakley	$1,439,840	$0	$1,439,840	Repurpose
City of San Leandro	CA394	Replace I880 overpass at Davis St. in San Leandro	$539,940	$539,940	$0	Do not repurpose - sponsor will obligate remaining OA balance
Port of Oakland	CA360	Construct Air Cargo Access Road to Oakland International Airport	$647,928	$0	$647,928	Repurpose
		East Bay Subtotal	**$539,940**	**$539,940**	**$4,067,548**	
NORTH BAY						
	NA	Multimodal facility improvements, construction, and ferry acquisition by North Bay Ferry service, Inc., located at Port Sonoma in Petaluma, Ca	$18,205,079	$0	$18,205,079	Repurpose
		North Bay Subtotal	**$0**	**$0**	**$18,205,079**	
PENINSULA						
City of East Palo Alto	CA691	Improvements to Bay Road and Northern Access (City of East Palo Alto)	$4,941,136	$4,941,136	$0	Do not repurpose - sponsor will obligate remaining OA balance
City of Millbrae	CA601	Construct Route 101 bicycle/ pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail.	$899,899	$0	$899,899	Repurpose
City/County Association of Governments - San Mateo County	CA633	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Highway 101.	$359,960	$0	$359,960	Repurpose
		Peninsula Subtotal	**$4,941,136**	**$4,941,136**	**$1,259,860**	

Attachment A

Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	MTC Recommendation		
				Keep on original earmark	Repurpose	MTC Recommendation Notes
SOUTH BAY						
City of Palo Alto	CA649	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	$359,960	$0	$359,960	Repurpose
City of San Jose	CA449	Coyote Creek Trail Project- Story Road to Montague Expressway	$1,799,800	$1,799,800	$0	Do not repurpose - sponsor will obligate remaning OA
Santa Clara Valley Transportation Authority	CA568	Acquire lands for mitigation adjacent to U.S. 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project.	$359,960	$0	$359,960	Repurpose
			South Bay Subtotal	**$1,799,800**	**$719,921**	
			BAY AREA TOTAL	**$7,280,876**	**$24,252,407**	

Attachment A

Caltrans' RTPA/MPO Information Request

EARMARK PROJECTS - MORE THAN 10% OBLIGATED, As of December 18, 2015

					MTC Staff Recommendation		
Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	FMIS Status	Keep on Original Earmark	Repurpose	MTC Recommendation Notes
EAST BAY							
Alameda CMA	CA087	Upgrade I-680 Corridor, Alameda Co.	$145,779	Active projects in Final Voucher.	$0	$145,779	Repurpose (pending project closure in FMIS)
Alameda County CMA	CA532	Construct operational and safety improvements to I- 880 N at 29th Ave. in Oakland.	$12,800	Closed	$0	$12,800	Repurpose
Alameda County CMA	CA480	Engineering, right-of-way and construction of HOV lanes on I-580 in the Livermore Valley, California	$1,804,261	Active	$1,804,261	$0	Active - can not repurpose
Alameda County Transportation Improvement Authority	CA452	Construct I-580 Interchange Improvements in Castro Valley	$411,517	Active	$411,517	$0	Active - can not repurpose
City of Brentwood	CA303	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	$431,070	Closed	$0	$431,070	Repurpose
City of Danville	CA521	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	$2,751	Closed	$0	$2,751	Repurpose
City of Danville	CA741	Design and construction of Camino Tassajara Crown Canyon to East Town Project	$1,157,100	Active	$1,157,100	$0	Active - can not repurpose
City of Hayward	CA157	Upgrade D Street between Grand and Second Streets, Hayward	$5,003	Closed	$0	$5,003	Repurpose
City of Livermore	CA160	Construct I-580 interchange, Livermore	$39,309	Active projects in Final Voucher.	$0	$39,309	Repurpose (pending project closure in FMIS)
City of Richmond	CA377	Reconstruct interchange for south-bound traffic entering I-80 from Central Avenue, City of Richmond	$2,145,723	Active	$0	$2,145,723	Repurpose (pending project closure in FMIS)
City of San Leandro	CA139	Undertake median improvements along E. 14th St., San Leandro	$7,696	Closed	$0	$7,696	Repurpose
Contra Costa County Public Works	CA740	Construction of and improvements to State Route 239 from State Route 4 in Brentwood area to I-205 in the area of Tracy	$7,809,330	Active	$7,809,330	$0	Active - can not repurpose
Contra Costa Transportation Authority	CA392	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	$33,685	Active projects in Final Voucher.	$0	$33,685	Repurpose (pending project closure in FMIS)
Contra Costa Transportation Authority	CA015	CONTRA COSTA CO - SR-4 BETWEEN CONCORD & W PITTSBURG; PL 100-202SEC 348(C)(1) DESC CHG	$4,455	Closed	$0	$4,455	Repurpose
Port of Oakland	CA283	Port of Oakland, California Inter-Regional Intermodal System	$880,340	Active	$880,340	$0	Active - can not repurpose
				East Bay Subtotal	**$12,062,548**	**$2,828,271**	

Attachment A

Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	FMIS Status	MTC Staff Recommendation: Keep on Original Earmark	MTC Staff Recommendation: Repurpose	MTC Staff Recommendation: MTC Recommendation Notes
NORTH BAY							
American Canyon	CA351	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	$156,181	Closed	$0	$156,181	Repurpose
City of Dixon	CA021	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo (California feasibility study: Dixon grade separation)	$17,489	Closed	$0	$17,489	Repurpose
City of Dixon	CA021	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo (To Improve 3 grade crossings in Dixon)	$180,017	Active	$180,017	$0	Active - can not repurpose
Golden Gate Highway Bridge District	CA354	Seismic retrofit of the Golden Gate Bridge	$1,937,433	Active	$1,937,433	$0	Active - can not repurpose
Solano County	CA547	Construct I-80 HOV lanes and interchange in Vallejo	$24,168	Closed	$24,168	$0	Do not repurpose
Solano County	CA720	Construct I-80 HOV lanes and interchange in Vallejo	$397,639	Closed	$397,639	$0	Do not repurpose
Solano Transportation Authority	CA460	Rio Vista Bridge Realignment Study and Street Sign Safety Program	$81,047	Active	$81,047	$0	Active - can not repurpose
Sonoma County Transportation Authority	CA267	Highway 101 Corridor Widening Project	$32,686	Active	$32,686	$0	Active - can not repurpose
Sonoma County Transportation Authority	CA686	Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma	$827,905	Active	$827,905	$0	Active - can not repurpose
				North Bay Subtotal	**$3,480,895**	**$173,670**	
PENINSULA							
City of Belmont	CA309	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	$121,582	Closed	$0	$121,582	Repurpose
City of East Palo Alto	CA385	Bay Road improvements between University Avenue to Fordham, and from Clarke Avenue to Cooley Landing. Northern access improvements between University and Illinois Avenues, East Palo Alto	$3,498,267	Active	$3,498,267	$0	Active - can not repurpose
City of East Palo Alto	CA693	University Avenue Overpass: Construction of bicycle and pedestrian lanes--East Palo Alto.	$1,559,612	Active	$1,559,612	$0	Active - can not repurpose
City of Menlo Park	CA628	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	$13,577	Active	$13,577	$0	Active - can not repurpose

Attachment A

Sponsoring Agency	Demo ID	Demo Description	Remaining OA Balance	FMIS Status	MTC Staff Recommendation		
					Keep on Original Earmark	Repurpose	MTC Recommendation Notes
City of San Mateo	CA100	Upgrade SR 92/El Camino interchange, San Mateo	$623,426	Active	$623,426	$0	Active - can not repurpose
Peninsula Joint Powers Board/Samtrans	CA514	El Camino Real Grand Blvd. Initiative in San Mateo County	$12,786	Active projects in Final Voucher.	$0	$12,786	Repurpose (pending project closure in FMIS)
San Francisco City/County Department of Public Works	CA570	Implement San Francisco Street Improvements Program.	$31,138	Active	$31,138	$0	Active - can not repurpose
				Peninsula Subtotal	**$5,726,019**	**$134,368**	
SOUTH BAY							
City of San Jose	CA187	Install SiliconValley Smart Corridor project along the I-880 corridor	$198,488	Closed	$0	$198,488	Repurpose
City of San Jose	CA331	Construct Coyote Creek Trail Project from Story Road to Montague Expressway in San Jose	$481,801	Active	$481,801	$0	Active - can not repurpose
City of San Jose	CA515	Construct Guadalupe River Trail from I-880 to Highway 237 in Santa Clara County	$2,926,275	Active	$2,926,275	$0	Active - can not repurpose
City of San Jose	CA520	Construct the Silicon Valley Transportation Incident Management Center in San Jose.	$88,760	Active	$88,760	$0	Active - can not repurpose
City of San Jose	CA528	Construct Alviso Bay Trail from Gold Street in historic Alviso to San Tomas Aquino Creek in San Jose	$297,765	Active	$297,765	$0	Active - can not repurpose
City of San Jose	CA254	Almaden Express Pedestrian Overcrossing, San Jose, California	$68,773	Active	$0	$68,773	Repurpose (pending project closure in FMIS)
Santa Clara County	CA470	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	$248,677	Closed	$0	$248,677	Repurpose
Santa Clara Valley Transportation Authority	CA288	Route 152 Safety Improvements, Santa Clara County, California	$10,408	Closed	$0	$10,408	Repurpose
Santa Clara Valley Transportation Authority	CA493	Highways 152-156 Intersection improvements, CA	$191,817	Active	$191,817	$0	Active - can not repurpose
				South Bay Subtotal	**$3,986,417**	**$526,346**	
				BAY AREA TOTAL	**$25,255,879**	**$3,662,655**	

Bay Area Earmarks - Recommended for Repurposing

Earmarks must be over 10 years old and less than 10% obligated as of December 18, 2015 or closed and final vouchered. *Jul-16*

FROM			TO
Sponsor	**Earmark Description**	**Repurpose Amount**	**Project & Amount**
Alameda County		**$1,398,455**	
ACTC	Construct operational and safety improvements to I - 880 N at 29th Ave. in Oakland	$12,800	
ACTC	Upgrade I-680 Corridor, Alameda Co.	$145,779	
Hayward	Upgrade D Street between Grand and Second Streets, Hayward	$5,003	
Livermore	Construct I-580 Interchange, Livermore	$39,309 *	
Newark	Construct overpass on Central Ave. at the railroad crossing in Newark	$539,940	
Port of Oakland	Construct Air Cargo Access Road to Oakland International Airport	$647,928	
San Leandro	Undertake median improvements along E. 14th St., San Leandro	$7,696	
Contra Costa County **		**$4,719,489**	
CCTA	Contra Costa Co SR4 between Concord & W Pittsburg	$4,455	
CCTA	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	$33,685 *	
Brentwood	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	$431,070	
Concord	Upgrade and extend Commerce Avenue, City of Concord	$1,439,840	
Danville	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	$2,751	
Richmond	Reconstruct interchange for south-bound traffic entering I-80 from Central Ave, City of Richmond	$2,807,689	**San Mateo C/CAG:** US 101 Express Lanes, Santa Clara County Line to I-380
Napa County		**$156,181**	
American Canyon	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	$156,181	
San Mateo County		**$1,394,228**	
Belmont	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	$121,582	
C/CAG	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Hwy 101	$359,960	
Millbrae	Construct Rte. 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail	$899,899	
Peninsula Joint Powers Board/ Samtrans	El Camino Real Grand Blvd. Initiative in San Mateo County	$12,786	
Santa Clara County		**$1,246,267**	
Palo Alto	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	$359,960	
San Jose	Install SiliconValley Smart Corridor project along the I -880 corridor	$198,488	
San Jose	Almaden Express Pedestrian Overcrossing, San Jose, California	$68,773 *	
Santa Clara County	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	$248,677	
VTA	Acquire lands for mitigation adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project	$359,960	
VTA	Route 152 Safety Improvements, Santa Clara County, California	$10,408	
SUBTOTAL		**$8,914,620**	**$8,914,620**

PROJECTS MORE THAN 50 MILES FROM SAN MATEO US 101

Solano County		**$197,505**	**Solano County:** Redwood Expressway
Dixon	Dixon: Xing, Rio Vista Bypass Studies (CA) - PE Demo	$197,505	
SUBTOTAL		**$197,505**	**$197,505**

Other Earmarks		**$18,205,079**	**SMART ($3.2M):** San Rafael Transit Center **SCTA ($15M):** Marin/Sonoma Narrows
North Bay Ferry Service	Ferry Service to Port Sonoma	$18,205,079	
SUBTOTAL		**$18,205,079**	**$18,205,079**
BAY AREA TOTAL		**$27,317,205**	**$27,317,205**

*Pending project closure in FMIS.

** Oakley Earmark no longer recommended for repurposing and has been removed

J:\COMMITTE\PAC\2016 PAC Meetings\07_Jul'2016_PAC\[Earmark Summary.xlsx]PAC Attach A

Attachment C

Congress of the United States
Washington, DC 20515

RECEIVED
JUN 10 2016
MTC

RECEIVED
JUN 13 2016
MTC

May 19, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4700

The Honorable Brian Kelly
Secretary of Transportation
California State Transportation Agency
915 Capitol Mall, Suite 315 B
Sacramento, CA 95814

Dear Mr. Heminger and Secretary Kelly:

We write to respectfully and strongly object to any proposal that would reprogram vital funding for the City of East Palo Alto relative to Bay Road and a bicycle overpass of Highway 101.

The Bay Road project is moving forward thanks to federal funding obtained through the hard work of Congresswoman Eshoo and Senator Feinstein. The combined federal funding of nearly $11 million ($6,008,850 CA Demo ID 691 and $4,807,080 CA Demo ID 385) was secured for the specific purpose of improving Bay Road in East Palo Alto and should not be used elsewhere. The Bay Road project has been delayed due to environmental concerns but is ready to move forward and should receive the full funding that it has been awarded.

First, the two earmarks should actually be considered as one because one originated in the Senate and the other in the House, yet both are for the purpose of creating significant improvements on Bay Road. Once consolidated, it becomes evident that the city has exceeded the 10% obligation threshold generally used to identify funds that are not being timely utilized.

Second, the unimproved portion of the road is in terrible shape and definitely needs improvement. Both of us recently drove down Bay Road on our way to the newly-created Cooley Landing Education Center. This new facility will serve visitors from the Bay Area as the park offers amazing views and is adjacent to the Bay Area's largest nesting area for endangered Ridgeway Rails. Millions in public funds have been spent to rehabilitate Cooley Landing, a former EPA Superfund site. However, the road to this regional treasure poses a threat to motorcyclists and bicyclists and a danger of severe damage to most motor vehicles. Its drainage during recent storms was very poor.

There is a sparkling new public health center along this road. The elderly and others who wish to walk to the center put their safety at risk in doing so. The surface of the street is in such poor shape that tripping hazards abound. The street is so wide that it is difficult for pedestrians to get across before construction vehicles and other heavy equipment threaten their safety. These grossly substandard portions of Bay Road are within Phases 2 and 3 of the overall Bay Road project. One high quality and safe portion of Bay Road already exists: the portion completed under Phase 1 of the project. Therefore, quite clearly, East Palo Alto is in the process of completing a major and lengthy project and it has every incentive to finish what it has started. It is our understanding that construction will likely begin this summer.

Bay Road was heavily industrialized for decades and it runs next to an EPA Superfund site. The site has been one major reason that the second and third phases of roadway improvements have yet to be completed. Toxic soils need to be removed from both the road and the contaminated site. Proper

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drainage, to avoid spreading the pollution to other parts of the city, needs to be designed. It would be an affront to the objectives of public policy to condemn this city, with its thousands of hardworking, working class residents, to years of additional substandard infrastructure, and potentially escalating threats of environmental contamination, by further delays should MTC or Caltrans reprogram vital funds.

With respect to the bicycle pedestrian bridge over Highway 101 ($2,002,950 CA Demo ID 693), the City of East Palo Alto and Palo Alto are in urgent need of this improvement. The University Avenue interchange is one of the most congested in the Bay Area. As the entranceway to both Palo Alto and East Palo Alto, and as a route to the Dumbarton Bridge, vehicular traffic is a serious threat to pedestrians and bicyclists.

It is anticipated that employees going to Facebook and to other expanding work sites located nearby will increasingly use this interchange to bicycle to work. The children of the divided city of East Palo Alto need a safe way to get to their schools and playgrounds. Public hearings have been held, expectations set, and plans created. It would be wrong to pull back on this funding when the city is fully committed to creating this overpass.

We have long supported the objectives of MTC and Caltrans. We deem ourselves partners in our shared objective of keeping Californians moving through quality infrastructure. We respectfully and strongly suggest that you turn aside all efforts to reprogram funds for East Palo Alto. Earmarks cannot be obtained again, and this community hasn't the resources to invest millions of its own funds in improvements that will serve the entire region.

Please do not blame East Palo Alto for the legacy costs, and consequent delays, of decades of land use that have made its problems so much greater than those of surrounding cities. We urge you to invest in the outstanding people of this community. They have waited decades for modern streets and improvements. It is important to accommodate them through the completion of these projects, just as they have accommodated the Bay Area streaming through their community each day for many decades. Fair is fair and we respectfully suggest that reprogramming funds away from East Palo Alto would be unjust in the extreme.

All the best,

Jackie Speier
Member of Congress

Anna G. Eshoo
Member of Congress

cc: City of East Palo Alto
San Mateo County Supervisor and MTC Commissioner Adrienne Tissier
Redwood City Councilwoman and MTC Commissioner Alicia Aguirre
Caltrans District 4 Director and MTC Commissioner Bijan Sartipi

Attachment C

City of East Palo Alto

Office of the Mayor

May 17, 2016

RECEIVED
JUN 1 3 2016
MTC

Brian P. Kelly, Secretary
California Transportation Agency
915 Capitol Mall, Suite 350 B
Sacramento, CA 95814

Re: Request to Retain Earmark Funds for the Bay Road Project in East Palo Alto

Dear Secretary Kelly,

I understand that the California Transportation Agency (Caltrans) and the Metropolitan Transportation Commission (MTC) are in the process of determining whether to repurpose federal funds for certain earmark projects, including the Bay Road Improvement Project and the University Avenue Overpass in the City of East Palo Alto. I am writing on behalf of the City to urge Caltrans and MTC to allow the City to retain its earmarks for completion of these projects, which are critical to the revitalization of our community and just months away from starting construction.

As you probably know, East Palo Alto is a vibrant, diverse community of about 30,000 people in the San Francisco Bay Area, which has worked hard to overcome substantial barriers to revitalization. East Palo Alto is one of the most economically distressed communities in the bay area, with a predominately minority population; the City faces the highest levels of unemployment and poverty and the lowest median income in Silicon Valley. The City also provides an affordable place to live for many people priced out of other expensive Silicon Valley cities. Approximately 39% of the entire housing units in the City are affordable because of the City's support for its rent stabilization program and the development of affordable housing.

Thanks to Senator Feinstein, Senator Boxer and Congresswoman Eshoo, East Palo Alto received two earmarks totaling about $10.8 million in the SAFETEA-LU federal transportation bill for the Bay Road project. This vital project is transforming a deteriorated single-lane road, portions of which are still a dirt track, into a Complete Streets corridor with bicycle, pedestrian and vehicle access. The City also received a $2 million earmark in SAFETEA-LU to construct bicycle and pedestrian lanes as part of the University Avenue Overpass project.

Bay Road Improvement Project Earmarks

Bay Road is the linchpin infrastructure and streetscape project of the MTC/ABAG approved Ravenswood Priority Development Area (PDA) that is based on the MTC-funded Ravenswood / 4 Corners TOD Specific Plan/EIR, which the City adopted in September 2012. . The improved road will provide essential access to the Ravenswood Business District, which includes a 130 acre brownfield site that is being revitalized into a mixed-use development and employment center. The redevelopment will bring hundreds of new jobs and a significant increase in local tax revenues to our community. In addition to linking our downtown to the redevelopment area, Bay Road will provide safe pedestrian, bicycle, and vehicle access to the regional San Francisco Bay Trail and the brand new Cooley Landing Public Park and Education Center located on the Bay.

Phase I of the Bay Road project, from University Avenue to Clarke Avenue, was completed with local, state, and federal funds in 2008. We are now focused on completing the improvements out to the Cooley Landing public park and San Francisco Bay shoreline. We plan to start construction of the next phase this summer, when we work with PG&E to underground overhead utilities under Rule 20A. Meanwhile, the City plans to have the bid-ready project design for the project completed this summer and we expect construction to begin by early 2017. We are working closely with Caltrans Local Assistance to complete the environmental document and anticipate receiving NEPA clearance for the project this fall. This will allow us to request obligation of our federal earmarks for construction before the end of this calendar year.

The design of the Bay Road project has proven to be more complicated than we originally anticipated due to its location in a brownfield that is along the bay front. As a result, we have had to address significant soil contamination, as well as sensitive environmental habitats and archaeological concerns. In addition, siting wet and dry underground utilities has been challenging due to the high water table, very flat grade and limited right-of-way. However, at this point, we have worked through all of these issues and do not anticipate any further delays.

The City is depending on our two federal earmarks to complete the Bay Road project:

- SAFETEA-LU for $6,008,850 (CA Demo ID 691)
- SAFETEA-LU for $4,807,080 (CA Demo ID 385)

We understand that the MTC Programming and Allocations Committee has identified our earmark #691 as "Readily Available for Repurposing" because it is over 10 years old and is less than 10% obligated. (Its current obligation is $457,700 or 7.6%.) In addition, the Committee has identified earmark #385 as "Potentially Available for Repurposing" because it is over 10 years old with more than 10% obligated (Its current obligation is 17%.)

We would like to point out that the City has actually exceeded the 10% obligation threshold when you consider that these two earmarks in SAFETEA-LU are both for the same Bay Road project. They are listed separately because one was included in the House version of the legislation and one was included in the Senate version. Moreover, we have consistently managed the improvements as a single project with multiple funding sources. When you aggregate the two earmarks, the City has obligated $1,278,954, or 11.8% of the total $10,815,930 funding provided by Congress. The City continues to obligate funds and is currently in the process of submitting a Request for Authorization for design funds from the SAFETEA-LU earmark grant.

Repurposing any portion of the East Palo Alto's earmarks would prevent completion of the Bay Road improvements and undermine the progress we are making to revitalize our community. In addition, it would significantly minimize the value of all the local, state, and federal investments that are contributing to our progress.

With the support of state and federal grants, the City has already invested $3 million to complete Phase I of Bay Road. The U.S. Environmental Protection Agency has contributed substantial funding to the testing and clean-up of the Ravenswood area we seek to redevelop. Last year, the state invested $5 million to help build the Cooley Landing Education Center located at the end of Bay Road. PG&E and the communications utilities are investing $1.5 million of ratepayer funds to complete the undergrounding of utilities this summer. And the City has expended $1.3 million on the design and environmental work to ready the project for construction. The public will not derive the full benefit of these investments until the Bay Road improvements are completed.

University Avenue Overpass Project Earmarks

The MTC document also identifies the University Avenue Overpass Earmark as "Potentially Available for Repurposing." The City has been working closely in partnership with Caltrans on this project for many years. This City is depending on the following earmark to complete the design, environmental and supplement construction:

- SAFETEA-LU for $2,002,950 (CA Demo ID 693)

The University Avenue Interchange project will provide highway and bridge improvements to increase safety and levels of service for vehicular, transit, bicycle and pedestrian transportation modes at the University Avenue highway interchange. The City of East Palo Alto was artificially divided in half by the construction of Highway 101. The existing University Avenue Overpass over Highway 101 has limited sidewalks and provides an unsafe pedestrian environment. Reconnecting the two halves of the City of East Palo Alto by improving the University Avenue Overpass with pedestrian and bicycle access would create significant social justice and environmental benefits.

Thanks to a grant from the San Mateo County Transportation Agency, East Palo Alto has the funding required to complete this project. The City has retained URS Corporation to complete the design and required environmental clearance. Caltrans has assembled a project team to provide the City with an expedited review and approval process for the project design. The City plans to complete the design in early 2017 with construction scheduled to start in the summer of 2017. The City currently has 2 contracts with design and environmental firms totaling $1,025,000 for this project.

Again, the City of East Palo Alto urges you to allow the City to retain our SAFETEA-LU earmarks and continue to work in partnership with us to successfully complete the Bay Road and University Avenue projects and maintain momentum in revitalizing our community. On May 17th, the City Council adopted the enclosed resolution opposing the repurposing of these earmarks.

Thank you very much for your consideration. If you have any questions or want more information concerning Bay Road or University Avenue Interchange, please contact me or our City Manager, Carlos Martínez, at (650)853-3100.

Sincerely,

Donna Rutherford
Mayor
Enclosure: Resolution

cc: East Palo Alto City Council
Caltrans District 4
MTC Commissioners
Steve Heminger, Executive Director, MTC
Alix Bockelman, Deputy Executive Director, MTC
Sandy Wong, Executive Director, C/CAG
Jean Higaki, Program Manager, C/CAG
Giles Giovinazzi, Caltrans Federal Liaison
John Hoole, Caltrans Division of Financial Assistance
April Nitsos, Caltrans Division of Financial Assistance

RESOLUTION NO. 4733

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO OPPOSING THE REPURPOSING OF THE BAY ROAD PHASE II/III IMPROVEMENT PROJECT AND THE UNIVERSITY AVENUE INTERCHANGE IMPROVEMENT FEDERAL EARMARKS

WHEREAS, Section 125 of the Department of Transportation Appropriations Act, 2016 (P.L. No. 114-113) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2005 and are less than 10% obligated or completed, final vouchered, and closed; and

WHEREAS, the City of East Palo Alto has two Federal Earmarks for the Bay Road Improvement Project, and one earmark was added to the "Readily Available for Repurposing List" and one was added to the "Potentially Available for Repurposing List": and

WHEREAS, the MTC funded the Ravenswood/4 Corners TOD Specific Plan; and

WHEREAS, the City Council adopted the Specific Plan in September 2012, and the area became the Ravenswood Priority Development Area (PDA); and

WHEREAS, the Bay Road Improvement Project is the central streetscape and infrastructure project to implement the Ravenswood PDA and the Specific Plan; and

WHEREAS, when combined, the two Bay Road Improvement Project Federal Earmarks exceeded the 10% obligation threshold as of December 2015; and

WHEREAS, the City currently has 2 contracts with design and environmental firms totaling $1,539,200 for this project; and

WHEREAS, since December 2015, City staff have incurred and paid invoices that further increase the obligated amount; and

WHEREAS, the Bay Road Improvement Project is scheduled to break ground on undergrounding of the overhead utilities this calendar year; and

WHEREAS, Bay Road project is necessary for economic development in the RBD. The existing roads and infrastructure are inadequate to accommodate potential developments in the RBD. Much of the existing infrastructure does not meet the current minimum standards; and

WHEREAS, the City of East Palo Alto was artificially divided by the construction of Highway 101; and

WHEREAS, the University Avenue Overpass over Highway 101 has limited sidewalks and provides an unsafe pedestrian environment; and

WHEREAS, reconnecting the two halves of the City of East Palo Alto by improving the University Avenue Overpass would create social justice and environmental benefits; and

WHEREAS, the City currently has 2 contracts with design and environmental firms totaling $1,025,000 for this project; and

WHEREAS, the University Avenue Interchange project will provide highway and bridge improvements to increase safety and levels of service for vehicular, transit, bicycle and pedestrian transportation modes at the University Avenue highway interchange;

WHEREAS, both of these projects are critical to the social, environmental, and economic well being of the City and its residents; and

WHEREAS, the City would lose major funding for critical projects and see limited benefits to safety and economic development; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO HEREBY opposes the repurposing of any portion of the two Federal Earmarks for the Bay Road Improvement Project and the Federal Earmark for the University Avenue Interchange and urges Caltrans and MTC to enable East Palo Alto to retain the earmark funding in order to successfully complete these critical projects.

PASSED AND ADOPTED this 17th day of May 2016, by the following vote:

AYES: Rutherford, Moody, Abrica, Gauthier, Romero
NAES:
ABSENT:
ABSTAIN:

SIGNED:

Donna Rutherford

Donna Rutherford, Mayor

ATTEST:

Joseph Prado

for Terrie Gillen, Deputy City Clerk

APPROVED AS TO FORM:

Marc G. Hynes, Interim City Attorney

Attachment C

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

June 22, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

For the last several months, local and state elected and transportation leaders have debated the best use of funds that had been earmarked for the Port of Sonoma development project by the U.S. Department of Transportation. While there are of course many deserving projects in the region, we believe you'll find unanimous support for repurposing these dollars in the following ways:

- $15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of $35M)

- $3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of $5M).

The funds provide a one-time opportunity to advance these two critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and SMART passenger rail riders.

We appreciate your consideration of these projects in substitution of the Port of Sonoma development, and would be very happy to meet with you to discuss details.

Please also know that while this funding is greatly needed and will benefit the entire region, it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Mike McGuire
Senate, 2nd District

Bill Dodd
Assembly, 3rd District

Lois Wolk
Senate, 3rd District

Marc Levine
Assembly, 10th District

Jim Wood
Assembly, 2nd District

JARED HUFFMAN
2ND DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
WATER, POWER, AND OCEANS - RANKING MEMBER
FEDERAL LANDS

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
HIGHWAYS AND TRANSIT
WATER RESOURCES AND ENVIRONMENT

Attachment C

Congress of the United States
House of Representatives
Washington, DC 20515–0502

WASHINGTON OFFICE
1630 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-5161
FAX: (202) 225-5163

WEBSITE: huffman.house.gov

June 27, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 93814

Dear Secretary Kelly:

The U.S. Department of Transportation has released $18 million to the CA Department of Transportation that had been previously earmarked for the Port of Sonoma development project. We are writing to support the unanimous interagency and government partner consensus on the proposed repurposed use of these funds.

We have been directly involved in the effort to secure these funds for our shared constituents for whom they were originally intended and for a purpose aligned with the spirit of the original designated use. As you know, the Port of Sonoma proposal was abandoned for overwhelming lack of support for the project. The need for funds for multi-modal projects, however, remains a high priority for the same constituents in the same area of the North Bay, and repurposing the funds for improvements as detailed below would serve the region exceptionally well:

- $15M for Sonoma County Transportation Agency (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost $35M).

- $3.2M for Sonoma Marin Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost $5M).

Repurposing the funds in this manner will leverage additional dollars and provide a one-time opportunity to advance critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to assist bus riders and passenger rail riders.

This consensus request has been developed by the agency partners in coordination with local and state elected representatives and will support the entire region and environment with much needed multi-modal transportation improvements. Importantly, it is also in keeping with the original intent for the funding. Thank you for your serious consideration of this well-conceived proposal, and please do not hesitate to contact us should you need further information.

Sincerely,

JARED HUFFMAN
Member of Congress, CA 2

MIKE THOMPSON
Member of Congress, CA 5

SAN RAFAEL
999 FIFTH AVENUE, SUITE 290
SAN RAFAEL, CA 94901
PHONE: (415) 258-9657
FAX: (415) 258-9913

PETALUMA
206 G STREET, #3
PETALUMA, CA 94952
PHONE: (707) 981-8967
FAX: (415) 258-9913

UKIAH
559 LOW GAP ROAD
UKIAH, CA 95482
PHONE & FAX: (707) 671-7449

FORT BRAGG
430 NORTH FRANKLIN STREET
P.O. BOX 2208
FORT BRAGG, CA 95437
PHONE: (707) 962-0933
FAX: (707) 962-0905

EUREKA
317 THIRD STREET, SUITE 1
EUREKA, CA 95501
PHONE: (707) 407-3585
FAX: (707) 407-3559

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Attachment C

June 21, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of $18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

The funding provided through the repurposed Port Sonoma earmark offers a one-time opportunity to advance two critical projects serving three modes in Sonoma and Marin: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders and near term improvements to the Bettlni Transit Center in San Rafael to accommodate bus riders and passenger rail service.

We urge you to invest the funding as follows:

- $15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of $35M)
- $3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of $5M).

Please know that while this amount of funding is greatly needed and will be put to good use it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Farhad Mansourian
Sonoma Marin Area Rail Transit

Dianne Steinhauser
Transportation Authority of Marin

Denis Mulligan
Golden Gate Bridge, Highway & Transportation District

Nancy Whelan
Marin Transit District

Suzanne Smith
Sonoma County Transportation Authority

Douglas H. Bosco
Former Member of Congress

Attachment C

June 21, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of $18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

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Please know that while this amount of funding is greatly needed and will be put to good use it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Gary Phillips
San Rafael, Mayor

Efren Carrillo
Chair, Sonoma County Board of Supervisors

Steve Kinsey
MTC Commissioner, Marin County
President, Marin Board of Supervisors

David Rabbitt
Sonoma County Supervisor
Chair, Sonoma County Transportation Authority

Jake Mackenzie
MTC Commissioner, Sonoma County

Stephanie Moulton-Peters
Chair, Transportation Authority of Marin

MARK DESAULNIER
11TH DISTRICT, CALIFORNIA

COMMITTEE ON EDUCATION AND THE WORKFORCE
SUBCOMMITTEE ON HIGHER EDUCATION AND WORKFORCE TRAINING
SUBCOMMITTEE ON WORKFORCE PROTECTIONS

COMMITTEE ON OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEE ON TRANSPORTATION AND PUBLIC ASSETS
SUBCOMMITTEE ON HEALTH CARE, BENEFITS, AND ADMINISTRATIVE RULES

Attachment C

Congress of the United States
House of Representatives
Washington, DC 20515

327 CANNON HOUSE OFFICE BUILDING
PHONE: (202) 225-2095
FAX: (202) 225-5609

101 YGNACIO VALLEY ROAD, SUITE 210
WALNUT CREEK, CA 94596
PHONE: (925) 933-2660
FAX: (925) 933-2677

440 CIVIC CENTER PLAZA, 2ND FLOOR
RICHMOND, CA 94804
PHONE: (510) 620-1000
FAX: (510) 620-1005

June 23, 2016

The Honorable Brian P. Kelly
Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

The Honorable Malcolm Dougherty
Director
California Department of Transportation
1120 N Street, MS 49
Sacramento, CA 95814

Dear Secretary Kelly and Director Dougherty:

I write in strong support of the City of Concord's request to repurpose $1.44 million in SAFETEA-LU high priority project funding to make Complete Streets improvements to Commerce Avenue in my congressional district.

As you know, Section 125 of the Consolidated Appropriations Act of 2016 (Pub. L. No. 114-113) allows States to repurpose certain funds originally earmarked for specific projects more than ten years ago. Given this development and in response to state rulings on Complete Streets projects, funding originally intended to "Upgrade and Extend Commerce Avenue, City of Concord" (Demo ID CA355), would enable the City of Concord to prioritize upgrades to Commerce Avenue that incorporate safety improvements and Complete Streets measures.

Commerce Avenue serves a variety of transportation modes including heavy trucks, passenger vehicles, pedestrians, bicyclists, and is a route often used by school children. The City's proposed project will help address vehicle/pedestrian and vehicle/bicycle conflicts, as well as incorporate bikeway and sidewalk improvements, Americans with Disabilities Act (ADA) requirements, improved lighting, and improved transit access.

With your support and guidance, this critical safety and access project can be advanced without further delay. I strongly encourage Caltrans to give the City of Concord's repurposing request every consideration.

Thank you in advance for your attention to this matter. If you have any questions or concerns regarding this request, please feel free to contact Mark Copeland in my Washington, D.C. office at (202) 225-2095 or mark.copeland@mail.house.gov.

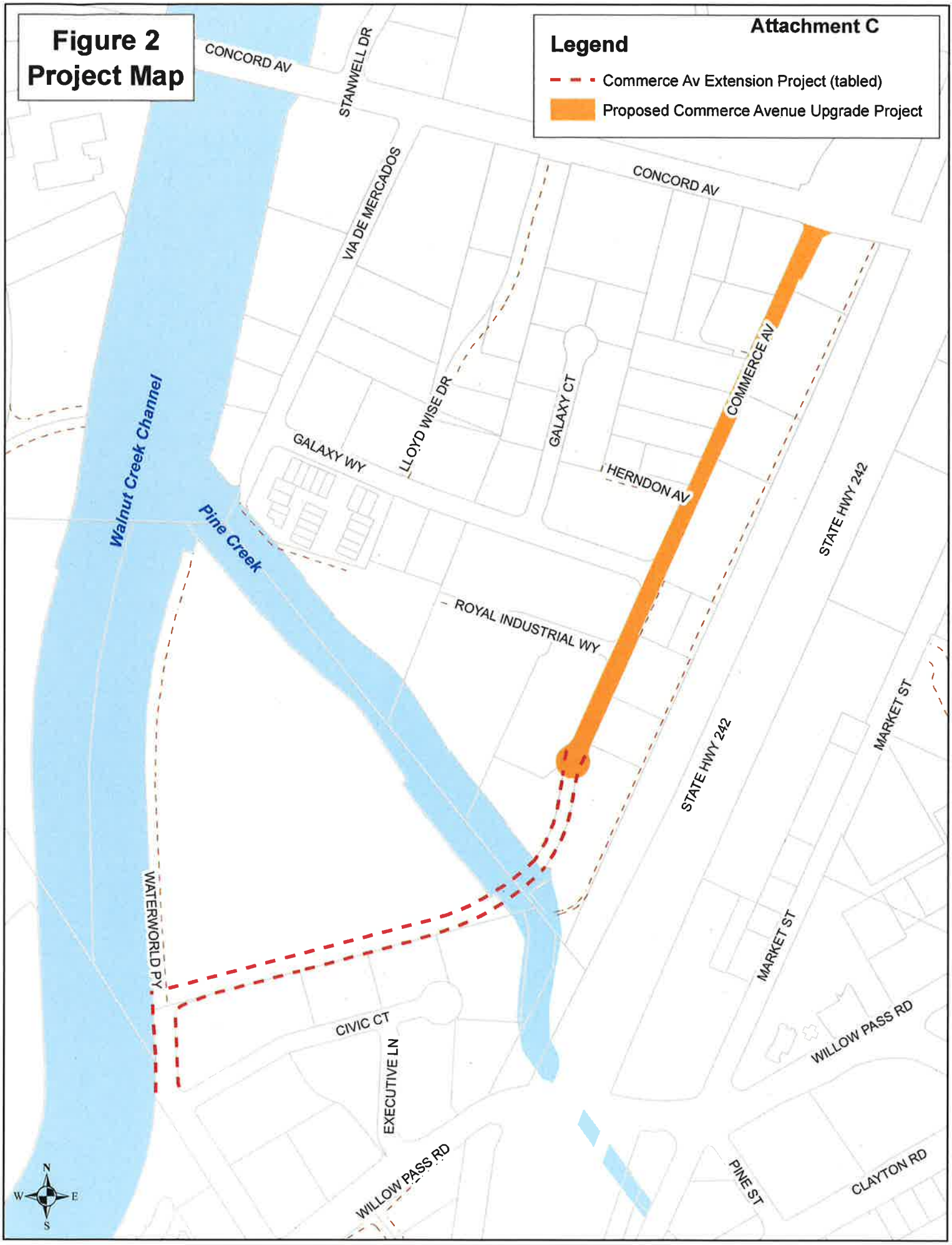
Sincerely,



Mark DeSaulnier
Member of Congress

cc: The Honorable Laura Hoffmeister, Mayor, City of Concord
Steve Heminger, Executive Director, Metropolitan Transportation Commission
Valerie Barone, City Manager, City of Concord

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Figure 2
Project Map
Attachment C
Legend
Commerce Av Extension Project (tabled)
Proposed Commerce Avenue Upgrade Project
CONCORD AV
STANWELL DR
VIA DE MERCADOS
CONCORD AV
COMMERCE AV
GALAXY CT
LLOYD WISE DR
GALAXY WY
HERNDON AV
STATE HWY 242
Walnut Creek Channel
Pine Creek
ROYAL INDUSTRIAL WY
STATE HWY 242
MARKET ST
MARKET ST
WATERWORLD PY
CIVIC CT
EXECUTIVE LN
WILLOW PASS RD
WILLOW PASS RD
PINE ST
CLAYTON RD
N
W
E
S

Attachment C

From: SOREN FAJEAU [mailto:soren.fajeau@newark.org]
Sent: Wednesday, June 29, 2016 2:21 PM
To: 'john.hoole@dot.ca.gov'
Cc: Mallory Atkinson
Subject: Removal of Demo I.D. CA414 (Newark) from Earmark Repurposing List

Hello Mr. Hoole,

As previously discussed, the City of Newark would like to have its Central Avenue Railroad Overpass project (Demo ID CA414 in the amount of $539,940.06) removed from the Earmark Repurposing list. Based on our recent correspondence by telephone, you indicated that this should not be a problem with appropriate justification from the City along with concurrence from the Metropolitan Transportation Commission.

Initially, the City had anticipated that the cost and scheduling impacts associated with satisfying additional federal requirements on a project that was otherwise locally funded would be overly burdensome relative to the level of funding available through the earmark. As a result, we had indicated that the funds should be repurposed with the current Earmark Repurpose efforts by Caltrans. However, after discussions with the Alameda County Transportation Commission and a more thorough evaluation by our design consultant, those impacts are far less onerous than originally anticipated. We feel that the funding can contribute very positively to the delivery of the project with a minimal impact to the schedule.

This project had been on hold for more than 10 years with no signs of available construction funding. The City of Newark had been reluctant to begin the project design without a clear indication of construction funding availability and thus the earmark also sat idle. However, local funding through the Alameda County Transportation Commission became available more recently and the City is currently under contract with Quincy Engineering to complete the PE/Environmental and PS&E phases of the project. Construction is tentatively scheduled to begin in early 2018. We feel quite confident that this federal earmark funding can now be utilized for its original purpose and we would expect to pursue the use of the funding immediately.

I have copied Ms. Mallory Atkinson, Funding Policy Analyst with MTC for concurrence.

Thank you very much for your assistance with this adjustment and please do not hesitate to contact me with any additional questions or concerns.

Regards,

Soren Fajeau, P.E.
Public Works Director
City of Newark
37101 Newark Boulevard
Newark,CA 94560
Phone: (510) 578-4286
Fax: (510) 578-4243

Attachment C

CITY COUNCIL
Kevin Romick, Mayor
Sue Higgins, Vice-Mayor
Vanessa Perry
Randy Pope
Doug Hardcastle

OAKLEY
CALIFORNIA

CITY HALL
3231 Main Street
Oakley, CA 94561
925.625.7000 tel
925.625.9859 fax
www.ci.oakley.ca.us

June 30, 2016

Hisham,

The Main Street Realignment Project has been planned for years. The City has been working on the design and development of this project over the past years, which involved extensive outreach to the downtown community since the project is an integral part of the downtown area. The City has also provided local funds to match this grant to construct the project. As a result, the City has received overwhelming support for the project. The plans and specifications are finalized and the City will be submitting the E-76 package to Caltrans the week of July 7th.

Sincerely,

Kevin Rohani
Public Works Director

Attachment C

BOARD OF DIRECTORS 2016

CAROLE GROOM, CHAIR
DON HORSLEY, VICE CHAIR
MAUREEN FRESCHET
KEN IBARRA
CAMERON JOHNSON
KARYL MATSUMOTO
MARY ANN NIHART

JIM HARTNETT
EXECUTIVE DIRECTOR

SAN MATEO COUNTY Transportation Authority

July 11, 2016

Honorable Dave Cortese and Commissioners
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Dear Chair Cortese and Commissioners:

US 101 on the San Francisco Peninsula is the main access route to San Francisco International Airport (SFO) from the North and South Bay. It also serves as a major gateway route between San Francisco and Silicon Valley, as well as providing access to San Jose International Airport (SJC) at the southern end of the corridor. In the Peninsula, US 101 links to the East Bay via the Dumbarton Bridge (SR 84) and the San Mateo Bridge (SR 92).

The communities and businesses served by US 101 are some of the most economically productive in the state as well as in the nation. Traffic volume on US 101 has grown significantly over the past several years since the San Mateo County Transportation Authority (TA) first funded a Caltrans Project Study Report to implement a potential high occupancy vehicle facility on US 101 in the County.

Since that time, due to growing traffic congestion, the TA along with the City/County Association of Government of San Mateo County (C/CAG) expanded the scope of the US 101 project to provide a potential continuous managed lane on US 101, connecting to the managed lanes in Santa Clara County. The project involves not only coordination amongst a number of public agencies, including the TA, C/CAG and Caltrans in managing the environmental review phase of the project, the project team also closely coordinates with MTC, California State Transportation Agency, VTA and the employers along the corridor.

While the environmental review process is currently underway, the project team is already considering ways to possibly expedite the delivery of the project in order to reduce congestion, provide a facility to improve travel time reliability, and increase person-throughput in the corridor. In order to do so, the project will need to secure funding for the future project phases, especially in light of the recent STIP de-programming of funds from San Mateo County. We appreciate and support our partners' assistance in securing needed funding so the project can continue to move forward.

Sincerely,

Jim Hartnett
Executive Director

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6219

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

July 11, 2016

Steve Heminger, Executive Director
Metropolitan Transportation Commission

Transmitted via E-Mail

Dear Mr. Heminger:

US 101 on the San Francisco Peninsula is the main access route to San Francisco International Airport (SFO) from the North and South Bay. It also serves as a major gateway route between San Francisco and Silicon Valley, as well as providing access to San Jose International Airport (SJC) at the southern end of the corridor. In the Peninsula, US 101 links to the East Bay via the Dumbarton Bridge (SR 84) and the San Mateo Bridge (SR 92).

The communities and businesses served by US 101 are some of the most economically productive in the state as well as in the nation. Traffic volume on US 101 has grown significantly over the past several years. The City/County Association of Governments of San Mateo County (C/CAG), in partnership with Caltrans and the San Mateo County Transportation Authority (SMCTA), delivered the Project Study Report (PSR) to implement potential high occupancy vehicle facility on US 101 in the County. The PSR was funded by local transportation sales tax.

Due to growing traffic congestion, project partners have since expanded the scope of the US 101 project to provide a potential continuous managed lane on US 101, connecting to the managed lanes in Santa Clara County. The project involves not only coordination amongst a number of public agencies, including the SMCTA, C/CAG and Caltrans in managing the environmental review phase of the project, the project team also closely coordinates with MTC, California State Transportation Agency, VTA and the employers along the corridor.

While the environmental review process is currently underway, the project team is already considering ways to possibly expedite the delivery of the project in order to reduce congestion, provide a facility to improve travel time reliability, and increase person-throughput in the corridor. In order to do so, the project will need to secure funding for the future project phases, especially in light of the recent STIP de-programming of funds from San Mateo County. We appreciate and support our partners' assistance in a securing needed funding so the project can continue to move forward.

Sincerely,

Sandy Wong, Executive Director
City/County Association of Governments of San Mateo County

July 12, 2016

The Honorable Dave Cortese and Commissioners
Metropolitan Transportation Commission
375 Beale Street
San Francisco, Ca 94105

Dear Chair Cortese and Commissioners,

Facebook is an active participant in advocating for critical infrastructure improvements along the US101 corridor. I'm pleased to express our support for MTC's staff recommendation to repurpose unused earmarks to advance carpool lane projects on US101that will provide relief for one of the region's most heavily congested corridors.

The Bay Area is one of the nation's top economic engines, yet traffic gridlock on US101 and ridership capacity challenges on Caltrain and other transit services jeopardize our future economic growth. Finding solutions to the region's crippling congestion is also important to the economic vitality of the Bay Area. The US 101 Managed Lanes project is a unique endeavor as private employers and public transportation agencies are working collaboratively to move forward with a solution that can provide long term congestion relief in an expedited manner and serve a model for future public-private partnerships. Unfortunately, In the recent STIP de-programming cycle, San Mateo County returned a disproportionately large $18 million, leaving transportation projects in the County at a financial disadvantage. Advancing the staff recommendation to repurpose earmarked funds will allow the US101 Managed Lanes project to continue on its expedited timeline.

Transportation improvements along the US101 corridor will help improve the quality of life of residents and insure that businesses such as ours can continue to grow in the region. Urgent action is required to create solutions and address these unprecedented challenges.

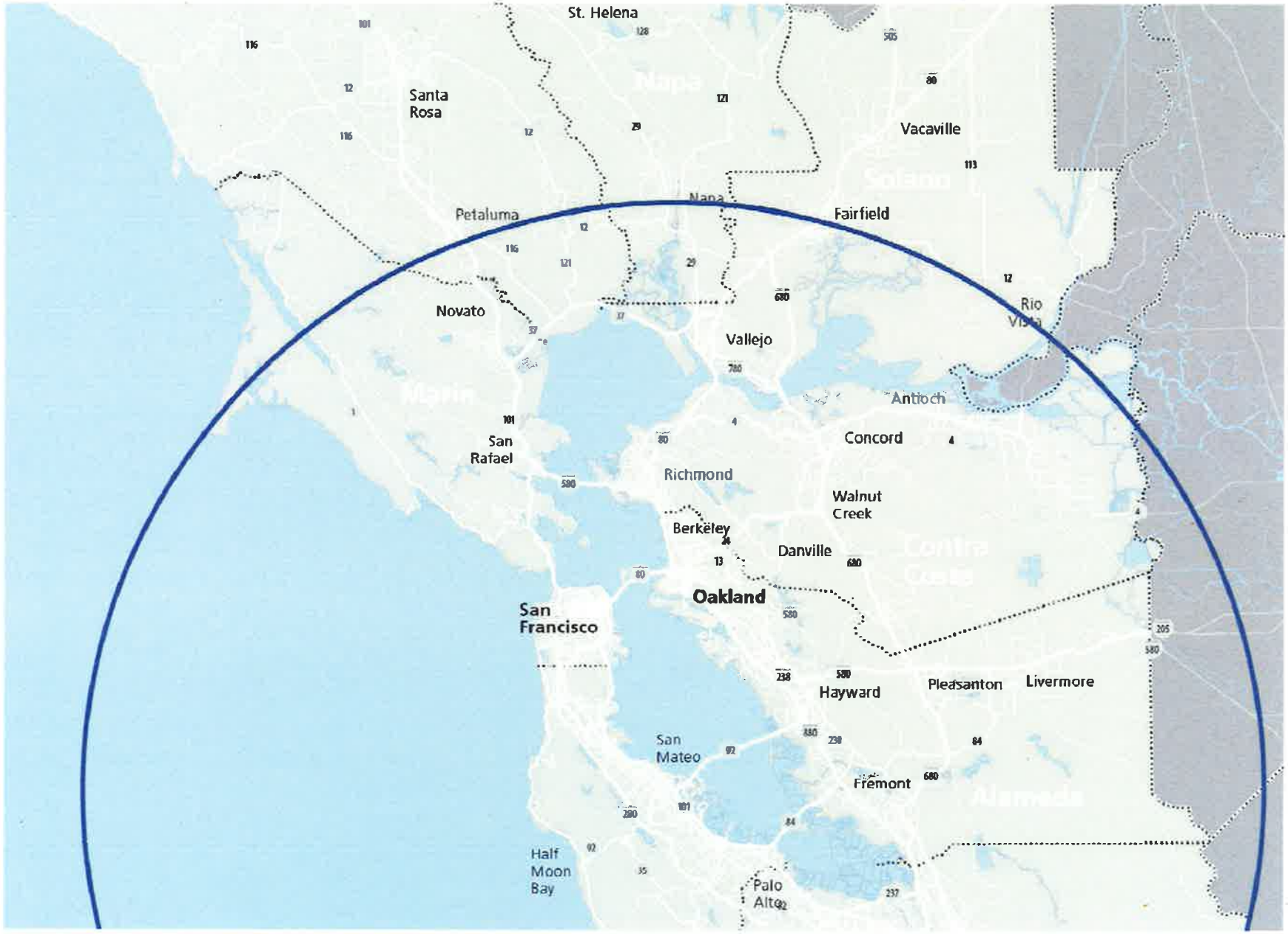
Sincerely,

John Tenanes
Vice President, Global Facilities and Real Estate
Facebook, Inc.

facebook

Address: 1 Hacker Way
Menlo Park, CA 94025

50 Mile Radius from San Mateo US 101 **Attachment D**



Metropolitan Transportation Commission
Programming and Allocations Committee

July 13, 2016 **Item Number 6c**

Federal Earmark Repurposing

Subject: Recommended list of projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2016.

Background: Section 125 of the Department of Transportation Appropriations Act, 2016 (P.L. No. 114-113) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2005 and are less than 10% obligated or are otherwise completed and closed.

Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds. The project must also be located within 50 miles of the original earmark designation in the State.

Bay Area Repurposed Earmarks (the *"from" list*)
As a first step in the repurposing process, Caltrans requested that RTPAs and MPOs work with project sponsors to develop a recommendation on which earmarks to repurpose onto other eligible projects (or remove *from* the original earmark). MTC staff worked closely with project sponsors and CMAs to compile project status information for all earmarks subject to the repurposing provision. Based on this information, staff submitted its recommended list of projects to repurpose to Caltrans on May 12, 2016. Staff's recommendation encompassed the repurposing of $27.9 million in Bay Area earmarks (see **Attachment A**).

After the recommendation had been submitted to Caltrans, a few project sponsors provided revised project status information. Based on this information, staff recommends repurposing one additional earmark, Dixon's Rio Vista Bypass Study for $200,000 recommended to be repurposed. Additionally, since May, staff has learned that Oakley has received confirmation from Caltrans that their project is eligible to move ahead and so is considered "active;" staff therefore recommends not repurposing the funds from the Oakley project. Staff also received notice from Caltrans that the remaining amounts for some projects was slightly different. With these changes, the new total amount available for repurposing is $27.3 million region-wide.

Bay Area Projects to Receive Repurposed Funds (the *"to" list*)
For the next step in the process, Caltrans requested regions to submit a recommended list of projects to receive repurposed funds (or the projects *to* which the earmark funds will be directed) – see **Attachment B** for a summary. In addition to the federal requirement that repurposed funds stay with 50 miles of the originally designated earmark, staff worked in coordination with Caltrans to develop a recommendation based on the following principles:

1. ***Focused distribution***: Focus the repurposed funds onto a limited number of regionally-significant projects, to streamline the implementation of the provision and to see the most benefit from this rare opportunity.

2. ***Close funding gaps***: Close funding gaps on regional priority projects, including projects impacted by the significant revenue losses in the STIP, rather than directing the funds to other emerging projects.

The resulting list of projects recommended to receive $27.3 million in repurposed earmark funds is provided below.

Table 1. MTC Recommendation for Projects to Receive Repurposed Funds

Sponsor	Project Name	Repurposed Earmark Funds (Recommended Amount - $millions)
SCTA	US 101 – Marin/Sonoma Narrows B2, Phase 2	$15.0
SMART	San Rafael Bettini Transit Center	$3.2
San Mateo C/CAG	US 101 Express Lanes, Santa Clara County Line to I-380	$8.9
Solano County	Redwood Expressway	$0.2
	Recommendation Total	**$27.3**

The recommendations for the Marin/Sonoma Narrows and the San Rafael Bettini Transit Center project are based on a consensus achieved by several north bay agencies that would split the $18.2 million earmark from the Port Sonoma Ferry project between those two other north bay priorities (see **Attachment C** for letters regarding the consensus).

The recommendation to consolidate the other available earmark funds onto the US 101 Express Lanes project in San Mateo County is based on the project's need for additional funding in order to accelerate the environmental and design phases, and its pivotal location in the heart of the corridor connecting Silicon Valley with San Francisco, San Jose, and the bridges to the East Bay. In 2015, the San Mateo 101 segment entered the region's "Top 10" list of congested freeways – moving up the ranks as congestion has noticeably worsened in the last few years. The region has a strong interest in unclogging a corridor serving one of the primary engines for the state and national economies.

The City of Dixon's earmark for the Rio Vista Bypass Study ($200,000) is located at a distance greater than 50 miles from the San Mateo US 101 Express Lanes project, and thus cannot be repurposed to that project. In its place, staff recommends these funds be redirected to Solano County's Redwood Expressway project as requested by the Solano Transportation Authority.

Comment letters received to date on the earmark repurposing process are provided in **Attachment C**.

Issues:

(1) Regional Role: Although the regions have been working closely with Caltrans throughout the process, federal law gives the repurposing authority solely to the States.

(2) Implementation Issues: Project sponsors must submit required forms to Caltrans by the end of the month in order to proceed with the next steps of the repurposing process. Repurposed funds must be fully obligated by September 30, 2019. Additionally, once repurposed onto a new project, the earmark funds cannot be repurposed again.

(3) Earmark Balances: Earmark available balances are based on the latest information from Caltrans. The final amounts available for repurposing may change on projects that de-obligate funding during close-out. Staff will work with project sponsors and Caltrans staff to ensure that all available balances on repurposed earmarks are directed onto other eligible projects consistent with this action.

Recommendation: Refer for approval to the Commission the recommended list of projects to receive repurposed earmark funds as presented (Table 1) and direct staff to submit the recommendation to Caltrans.

Attachments:

Attachment A: May 12, 2016 Letter to Caltrans – Earmarks to Repurpose
Attachment B: Earmarks Proposed to be Repurposed
Attachment C: Comment Letters
Attachment D: Map illustrating the 50 mile radius from the San Mateo US 101 project

Attachment A

METROPOLITAN
TRANSPORTATION
COMMISSION

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Oakland, CA 94607-4700
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Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

May 12, 2016

Mr. Ray Zhang, Chief
Division of Local Assistance
California Department of Transportation
P.O. Box 942874, MS-1
Sacramento, CA 94274

RE: Earmark Repurposing - RTPA Information Request

Dear Chief Zhang,

The Metropolitan Transportation Commission (MTC) is writing in response to your recent request to review and coordinate our region's earmark funds subject to the earmark repurposing provisions contained in the Consolidated Appropriations Act, 2016. We appreciate the efforts you have taken to guide California's implementation of this opportunity, and are supportive of the overall goal to take full advantage to maximize the use of unused federal funds.

Attached, please find our preliminary recommendation for which Bay Area's earmarks should be repurposed, and which funds should remain on the original earmark. As we continue to work with project sponsors and other stakeholders throughout this process, we may provide your staff with revisions or updates to this recommendation.

As you are already aware, this opportunity to redirect unused funding comes at a time of unprecedented needs. We look forward to working with you and our transportation partners to identify candidate projects within the Bay Area that can put these repurposed funds to immediate use.

If you have any questions on this matter, please contact Anne Richman, Director of Programming and Allocations at 510-817-5722.

Sincerely,

Alix A. Bockelman
Deputy Executive Director, Policy

AB:ma
J:\PROJECT\Funding\T5-FAST\Earmarks\Outreach\MTC Exec\5-6-16\Final\MTC ltr to Caltrans.docx

Caltrans' RTPA/MPO Information Request

EARMARK PROJECTS - LESS THAN 10% OBLIGATED, As of December 18, 2015

				MTC Recommendation		
Sponsoring Agency	**Demo ID**	**Demo Description**	**Remaining OA Balance**	**Keep on original earmark**	**Repurpose**	**MTC Recommendation Notes**
EAST BAY						
City of Concord	CA355	Upgrade and extend Commerce Avenue, City of Concord	$1,439,840	$0	$1,439,840	Repurpose
City of Newark	CA414	Construct overpass on Central Ave. at the railroad crossing in Newark	$539,940	$0	$539,940	Repurpose
City of Oakley	CA620	Realign SR 4 within the City of Oakley	$1,439,840	$0	$1,439,840	Repurpose
City of San Leandro	CA394	Replace I880 overpass at Davis St. in San Leandro	$539,940	$539,940	$0	Do not repurpose - sponsor will obligate remaining OA balance
Port of Oakland	CA360	Construct Air Cargo Access Road to Oakland International Airport	$647,928	$0	$647,928	Repurpose
		East Bay Subtotal	**$539,940**	**$539,940**	**$4,067,548**	
NORTH BAY						
	NA	Multimodal facility improvements, construction, and ferry acquisition by North Bay Ferry service, Inc., located at Port Sonoma in Petaluma, Ca	$18,205,079	$0	$18,205,079	Repurpose
		North Bay Subtotal	**$0**	**$0**	**$18,205,079**	
PENINSULA						
City of East Palo Alto	CA691	Improvements to Bay Road and Northern Access (City of East Palo Alto)	$4,941,136	$4,941,136	$0	Do not repurpose - sponsor will obligate remaining OA balance
City of Millbrae	CA601	Construct Route 101 bicycle/ pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail.	$899,899	$0	$899,899	Repurpose
City/County Association of Governments - San Mateo County	CA633	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Highway 101.	$359,960	$0	$359,960	Repurpose
		Peninsula Subtotal	**$4,941,136**	**$4,941,136**	**$1,259,860**	

				MTC Recommendation		
Sponsoring Agency	**Demo ID**	**Demo Description**	**Remaining OA Balance**	**Keep on original earmark**	**Repurpose**	**MTC Recommendation Notes**
SOUTH BAY						
City of Palo Alto	CA649	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	$359,960	$0	$359,960	Repurpose
City of San Jose	CA449	Coyote Creek Trail Project- Story Road to Montague Expressway	$1,799,800	$1,799,800	$0	Do not repurpose - sponsor will obligate remaning OA
Santa Clara Valley Transportation Authority	CA568	Acquire lands for mitigation adjacent to U.S. 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project.	$359,960	$0	$359,960	Repurpose
			South Bay Subtotal	**$1,799,800**	**$719,921**	
			BAY AREA TOTAL	**$7,280,876**	**$24,252,407**	

Caltrans' RTPA/MPO Information Request

EARMARK PROJECTS - MORE THAN 10% OBLIGATED, As of December 18, 2015

					MTC Staff Recommendation		
Sponsoring Agency	**Demo ID**	**Demo Description**	**Remaining OA Balance**	**FMIS Status**	**Keep on Original Earmark**	**Repurpose**	**MTC Recommendation Notes**
EAST BAY							
Alameda CMA	CA087	Upgrade I-680 Corridor, Alameda Co.	$145,779	Active projects in Final Voucher.	$0	**$145,779**	Repurpose (pending project closure in FMIS)
Alameda County CMA	CA532	Construct operational and safety improvements to I- 880 N at 29th Ave. in Oakland.	$12,800	Closed	$0	**$12,800**	Repurpose
Alameda County CMA	CA480	Engineering, right-of-way and construction of HOV lanes on I-580 in the Livermore Valley, California	$1,804,261	Active	$1,804,261	$0	Active - can not repurpose
Alameda County Transportation Improvement Authority	CA452	Construct I-580 Interchange Improvements in Castro Valley	$411,517	Active	$411,517	$0	Active - can not repurpose
City of Brentwood	CA303	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	$431,070	Closed	$0	**$431,070**	Repurpose
City of Danville	CA521	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	$2,751	Closed	$0	**$2,751**	Repurpose
City of Danville	CA741	Design and construction of Camino Tassajara Crown Canyon to East Town Project	$1,157,100	Active	$1,157,100	$0	Active - can not repurpose
City of Hayward	CA157	Upgrade D Street between Grand and Second Streets, Hayward	$5,003	Closed	$0	**$5,003**	Repurpose
City of Livermore	CA160	Construct I-580 interchange, Livermore	$39,309	Active projects in Final Voucher.	$0	**$39,309**	Repurpose (pending project closure in FMIS)
City of Richmond	CA377	Reconstruct interchange for south-bound traffic entering I-80 from Central Avenue, City of Richmond	$2,145,723	Active	$0	**$2,145,723**	Repurpose (pending project closure in FMIS)
City of San Leandro	CA139	Undertake median improvements along E. 14th St., San Leandro	$7,696	Closed	$0	**$7,696**	Repurpose
Contra Costa County Public Works	CA740	Construction of and improvements to State Route 239 from State Route 4 in Brentwood area to I-205 in the area of Tracy	$7,809,330	Active	$7,809,330	$0	Active - can not repurpose
Contra Costa Transportation Authority	CA392	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	$33,685	Active projects in Final Voucher.	$0	**$33,685**	Repurpose (pending project closure in FMIS)
Contra Costa Transportation Authority	CA015	CONTRA COSTA CO - SR-4 BETWEEN CONCORD & W PITTSBURG; PL 100-202SEC 348(C)(1) DESC CHG	$4,455	Closed	$0	**$4,455**	Repurpose
Port of Oakland	CA283	Port of Oakland, California Inter-Regional Intermodal System	$880,340	Active	$880,340	$0	Active - can not repurpose
				East Bay Subtotal	**$12,062,548**	**$2,828,271**	

Attachment A

					MTC Staff Recommendation		
Sponsoring Agency	**Demo ID**	**Demo Description**	**Remaining OA Balance**	**FMIS Status**	**Keep on Original Earmark**	**Repurpose**	**MTC Recommendation Notes**
NORTH BAY							
American Canyon	CA351	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	$156,181	Closed	$0	$156,181	Repurpose
City of Dixon	CA021	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo (California feasibility study: Dixon grade separation)	$17,489	Closed	$0	$17,489	Repurpose
City of Dixon	CA021	Dixon: Xing,Rio Vista Bypass Studies (CA) - PE Demo (To Improve 3 grade crossings in Dixon)	$180,017	Active	$180,017	$0	Active - can not repurpose
Golden Gate Highway Bridge District	CA354	Seismic retrofit of the Golden Gate Bridge	$1,937,433	Active	$1,937,433	$0	Active - can not repurpose
Solano County	CA547	Construct I-80 HOV lanes and interchange in Vallejo	$24,168	Closed	$24,168	$0	Do not repurpose
Solano County	CA720	Construct I-80 HOV lanes and interchange in Vallejo	$397,639	Closed	$397,639	$0	Do not repurpose
Solano Transportation Authority	CA460	Rio Vista Bridge Realignment Study and Street Sign Safety Program	$81,047	Active	$81,047	$0	Active - can not repurpose
Sonoma County Transportation Authority	CA267	Highway 101 Corridor Widening Project	$32,686	Active	$32,686	$0	Active - can not repurpose
Sonoma County Transportation Authority	CA686	Widen Highway 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Highway in Petaluma	$827,905	Active	$827,905	$0	Active - can not repurpose
				North Bay Subtotal	**$3,480,895**	**$173,670**	
PENINSULA							
City of Belmont	CA309	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	$121,582	Closed	$0	$121,582	Repurpose
City of East Palo Alto	CA385	Bay Road improvements between University Avenue to Fordham, and from Clarke Avenue to Cooley Landing. Northern access improvements between University and Illinois Avenues, East Palo Alto	$3,498,267	Active	$3,498,267	$0	Active - can not repurpose
City of East Palo Alto	CA693	University Avenue Overpass: Construction of bicycle and pedestrian lanes--East Palo Alto.	$1,559,612	Active	$1,559,612	$0	Active - can not repurpose
City of Menlo Park	CA628	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	$13,577	Active	$13,577	$0	Active - can not repurpose

Attachment A

					MTC Staff Recommendation		
Sponsoring Agency	**Demo ID**	**Demo Description**	**Remaining OA Balance**	**FMIS Status**	**Keep on Original Earmark**	**Repurpose**	**MTC Recommendation Notes**
City of San Mateo	CA100	Upgrade SR 92/El Camino interchange, San Mateo	$623,426	Active	$623,426	$0	Active - can not repurpose
Peninsula Joint Powers Board/Samtrans	CA514	El Camino Real Grand Blvd. Initiative in San Mateo County	$12,786	Active projects in Final Voucher.	$0	**$12,786**	Repurpose (pending project closure in FMIS)
San Francisco City/County Department of Public Works	CA570	Implement San Francisco Street Improvements Program.	$31,138	Active	$31,138	$0	Active - can not repurpose
				Peninsula Subtotal	**$5,726,019**	**$134,368**	
SOUTH BAY							
City of San Jose	CA187	Install SiliconValley Smart Corridor project along the I-880 corridor	$198,488	Closed	$0	**$198,488**	Repurpose
City of San Jose	CA331	Construct Coyote Creek Trail Project from Story Road to Montague Expressway in San Jose	$481,801	Active	$481,801	$0	Active - can not repurpose
City of San Jose	CA515	Construct Guadalupe River Trail from I-880 to Highway 237 in Santa Clara County	$2,926,275	Active	$2,926,275	$0	Active - can not repurpose
City of San Jose	CA520	Construct the Silicon Valley Transportation Incident Management Center in San Jose.	$88,760	Active	$88,760	$0	Active - can not repurpose
City of San Jose	CA528	Construct Alviso Bay Trail from Gold Street in historic Alviso to San Tomas Aquino Creek in San Jose	$297,765	Active	$297,765	$0	Active - can not repurpose
City of San Jose	CA254	Almaden Express Pedestrian Overcrossing, San Jose, California	$68,773	Active	$0	**$68,773**	Repurpose (pending project closure in FMIS)
Santa Clara County	CA470	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	$248,677	Closed	$0	**$248,677**	Repurpose
Santa Clara Valley Transportation Authority	CA288	Route 152 Safety Improvements, Santa Clara County, California	$10,408	Closed	$0	**$10,408**	Repurpose
Santa Clara Valley Transportation Authority	CA493	Highways 152-156 Intersection improvements, CA	$191,817	Active	$191,817	$0	Active - can not repurpose
				South Bay Subtotal	**$3,986,417**	**$526,346**	
				BAY AREA TOTAL	**$25,255,879**	**$3,662,655**	

Attachment **B**

Bay Area Earmarks - Recommended for Repurposing

Earmarks must be over 10 years old and less than 10% obligated as of December 18, 2015 or closed and final vouchered. *Jul-16*

FROM				TO
Sponsor	Earmark Description	Repurpose Amount		Project & Amount
Alameda County		$1,398,455		
ACTC	Construct operational and safety improvements to I - 880 N at 29th Ave. in Oakland	$12,800		
ACTC	Upgrade I-680 Corridor, Alameda Co.	$145,779		
Hayward	Upgrade D Street between Grand and Second Streets, Hayward	$5,003		
Livermore	Construct I-580 Interchange, Livermore	$39,309	*	
Newark	Construct overpass on Central Ave. at the railroad crossing in Newark	$539,940		
Port of Oakland	Construct Air Cargo Access Road to Oakland International Airport	$647,928		
San Leandro	Undertake median improvements along E. 14th St., San Leandro	$7,696		
Contra Costa County **		$4,719,489		
CCTA	Contra Costa Co SR4 between Concord & W Pittsburg	$4,455		
CCTA	Upgrade CA SR 4 East from the vicinity of Loveridge Road to G Street, Contra Costa County	$33,685	*	
Brentwood	Vasco Road Safety Improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, California	$431,070		
Concord	Upgrade and extend Commerce Avenue, City of Concord	$1,439,840		
Danville	Design and Construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA.	$2,751		
Richmond	Reconstruct interchange for south-bound traffic entering I-80 from Central Ave, City of Richmond	$2,807,689		San Mateo C/CAG: US 101 Express Lanes, Santa Clara County Line to I-380
Napa County		$156,181		
American Canyon	Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	$156,181		
San Mateo County		$1,394,228		
Belmont	Builds a pedestrian bridge from Hiller Street to the Bay Trail, Belmont	$121,582		
C/CAG	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Hwy 101	$359,960		
Millbrae	Construct Rte. 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail	$899,899		
Peninsula Joint Powers Board/ Samtrans	El Camino Real Grand Blvd. Initiative in San Mateo County	$12,786		
Santa Clara County		$1,246,267		
Palo Alto	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	$359,960		
San Jose	Install SiliconValley Smart Corridor project along the I -880 corridor	$198,488		
San Jose	Almaden Express Pedestrian Overcrossing, San Jose, California	$68,773	*	
Santa Clara County	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Avenue in Campbell	$248,677		
VTA	Acquire lands for mitigation adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project	$359,960		
VTA	Route 152 Safety Improvements, Santa Clara County, California	$10,408		
SUBTOTAL		$8,914,620		$8,914,620

PROJECTS MORE THAN 50 MILES FROM SAN MATEO US 101

Solano County		$197,505		Solano County: Redwood Expressway
Dixon	Dixon: Xing, Rio Vista Bypass Studies (CA) - PE Demo	$197,505		
SUBTOTAL		$197,505		$197,505

Other Earmarks		$18,205,079		SMART ($3.2M): San Rafael Transit Center SCTA ($15M): Marin/Sonoma Narrows
North Bay Ferry Service	Ferry Service to Port Sonoma	$18,205,079		
SUBTOTAL		$18,205,079		$18,205,079
BAY AREA TOTAL		$27,317,205		$27,317,205

*Pending project closure in FMIS.

** Oakley Earmark no longer recommended for repurposing and has been removed

J:\COMMITTE\PAC\2016 PAC Meetings\07_Jul'2016_PAC\[Earmark Summary.xlsx]PAC Attach A

Congress of the United States
Washington, DC 20515

RECEIVED
JUN 10 2016
MTC

RECEIVED
JUN 13 2016
MTC

May 19, 2016

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4700

The Honorable Brian Kelly
Secretary of Transportation
California State Transportation Agency
915 Capitol Mall, Suite 315 B
Sacramento, CA 95814

Dear Mr. Heminger and Secretary Kelly:

We write to respectfully and strongly object to any proposal that would reprogram vital funding for the City of East Palo Alto relative to Bay Road and a bicycle overpass of Highway 101.

The Bay Road project is moving forward thanks to federal funding obtained through the hard work of Congresswoman Eshoo and Senator Feinstein. The combined federal funding of nearly $11 million ($6,008,850 CA Demo ID 691 and $4,807,080 CA Demo ID 385) was secured for the specific purpose of improving Bay Road in East Palo Alto and should not be used elsewhere. The Bay Road project has been delayed due to environmental concerns but is ready to move forward and should receive the full funding that it has been awarded.

First, the two earmarks should actually be considered as one because one originated in the Senate and the other in the House, yet both are for the purpose of creating significant improvements on Bay Road. Once consolidated, it becomes evident that the city has exceeded the 10% obligation threshold generally used to identify funds that are not being timely utilized.

Second, the unimproved portion of the road is in terrible shape and definitely needs improvement. Both of us recently drove down Bay Road on our way to the newly-created Cooley Landing Education Center. This new facility will serve visitors from the Bay Area as the park offers amazing views and is adjacent to the Bay Area's largest nesting area for endangered Ridgeway Rails. Millions in public funds have been spent to rehabilitate Cooley Landing, a former EPA Superfund site. However, the road to this regional treasure poses a threat to motorcyclists and bicyclists and a danger of severe damage to most motor vehicles. Its drainage during recent storms was very poor.

There is a sparkling new public health center along this road. The elderly and others who wish to walk to the center put their safety at risk in doing so. The surface of the street is in such poor shape that tripping hazards abound. The street is so wide that it is difficult for pedestrians to get across before construction vehicles and other heavy equipment threaten their safety. These grossly substandard portions of Bay Road are within Phases 2 and 3 of the overall Bay Road project. One high quality and safe portion of Bay Road already exists: the portion completed under Phase 1 of the project. Therefore, quite clearly, East Palo Alto is in the process of completing a major and lengthy project and it has every incentive to finish what it has started. It is our understanding that construction will likely begin this summer.

Bay Road was heavily industrialized for decades and it runs next to an EPA Superfund site. The site has been one major reason that the second and third phases of roadway improvements have yet to be completed. Toxic soils need to be removed from both the road and the contaminated site. Proper

drainage, to avoid spreading the pollution to other parts of the city, needs to be designed. It would be an affront to the objectives of public policy to condemn this city, with its thousands of hardworking, working class residents, to years of additional substandard infrastructure, and potentially escalating threats of environmental contamination, by further delays should MTC or Caltrans reprogram vital funds.

With respect to the bicycle pedestrian bridge over Highway 101 ($2,002,950 CA Demo ID 693), the City of East Palo Alto and Palo Alto are in urgent need of this improvement. The University Avenue interchange is one of the most congested in the Bay Area. As the entranceway to both Palo Alto and East Palo Alto, and as a route to the Dumbarton Bridge, vehicular traffic is a serious threat to pedestrians and bicyclists.

It is anticipated that employees going to Facebook and to other expanding work sites located nearby will increasingly use this interchange to bicycle to work. The children of the divided city of East Palo Alto need a safe way to get to their schools and playgrounds. Public hearings have been held, expectations set, and plans created. It would be wrong to pull back on this funding when the city is fully committed to creating this overpass.

We have long supported the objectives of MTC and Caltrans. We deem ourselves partners in our shared objective of keeping Californians moving through quality infrastructure. We respectfully and strongly suggest that you turn aside all efforts to reprogram funds for East Palo Alto. Earmarks cannot be obtained again, and this community hasn't the resources to invest millions of its own funds in improvements that will serve the entire region.

Please do not blame East Palo Alto for the legacy costs, and consequent delays, of decades of land use that have made its problems so much greater than those of surrounding cities. We urge you to invest in the outstanding people of this community. They have waited decades for modern streets and improvements. It is important to accommodate them through the completion of these projects, just as they have accommodated the Bay Area streaming through their community each day for many decades. Fair is fair and we respectfully suggest that reprogramming funds away from East Palo Alto would be unjust in the extreme.

All the best,

Jackie Speier
Member of Congress

Anna G. Eshoo
Member of Congress

cc: City of East Palo Alto
San Mateo County Supervisor and MTC Commissioner Adrienne Tissier
Redwood City Councilwoman and MTC Commissioner Alicia Aguirre
Caltrans District 4 Director and MTC Commissioner Bijan Sartipi

Attachment C

City of East Palo Alto

Office of the Mayor

May 17, 2016

RECEIVED
JUN 13 2016
MTC

Brian P. Kelly, Secretary
California Transportation Agency
915 Capitol Mall, Suite 350 B
Sacramento, CA 95814

Re: Request to Retain Earmark Funds for the Bay Road Project in East Palo Alto

Dear Secretary Kelly,

I understand that the California Transportation Agency (Caltrans) and the Metropolitan Transportation Commission (MTC) are in the process of determining whether to repurpose federal funds for certain earmark projects, including the Bay Road Improvement Project and the University Avenue Overpass in the City of East Palo Alto. I am writing on behalf of the City to urge Caltrans and MTC to allow the City to retain its earmarks for completion of these projects, which are critical to the revitalization of our community and just months away from starting construction.

As you probably know, East Palo Alto is a vibrant, diverse community of about 30,000 people in the San Francisco Bay Area, which has worked hard to overcome substantial barriers to revitalization. East Palo Alto is one of the most economically distressed communities in the bay area, with a predominately minority population; the City faces the highest levels of unemployment and poverty and the lowest median income in Silicon Valley. The City also provides an affordable place to live for many people priced out of other expensive Silicon Valley cities. Approximately 39% of the entire housing units in the City are affordable because of the City's support for its rent stabilization program and the development of affordable housing.

Thanks to Senator Feinstein, Senator Boxer and Congresswoman Eshoo, East Palo Alto received two earmarks totaling about $10.8 million in the SAFETEA-LU federal transportation bill for the Bay Road project. This vital project is transforming a deteriorated single-lane road, portions of which are still a dirt track, into a Complete Streets corridor with bicycle, pedestrian and vehicle access. The City also received a $2 million earmark in SAFETEA-LU to construct bicycle and pedestrian lanes as part of the University Avenue Overpass project.

Bay Road Improvement Project Earmarks

Bay Road is the linchpin infrastructure and streetscape project of the MTC/ABAG approved Ravenswood Priority Development Area (PDA) that is based on the MTC-funded Ravenswood / 4 Corners TOD Specific Plan/EIR, which the City adopted in September 2012. . The improved road will provide essential access to the Ravenswood Business District, which includes a 130 acre brownfield site that is being revitalized into a mixed-use development and employment center. The redevelopment will bring hundreds of new jobs and a significant increase in local tax revenues to our community. In addition to linking our downtown to the redevelopment area, Bay Road will provide safe pedestrian, bicycle, and vehicle access to the regional San Francisco Bay Trail and the brand new Cooley Landing Public Park and Education Center located on the Bay.

Phase I of the Bay Road project, from University Avenue to Clarke Avenue, was completed with local, state, and federal funds in 2008. We are now focused on completing the improvements out to the Cooley Landing public park and San Francisco Bay shoreline. We plan to start construction of the next phase this summer, when we work with PG&E to underground overhead utilities under Rule 20A. Meanwhile, the City plans to have the bid-ready project design for the project completed this summer and we expect construction to begin by early 2017. We are working closely with Caltrans Local Assistance to complete the environmental document and anticipate receiving NEPA clearance for the project this fall. This will allow us to request obligation of our federal earmarks for construction before the end of this calendar year.

The design of the Bay Road project has proven to be more complicated than we originally anticipated due to its location in a brownfield that is along the bay front. As a result, we have had to address significant soil contamination, as well as sensitive environmental habitats and archaeological concerns. In addition, siting wet and dry underground utilities has been challenging due to the high water table, very flat grade and limited right-of-way. However, at this point, we have worked through all of these issues and do not anticipate any further delays.

The City is depending on our two federal earmarks to complete the Bay Road project:

- SAFETEA-LU for $6,008,850 (CA Demo ID 691)
- SAFETEA-LU for $4,807,080 (CA Demo ID 385)

We understand that the MTC Programming and Allocations Committee has identified our earmark #691 as "Readily Available for Repurposing" because it is over 10 years old and is less than 10% obligated. (Its current obligation is $457,700 or 7.6%.) In addition, the Committee has identified earmark #385 as "Potentially Available for Repurposing" because it is over 10 years old with more than 10% obligated (Its current obligation is 17%.)

We would like to point out that the City has actually exceeded the 10% obligation threshold when you consider that these two earmarks in SAFETEA-LU are both for the same Bay Road project. They are listed separately because one was included in the House version of the legislation and one was included in the Senate version. Moreover, we have consistently managed the improvements as a single project with multiple funding sources. When you aggregate the two earmarks, the City has obligated $1,278,954, or 11.8% of the total $10,815,930 funding provided by Congress. The City continues to obligate funds and is currently in the process of submitting a Request for Authorization for design funds from the SAFETEA-LU earmark grant.

Repurposing any portion of the East Palo Alto's earmarks would prevent completion of the Bay Road improvements and undermine the progress we are making to revitalize our community. In addition, it would significantly minimize the value of all the local, state, and federal investments that are contributing to our progress.

With the support of state and federal grants, the City has already invested $3 million to complete Phase I of Bay Road. The U.S. Environmental Protection Agency has contributed substantial funding to the testing and clean-up of the Ravenswood area we seek to redevelop. Last year, the state invested $5 million to help build the Cooley Landing Education Center located at the end of Bay Road. PG&E and the communications utilities are investing $1.5 million of ratepayer funds to complete the undergrounding of utilities this summer. And the City has expended $1.3 million on the design and environmental work to ready the project for construction. The public will not derive the full benefit of these investments until the Bay Road improvements are completed.

University Avenue Overpass Project Earmarks

The MTC document also identifies the University Avenue Overpass Earmark as "Potentially Available for Repurposing." The City has been working closely in partnership with Caltrans on this project for many years. This City is depending on the following earmark to complete the design, environmental and supplement construction:

- SAFETEA-LU for $2,002,950 (CA Demo ID 693)

The University Avenue Interchange project will provide highway and bridge improvements to increase safety and levels of service for vehicular, transit, bicycle and pedestrian transportation modes at the University Avenue highway interchange. The City of East Palo Alto was artificially divided in half by the construction of Highway 101. The existing University Avenue Overpass over Highway 101 has limited sidewalks and provides an unsafe pedestrian environment. Reconnecting the two halves of the City of East Palo Alto by improving the University Avenue Overpass with pedestrian and bicycle access would create significant social justice and environmental benefits.

Thanks to a grant from the San Mateo County Transportation Agency, East Palo Alto has the funding required to complete this project. The City has retained URS Corporation to complete the design and required environmental clearance. Caltrans has assembled a project team to provide the City with an expedited review and approval process for the project design. The City plans to complete the design in early 2017 with construction scheduled to start in the summer of 2017. The City currently has 2 contracts with design and environmental firms totaling $1,025,000 for this project.

Again, the City of East Palo Alto urges you to allow the City to retain our SAFETEA-LU earmarks and continue to work in partnership with us to successfully complete the Bay Road and University Avenue projects and maintain momentum in revitalizing our community. On May 17th, the City Council adopted the enclosed resolution opposing the repurposing of these earmarks.

Thank you very much for your consideration. If you have any questions or want more information concerning Bay Road or University Avenue Interchange, please contact me or our City Manager, Carlos Martínez, at (650)853-3100.

Sincerely,

Donna Rutherford
Mayor
Enclosure: Resolution

cc: East Palo Alto City Council
Caltrans District 4
MTC Commissioners
Steve Heminger, Executive Director, MTC
Alix Bockelman, Deputy Executive Director, MTC
Sandy Wong, Executive Director, C/CAG
Jean Higaki, Program Manager, C/CAG
Giles Giovinazzi, Caltrans Federal Liaison
John Hoole, Caltrans Division of Financial Assistance
April Nitsos, Caltrans Division of Financial Assistance

RESOLUTION NO. 4733

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO OPPOSING THE REPURPOSING OF THE BAY ROAD PHASE II/III IMPROVEMENT PROJECT AND THE UNIVERSITY AVENUE INTERCHANGE IMPROVEMENT FEDERAL EARMARKS

WHEREAS, Section 125 of the Department of Transportation Appropriations Act, 2016 (P.L. No. 114-113) includes a provision that enables States to repurpose earmarks that were appropriated or authorized to be appropriated on or before September 30, 2005 and are less than 10% obligated or completed, final vouchered, and closed; and

WHEREAS, the City of East Palo Alto has two Federal Earmarks for the Bay Road Improvement Project, and one earmark was added to the "Readily Available for Repurposing List" and one was added to the "Potentially Available for Repurposing List": and

WHEREAS, the MTC funded the Ravenswood/4 Corners TOD Specific Plan; and

WHEREAS, the City Council adopted the Specific Plan in September 2012, and the area became the Ravenswood Priority Development Area (PDA); and

WHEREAS, the Bay Road Improvement Project is the central streetscape and infrastructure project to implement the Ravenswood PDA and the Specific Plan; and

WHEREAS, when combined, the two Bay Road Improvement Project Federal Earmarks exceeded the 10% obligation threshold as of December 2015; and

WHEREAS, the City currently has 2 contracts with design and environmental firms totaling $1,539,200 for this project; and

WHEREAS, since December 2015, City staff have incurred and paid invoices that further increase the obligated amount; and

WHEREAS, the Bay Road Improvement Project is scheduled to break ground on undergrounding of the overhead utilities this calendar year; and

WHEREAS, Bay Road project is necessary for economic development in the RBD. The existing roads and infrastructure are inadequate to accommodate potential developments in the RBD. Much of the existing infrastructure does not meet the current minimum standards; and

WHEREAS, the City of East Palo Alto was artificially divided by the construction of Highway 101; and

WHEREAS, the University Avenue Overpass over Highway 101 has limited sidewalks and provides an unsafe pedestrian environment; and

WHEREAS, reconnecting the two halves of the City of East Palo Alto by improving the University Avenue Overpass would create social justice and environmental benefits; and

WHEREAS, the City currently has 2 contracts with design and environmental firms totaling $1,025,000 for this project; and

WHEREAS, the University Avenue Interchange project will provide highway and bridge improvements to increase safety and levels of service for vehicular, transit, bicycle and pedestrian transportation modes at the University Avenue highway interchange;

WHEREAS, both of these projects are critical to the social, environmental, and economic well being of the City and its residents; and

WHEREAS, the City would lose major funding for critical projects and see limited benefits to safety and economic development; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO HEREBY opposes the repurposing of any portion of the two Federal Earmarks for the Bay Road Improvement Project and the Federal Earmark for the University Avenue Interchange and urges Caltrans and MTC to enable East Palo Alto to retain the earmark funding in order to successfully complete these critical projects.

PASSED AND ADOPTED this 17th day of May 2016, by the following vote:

AYES: Rutherford, Moody, Abrica, Gauthier, Romero
NAES:
ABSENT:
ABSTAIN:

SIGNED:

Donna Rutherford

Donna Rutherford, Mayor

ATTEST:

Joseph Prado

for Terrie Gillen, Deputy City Clerk

APPROVED AS TO FORM:

Marc G. Hynes, Interim City Attorney

Attachment C

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

June 22, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

For the last several months, local and state elected and transportation leaders have debated the best use of funds that had been earmarked for the Port of Sonoma development project by the U.S. Department of Transportation. While there are of course many deserving projects in the region, we believe you'll find unanimous support for repurposing these dollars in the following ways:

- $15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of $35M)

- $3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of $5M).

The funds provide a one-time opportunity to advance these two critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and SMART passenger rail riders.

We appreciate your consideration of these projects in substitution of the Port of Sonoma development, and would be very happy to meet with you to discuss details.

Please also know that while this funding is greatly needed and will benefit the entire region, it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Mike McGuire
Senate, 2nd District

Bill Dodd
Assembly, 3rd District

Lois Wolk
Senate, 3rd District

Marc Levine
Assembly, 10th District

Jim Wood
Assembly, 2nd District

JARED HUFFMAN
2ND DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
WATER, POWER, AND OCEANS – RANKING MEMBER
FEDERAL LANDS

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
HIGHWAYS AND TRANSIT
WATER RESOURCES AND ENVIRONMENT

Attachment C

Congress of the United States
House of Representatives
Washington, DC 20515–0502

WASHINGTON OFFICE
1630 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-5161
FAX: (202) 225-5163

WEBSITE: huffman.house.gov

June 27, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 93814

Dear Secretary Kelly:

The U.S. Department of Transportation has released $18 million to the CA Department of Transportation that had been previously earmarked for the Port of Sonoma development project. We are writing to support the unanimous interagency and government partner consensus on the proposed repurposed use of these funds.

We have been directly involved in the effort to secure these funds for our shared constituents for whom they were originally intended and for a purpose aligned with the spirit of the original designated use. As you know, the Port of Sonoma proposal was abandoned for overwhelming lack of support for the project. The need for funds for multi-modal projects, however, remains a high priority for the same constituents in the same area of the North Bay, and repurposing the funds for improvements as detailed below would serve the region exceptionally well:

- $15M for Sonoma County Transportation Agency (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost $35M).

- $3.2M for Sonoma Marin Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost $5M).

Repurposing the funds in this manner will leverage additional dollars and provide a one-time opportunity to advance critical projects serving three transportation modes in Sonoma and Marin counties: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders, and immediate improvements to the Bettini Transit Center in San Rafael to assist bus riders and passenger rail riders.

This consensus request has been developed by the agency partners in coordination with local and state elected representatives and will support the entire region and environment with much needed multi-modal transportation improvements. Importantly, it is also in keeping with the original intent for the funding. Thank you for your serious consideration of this well-conceived proposal, and please do not hesitate to contact us should you need further information.

Sincerely,

JARED HUFFMAN
Member of Congress, CA 2

MIKE THOMPSON
Member of Congress, CA 5

SAN RAFAEL
999 FIFTH AVENUE, SUITE 290
SAN RAFAEL, CA 94901
PHONE: (415) 258-9657
FAX: (415) 258-9913

PETALUMA
206 G STREET, #3
PETALUMA, CA 94952
PHONE: (707) 981-8967
FAX: (415) 258-9913

UKIAH
559 LOW GAP ROAD
UKIAH, CA 95482
PHONE & FAX: (707) 671-7449

FORT BRAGG
430 NORTH FRANKLIN STREET
P.O. BOX 2208
FORT BRAGG, CA 95437
PHONE: (707) 962-0933
FAX: (707) 962-0905

EUREKA
317 THIRD STREET, SUITE 1
EUREKA, CA 95501
PHONE: (707) 407-3585
FAX: (707) 407-3559

PRINTED ON RECYCLED PAPER

Attachment C

June 21, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of $18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

The funding provided through the repurposed Port Sonoma earmark offers a one-time opportunity to advance two critical projects serving three modes in Sonoma and Marin: a phase of carpool lane construction on Highway 101 in the Marin/Sonoma Narrows to benefit carpoolers and bus riders and near term improvements to the Bettini Transit Center in San Rafael to accommodate bus riders and passenger rail service.

We urge you to invest the funding as follows:

- $15M dedicated to Sonoma County Transportation Authority (SCTA) to match local and other funds for the construction of Marin/Sonoma Narrows B2, Phase 2 project (total cost of $35M)
- $3.2M dedicated to Sonoma Marin Area Rail Transit District (SMART) for the construction of the Bettini Transit Center improvements to accommodate bus and rail service until a new transit center is developed (total cost of $5M).

Please know that while this amount of funding is greatly needed and will be put to good use it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Farhad Mansourian
Sonoma Marin Area Rail Transit

Dianne Steinhauser
Transportation Authority of Marin

Denis Mulligan
Golden Gate Bridge, Highway & Transportation District

Nancy Whelan
Marin Transit District

Suzanne Smith
Sonoma County Transportation Authority

Douglas H. Bosco
Former Member of Congress

Attachment C

June 21, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Secretary Kelly:

As you deliberate over the manner in which to address the repurposed earmarks freed up earlier this year by the U.S Department of Transportation, we ask that you direct the Port Sonoma earmark of $18.2M to two local projects, on which we all agree and have received concurrence from our respective elected leaders.

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Please know that while this amount of funding is greatly needed and will be put to good use it does not fully meet the needs of either the Bettini Center project or the Marin/Sonoma Narrows and we would welcome further State support to ensure we can deliver mobility improvements in the North Bay.

Thank you for your consideration.

Sincerely,

Gary Phillips
San Rafael, Mayor

Efren Carrillo
Chair, Sonoma County Board of Supervisors

Steve Kinsey
MTC Commissioner, Marin County
President, Marin Board of Supervisors

David Rabbitt
Sonoma County Supervisor
Chair, Sonoma County Transportation Authority

Jake Mackenzie
MTC Commissioner, Sonoma County

Stephanie Moulton-Peters
Chair, Transportation Authority of Marin

Attachment C

MARK DESAULNIER
11TH DISTRICT, CALIFORNIA

COMMITTEE ON EDUCATION AND THE WORKFORCE
SUBCOMMITTEE ON HIGHER EDUCATION AND WORKFORCE TRAINING
SUBCOMMITTEE ON WORKFORCE PROTECTIONS

COMMITTEE ON OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEE ON TRANSPORTATION AND PUBLIC ASSETS
SUBCOMMITTEE ON HEALTH CARE, BENEFITS, AND ADMINISTRATIVE RULES

Congress of the United States
House of Representatives
Washington, DC 20515

327 CANNON HOUSE OFFICE BUILDING
PHONE: (202) 225-2095
FAX: (202) 225-5609

101 YGNACIO VALLEY ROAD, SUITE 210
WALNUT CREEK, CA 94596
PHONE: (925) 933-2660
FAX: (925) 933-2677

440 CIVIC CENTER PLAZA, 2ND FLOOR
RICHMOND, CA 94804
PHONE: (510) 620-1000
FAX: (510) 620-1005

June 23, 2016

The Honorable Brian P. Kelly
Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

The Honorable Malcolm Dougherty
Director
California Department of Transportation
1120 N Street, MS 49
Sacramento, CA 95814

Dear Secretary Kelly and Director Dougherty:

I write in strong support of the City of Concord's request to repurpose $1.44 million in SAFETEA-LU high priority project funding to make Complete Streets improvements to Commerce Avenue in my congressional district.

As you know, Section 125 of the Consolidated Appropriations Act of 2016 (Pub. L. No. 114-113) allows States to repurpose certain funds originally earmarked for specific projects more than ten years ago. Given this development and in response to state rulings on Complete Streets projects, funding originally intended to "Upgrade and Extend Commerce Avenue, City of Concord" (Demo ID CA355), would enable the City of Concord to prioritize upgrades to Commerce Avenue that incorporate safety improvements and Complete Streets measures.

Commerce Avenue serves a variety of transportation modes including heavy trucks, passenger vehicles, pedestrians, bicyclists, and is a route often used by school children. The City's proposed project will help address vehicle/pedestrian and vehicle/bicycle conflicts, as well as incorporate bikeway and sidewalk improvements, Americans with Disabilities Act (ADA) requirements, improved lighting, and improved transit access.

With your support and guidance, this critical safety and access project can be advanced without further delay. I strongly encourage Caltrans to give the City of Concord's repurposing request every consideration.

Thank you in advance for your attention to this matter. If you have any questions or concerns regarding this request, please feel free to contact Mark Copeland in my Washington, D.C. office at (202) 225-2095 or mark.copeland@mail.house.gov.

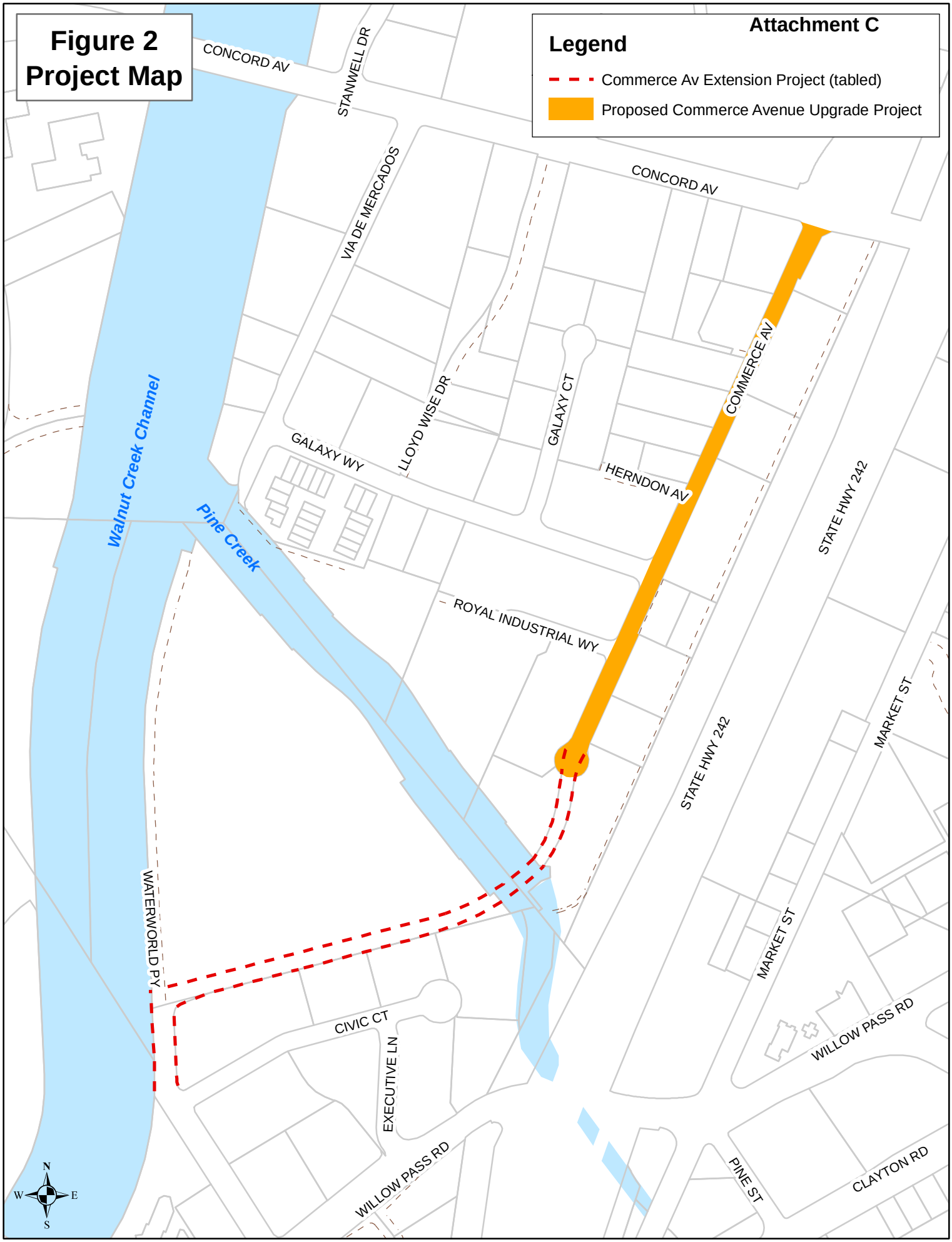
Sincerely,



Mark DeSaulnier
Member of Congress

cc: The Honorable Laura Hoffmeister, Mayor, City of Concord
Steve Heminger, Executive Director, Metropolitan Transportation Commission
Valerie Barone, City Manager, City of Concord

PRINTED ON RECYCLED PAPER


Figure 2
Project Map
Attachment C
Legend
Commerce Av Extension Project (tabled)
Proposed Commerce Avenue Upgrade Project
CONCORD AV
STANWELL DR
CONCORD AV
VIA DE MERCADOS
LLOYD WISE DR
GALAXY CT
COMMERCE AV
GALAXY WY
HERNDON AV
STATE HWY 242
Walnut Creek Channel
Pine Creek
ROYAL INDUSTRIAL WY
STATE HWY 242
MARKET ST
MARKET ST
WATERWORLD PY
CIVIC CT
EXECUTIVE LN
WILLOW PASS RD
WILLOW PASS RD
PINE ST
CLAYTON RD
N
W
E
S

From: SOREN FAJEAU [mailto:soren.fajeau@newark.org]
Sent: Wednesday, June 29, 2016 2:21 PM
To: 'john.hoole@dot.ca.gov'
Cc: Mallory Atkinson
Subject: Removal of Demo I.D. CA414 (Newark) from Earmark Repurposing List

Hello Mr. Hoole,

As previously discussed, the City of Newark would like to have its Central Avenue Railroad Overpass project (Demo ID CA414 in the amount of $539,940.06) removed from the Earmark Repurposing list. Based on our recent correspondence by telephone, you indicated that this should not be a problem with appropriate justification from the City along with concurrence from the Metropolitan Transportation Commission.

Initially, the City had anticipated that the cost and scheduling impacts associated with satisfying additional federal requirements on a project that was otherwise locally funded would be overly burdensome relative to the level of funding available through the earmark. As a result, we had indicated that the funds should be repurposed with the current Earmark Repurpose efforts by Caltrans. However, after discussions with the Alameda County Transportation Commission and a more thorough evaluation by our design consultant, those impacts are far less onerous than originally anticipated. We feel that the funding can contribute very positively to the delivery of the project with a minimal impact to the schedule.

This project had been on hold for more than 10 years with no signs of available construction funding. The City of Newark had been reluctant to begin the project design without a clear indication of construction funding availability and thus the earmark also sat idle. However, local funding through the Alameda County Transportation Commission became available more recently and the City is currently under contract with Quincy Engineering to complete the PE/Environmental and PS&E phases of the project. Construction is tentatively scheduled to begin in early 2018. We feel quite confident that this federal earmark funding can now be utilized for its original purpose and we would expect to pursue the use of the funding immediately.

I have copied Ms. Mallory Atkinson, Funding Policy Analyst with MTC for concurrence.

Thank you very much for your assistance with this adjustment and please do not hesitate to contact me with any additional questions or concerns.

Regards,

Soren Fajeau, P.E.
Public Works Director
City of Newark
37101 Newark Boulevard
Newark,CA 94560
Phone: (510) 578-4286
Fax: (510) 578-4243

Attachment C

CITY COUNCIL
Kevin Romick, Mayor
Sue Higgins, Vice-Mayor
Vanessa Perry
Randy Pope
Doug Hardcastle

OAKLEY
CALIFORNIA

CITY HALL
3231 Main Street
Oakley, CA 94561
925.625.7000 tel
925.625.9859 fax
www.ci.oakley.ca.us

June 30, 2016

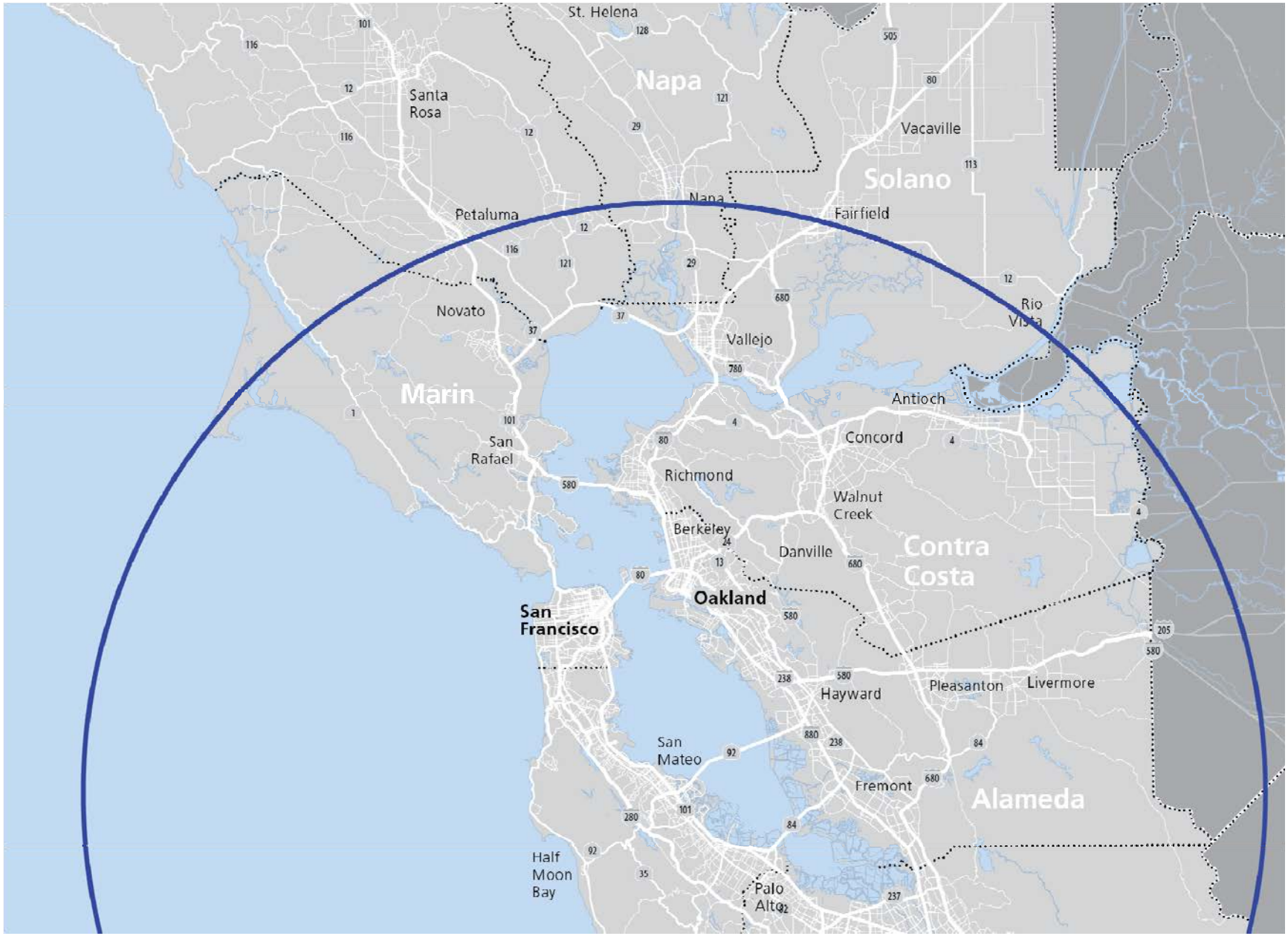
Hisham,

The Main Street Realignment Project has been planned for years. The City has been working on the design and development of this project over the past years, which involved extensive outreach to the downtown community since the project is an integral part of the downtown area. The City has also provided local funds to match this grant to construct the project. As a result, the City has received overwhelming support for the project. The plans and specifications are finalized and the City will be submitting the E-76 package to Caltrans the week of July 7th.

Sincerely,

Kevin Rohani
Public Works Director

50 Mile Radius from San Mateo US 101 **Attachment D**



SAN MATEO COUNTY
Transportation
Authority

BOARD OF DIRECTORS 2016

CAROLE GROOM, CHAIR
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KEN IBARRA
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MARY ANN NIHART

JIM HARTNETT
EXECUTIVE DIRECTOR

July 11, 2016

Honorable Dave Cortese and Commissioners
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Dear Chair Cortese and Commissioners:

US 101 on the San Francisco Peninsula is the main access route to San Francisco International Airport (SFO) from the North and South Bay. It also serves as a major gateway route between San Francisco and Silicon Valley, as well as providing access to San Jose International Airport (SJC) at the southern end of the corridor. In the Peninsula, US 101 links to the East Bay via the Dumbarton Bridge (SR 84) and the San Mateo Bridge (SR 92).

The communities and businesses served by US 101 are some of the most economically productive in the state as well as in the nation. Traffic volume on US 101 has grown significantly over the past several years since the San Mateo County Transportation Authority (TA) first funded a Caltrans Project Study Report to implement a potential high occupancy vehicle facility on US 101 in the County.

Since that time, due to growing traffic congestion, the TA along with the City/County Association of Government of San Mateo County (C/CAG) expanded the scope of the US 101 project to provide a potential continuous managed lane on US 101, connecting to the managed lanes in Santa Clara County. The project involves not only coordination amongst a number of public agencies, including the TA, C/CAG and Caltrans in managing the environmental review phase of the project, the project team also closely coordinates with MTC, California State Transportation Agency, VTA and the employers along the corridor.

While the environmental review process is currently underway, the project team is already considering ways to possibly expedite the delivery of the project in order to reduce congestion, provide a facility to improve travel time reliability, and increase person-throughput in the corridor. In order to do so, the project will need to secure funding for the future project phases, especially in light of the recent STIP de-programming of funds from San Mateo County. We appreciate and support our partners' assistance in securing needed funding so the project can continue to move forward.

Sincerely,

Jim Hartnett
Executive Director

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6219

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County •South San Francisco • Woodside

July 11, 2016

Steve Heminger, Executive Director
Metropolitan Transportation Commission

Transmitted via E-Mail

Dear Mr. Heminger:

US 101 on the San Francisco Peninsula is the main access route to San Francisco International Airport (SFO) from the North and South Bay. It also serves as a major gateway route between San Francisco and Silicon Valley, as well as providing access to San Jose International Airport (SJC) at the southern end of the corridor. In the Peninsula, US 101 links to the East Bay via the Dumbarton Bridge (SR 84) and the San Mateo Bridge (SR 92).

The communities and businesses served by US 101 are some of the most economically productive in the state as well as in the nation. Traffic volume on US 101 has grown significantly over the past several years. The City/County Association of Governments of San Mateo County (C/CAG), in partnership with Caltrans and the San Mateo County Transportation Authority (SMCTA), delivered the Project Study Report (PSR) to implement potential high occupancy vehicle facility on US 101 in the County. The PSR was funded by local transportation sales tax.

Due to growing traffic congestion, project partners have since expanded the scope of the US 101 project to provide a potential continuous managed lane on US 101, connecting to the managed lanes in Santa Clara County. The project involves not only coordination amongst a number of public agencies, including the SMCTA, C/CAG and Caltrans in managing the environmental review phase of the project, the project team also closely coordinates with MTC, California State Transportation Agency, VTA and the employers along the corridor.

While the environmental review process is currently underway, the project team is already considering ways to possibly expedite the delivery of the project in order to reduce congestion, provide a facility to improve travel time reliability, and increase person-throughput in the corridor. In order to do so, the project will need to secure funding for the future project phases, especially in light of the recent STIP de-programming of funds from San Mateo County. We appreciate and support our partners' assistance in a securing needed funding so the project can continue to move forward.

Sincerely,

Sandy Wong, Executive Director
City/County Association of Governments of San Mateo County

555 County Center, 5th Floor, Redwood City, CA 94063 PHONE: 650.599.1406 FAX: 650.361.8227
WWW.CCAG.CA.GOV

July 12, 2016

The Honorable Dave Cortese and Commissioners
Metropolitan Transportation Commission
375 Beale Street
San Francisco, Ca 94105

Dear Chair Cortese and Commissioners,

Facebook is an active participant in advocating for critical infrastructure improvements along the US101 corridor. I'm pleased to express our support for MTC's staff recommendation to repurpose unused earmarks to advance carpool lane projects on US101that will provide relief for one of the region's most heavily congested corridors.

The Bay Area is one of the nation's top economic engines, yet traffic gridlock on US101 and ridership capacity challenges on Caltrain and other transit services jeopardize our future economic growth. Finding solutions to the region's crippling congestion is also important to the economic vitality of the Bay Area. The US 101 Managed Lanes project is a unique endeavor as private employers and public transportation agencies are working collaboratively to move forward with a solution that can provide long term congestion relief in an expedited manner and serve a model for future public-private partnerships. Unfortunately, In the recent STIP de-programming cycle, San Mateo County returned a disproportionately large $18 million, leaving transportation projects in the County at a financial disadvantage. Advancing the staff recommendation to repurpose earmarked funds will allow the US101 Managed Lanes project to continue on its expedited timeline.

Transportation improvements along the US101 corridor will help improve the quality of life of residents and insure that businesses such as ours can continue to grow in the region. Urgent action is required to create solutions and address these unprecedented challenges.

Sincerely,

John Tenanes
Vice President, Global Facilities and Real Estate
Facebook, Inc.

facebook

Address: 1 Hacker Way
Menlo Park, CA 94025

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1721	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	6/9/2016			**In control:**	Legislation Committee
On agenda:	7/8/2016			**Final action:**	
Title:	San Francisco Bay Area Rapid Transit District (BART) Bond Funding for BART's system-renewal plan.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	8a_LEG 3a_BART Bond 3a_BART Bond				

Date	Ver.	Action By	Action	Result
7/8/2016	1	Legislation Committee		

Subject:
San Francisco Bay Area Rapid Transit District (BART) Bond

Funding for BART's system-renewal plan.

Presenter:
Randy Rentschler, MTC and Kerry Hamill, BART

Recommended Action:
Support / Commission Approval

Attachments

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Agenda Item 8a

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: San Francisco Bay Area Rapid Transit District (BART) Bond

Background

This November, voters in the counties of Alameda and Contra Costa County and the City and County of San Francisco will be asked to approve a $3.5 billion bond measure for the BART system. The measure will fund major upgrades to BART's train control system (which constrains the frequency of service), as well as its track, power systems, stations, tunnels, and other infrastructure. It will also fund projects to improve access to stations and relieve overcrowding, including preliminary engineering work for a second Transbay Tube. The expenditure plan for the measure steers 90 percent of funds ($3.2 billion) into safety and reliability improvements, while the remainder ($335 million) is available for projects aimed at improving access to BART and reducing overcrowding. Attachment 1 is an excerpt of BART's System Renewal Program Plan, available in its entirety at http://www.bart.gov/better-bart.

Recommendation: Support

Discussion:

It is difficult to overstate the importance of BART to the Bay Area. The 44-year old rail system currently carries about 440,000 riders on a typical weekday. During the peak commute period, nearly twice as many people per hour travel by BART in the Transbay Tube below the San Francisco-Oakland Bay Bridge than travel on the bridge itself, as shown in Attachment 2. From an economic standpoint, BART serves an absolutely critical role, connecting workers to jobs and residents to their friends, families, medical appointments, shopping and entertainment options. The region's economic growth and sustainability depends on a safe and reliable BART system. Forecasts predict BART could carry as many as 600,000 riders by 2040, but this will not be possible without the major upgrades proposed in this measure.

BART has a strong track record in delivering its commitments to the voters. In 2004, Bay Area voters approved a bond measure to fund BART's Earthquake Safety Program. Funds from that bond have been invested in maintaining the safety of the BART system, including its elevated structures, stations, maintenance facilities, and other buildings. According to BART, with only 58 percent of funds expended, it has completed 91 percent of planned station upgrades, 95 percent of planned elevated structure upgrades, and 100 percent of planned upgrades to parking garages, maintenance facilities, and other infrastructure. The majority of the remaining resources, including $350 million in construction savings, will be dedicated to additional seismic safety work on the Transbay Tube, which is ongoing.

In developing its expenditure plan for the bond, BART held over 200 community meetings to solicit input from riders and other stakeholders. To further prioritize which projects to include, BART relied on an asset management program based on ongoing data collection about each asset in the system to assess the likelihood of near term failure for each asset and understand the impact that such a failure would have on the BART system, its riders, and the region.

Newer Bay Area residents may wonder why the measure is limited to voters in just three counties, given the system is such a vital regional resource. Alameda, Contra Costa and San Francisco were the original counties that participated in the BART system through approval of a bond measure and payment of a permanent dedicated ½-cent sales tax for BART. As such, they are the only counties currently included in BART's jurisdiction and system of governance. The estimate of the exact cost and duration of the measure was not included in the BART staff report, but a San Francisco Business Times article stated that average homeowner would pay $55 a year for it, while in Alameda County it would cost an additional $36 a year, and $35 in Contra Costa County. We think the investment will pay dividends that vastly outweigh such a modest cost.

Staff recommends a support position on BART's bond measure.

Known Positions

Support	**Oppose**
Bike East Bay	None on file
East Bay Leadership Council	
Transform	

Steve Heminger

SH: rl
Attachments
J:\COMMITTE\Legislation\Meeting Packets\Legis2016\07_Legis_July 2016\3a_BART Bond.docx

Program Summary

The 2016 BART System Renewal Program (referred to throughout this document as the Program) responds to the San Francisco Bay Area's transportation needs by investing in the renewal of the BART system. In consultation with stakeholders from across the region in more than 200 meetings, BART has developed a program of investments that will:

- **Repair and replace critical safety infrastructure:** BART will renew the basic infrastructure that comprises the core of the BART system, including tracks, power infrastructure, tunnels, and mechanical infrastructure. BART will also perform critical earthquake safety upgrades to the Berkeley Hills Tunnel. After 44 years of service, this infrastructure requires a major overhaul to allow BART to continue to meet performance expectations.



- **Relieve crowding and reduce traffic congestion:** BART will implement a package of projects that will allow it to meet soaring demand, continue to support the region's growing economy, and get more cars off the road. Projects include modernizing and replacing major portions of the aging train control system, upgrading power infrastructure that limit BART's ability to provide service, and expanding maintenance facilities to store and service a larger fleet of rail cars.



- **Improve station access and safety:** BART will invest in improving and modernizing stations by improving station safety and security, adding elevators, and overhauling escalators to ensure fast and convenient access to platforms. BART will also make investments to improve accessibility of stations for people with disabilities and add more station access opportunities via upgraded bus facilities, bicycle facilities, and parking.



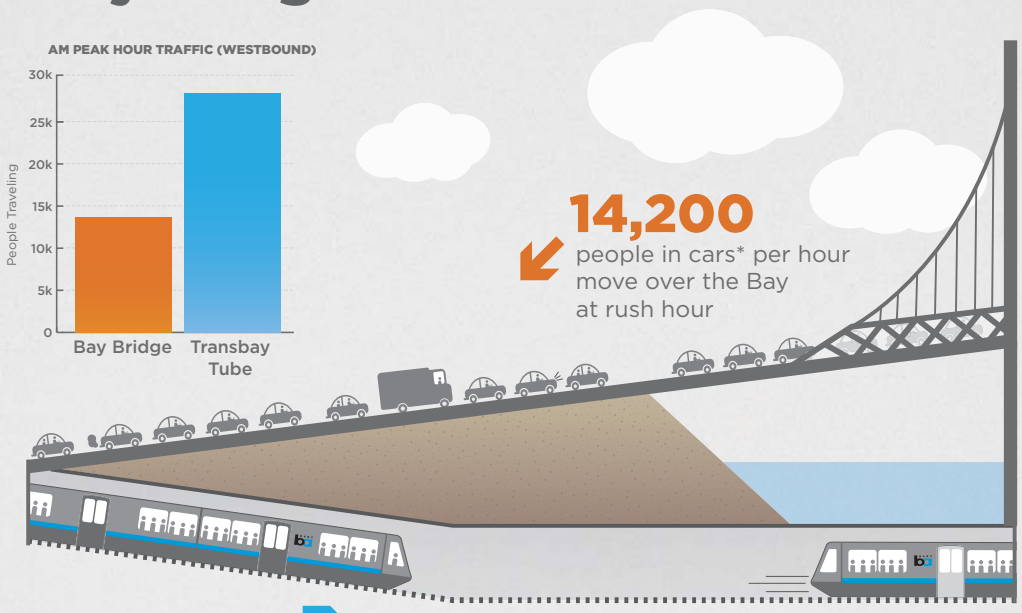
Summary of Investments

	$ Millions	% of Total Bond	Benefits		
			Safety	Reliability	Crowding + Traffic Relief
REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE	**$3,165**	**90%**	✓	✓	✓
Renew track	$625	18%	✓	✓	
Renew power infrastructure	$1,225	35%	✓	✓	
Repair tunnels and structures	$570	16%	✓	✓	
Renew mechanical infrastructure	$135	4%	✓	✓	
Replace train control and other major system infrastructure to increase peak period capacity	$400	12%	✓	✓	✓
Renew stations	$210	6%	✓	✓	✓
RELIEVE CROWDING, REDUCE TRAFFIC CONGESTION, AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS	**$335**	**10%**	✓	✓	✓
Expand opportunities to safely access stations	$135	4%	✓	✓	✓
Design and engineer future projects to relieve crowding, increase system redundancy, and reduce traffic congestion	$200	6%		✓	✓
TOTAL	**$3,500**	**100%**			

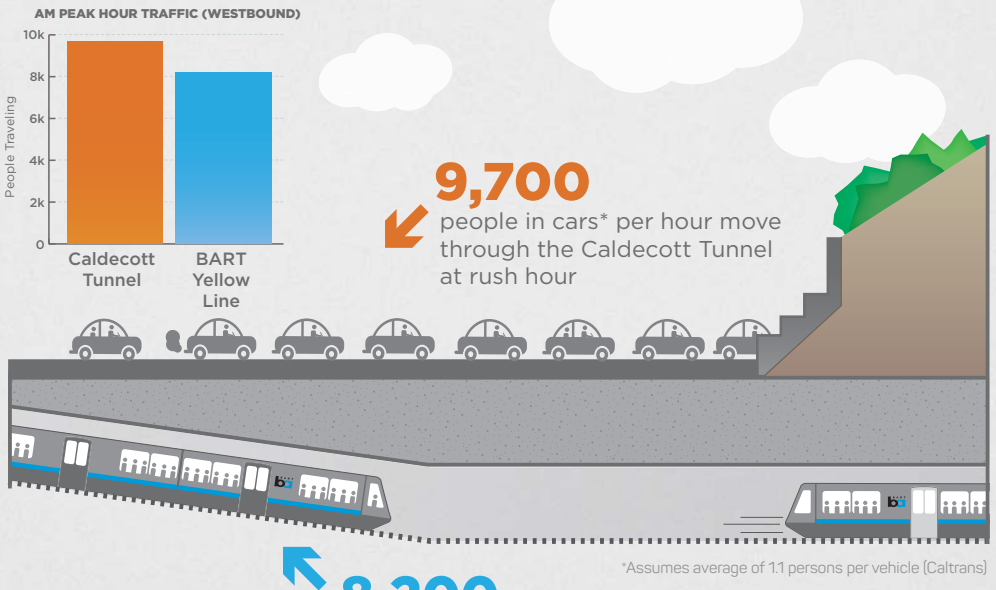
Note on Governance: Governance measures will include an independent oversight committee, spending restrictions, and annual audits. Funding cannot be taken away by the state.

Note on Planned Expenditures: Spending in the two major investment categories is fixed. As BART tailors investments to respond to system needs, actual spending within each of the two major categories may vary by up to 15% of the total. For example, if the tunnels and structures repair projects need less of this funding, up to 15% of the grand total for repairing and replacing critical safety infrastructure (15% of $3.165B) can be shifted to another of the projects within that category such as renewing power infrastructure. However, BART cannot transfer that 15% savings to projects in the other major category to expand opportunities to safely access stations.

BART's Transbay Tube Riders vs. Bay Bridge Drivers



BART's Yellow Line Riders vs. Caldecott Tunnel Drivers



Source: BART Operations Planning, Caltrans

Agenda Item 3a

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: San Francisco Bay Area Rapid Transit District (BART) Bond

Background

This November, voters in the counties of Alameda and Contra Costa County and the City and County of San Francisco will be asked to approve a $3.5 billion bond measure for the BART system. The measure will fund major upgrades to BART's train control system (which constrains the frequency of service), as well as its track, power systems, stations, tunnels, and other infrastructure. It will also fund projects to improve access to stations and relieve overcrowding, including preliminary engineering work for a second Transbay Tube. The expenditure plan for the measure steers 90 percent of funds ($3.2 billion) into safety and reliability improvements, while the remainder ($335 million) is available for projects aimed at improving access to BART and reducing overcrowding. Attachment 1 is an excerpt of BART's System Renewal Program Plan, available in its entirety at http://www.bart.gov/better-bart.

Recommendation: Support

Discussion:

It is difficult to overstate the importance of BART to the Bay Area. The 44-year old rail system currently carries about 440,000 riders on a typical weekday. During the peak commute period, nearly twice as many people per hour travel by BART in the Transbay Tube below the San Francisco-Oakland Bay Bridge than travel on the bridge itself, as shown in Attachment 2. From an economic standpoint, BART serves an absolutely critical role, connecting workers to jobs and residents to their friends, families, medical appointments, shopping and entertainment options. The region's economic growth and sustainability depends on a safe and reliable BART system. Forecasts predict BART could carry as many as 600,000 riders by 2040, but this will not be possible without the major upgrades proposed in this measure.

BART has a strong track record in delivering its commitments to the voters. In 2004, Bay Area voters approved a bond measure to fund BART's Earthquake Safety Program. Funds from that bond have been invested in maintaining the safety of the BART system, including its elevated structures, stations, maintenance facilities, and other buildings. According to BART, with only 58 percent of funds expended, it has completed 91 percent of planned station upgrades, 95 percent of planned elevated structure upgrades, and 100 percent of planned upgrades to parking garages, maintenance facilities, and other infrastructure. The majority of the remaining resources, including $350 million in construction savings, will be dedicated to additional seismic safety work on the Transbay Tube, which is ongoing.

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Newer Bay Area residents may wonder why the measure is limited to voters in just three counties, given the system is such a vital regional resource. Alameda, Contra Costa and San Francisco were the original counties that participated in the BART system through approval of a bond measure and payment of a permanent dedicated ½-cent sales tax for BART. As such, they are the only counties currently included in BART's jurisdiction and system of governance. The estimate of the exact cost and duration of the measure was not included in the BART staff report, but a San Francisco Business Times article stated that average homeowner would pay $55 a year for it, while in Alameda County it would cost an additional $36 a year, and $35 in Contra Costa County. We think the investment will pay dividends that vastly outweigh such a modest cost.

Staff recommends a support position on BART's bond measure.

Known Positions

Support	**Oppose**
Bike East Bay	None on file
East Bay Leadership Council	
Transform	

Steve Heminger

SH: rl
Attachments
J:\COMMITTE\Legislation\Meeting Packets\Legis2016\07_Legis_July 2016\3a_BART Bond.docx

Program Summary

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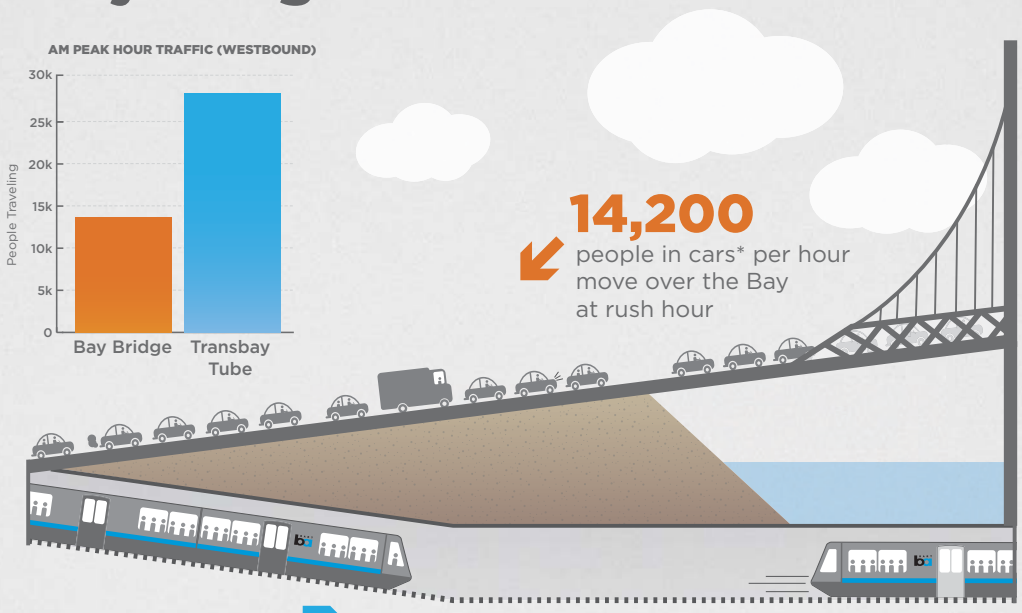
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TOTAL	**$3,500**	**100%**			

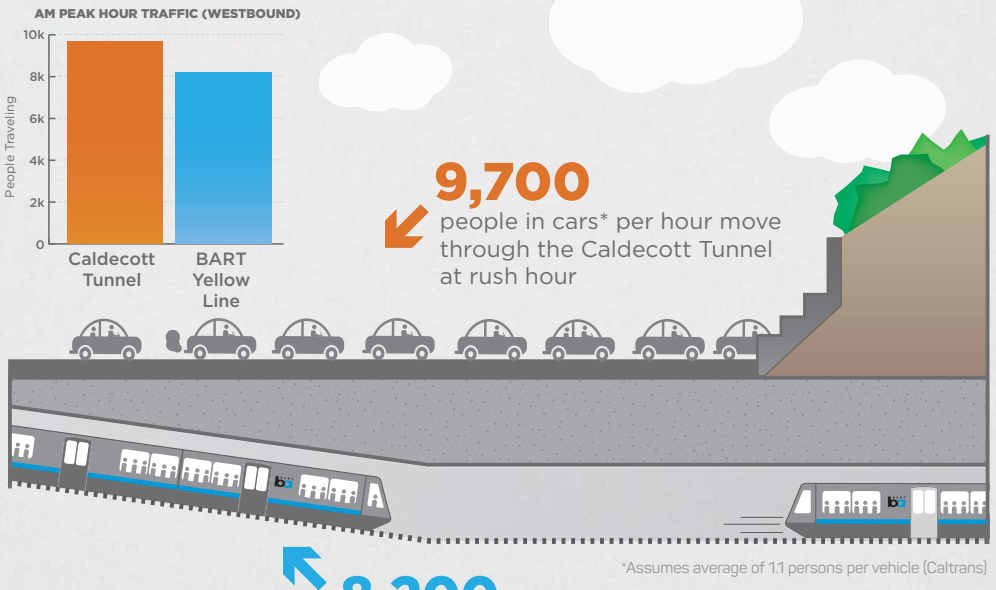
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BART's Transbay Tube Riders vs. Bay Bridge Drivers



BART's Yellow Line Riders vs. Caldecott Tunnel Drivers



Source: BART Operations Planning, Caltrans

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1723	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	6/9/2016			**In control:**	Legislation Committee
On agenda:	7/8/2016			**Final action:**	
Title:	Santa Clara County ½-Cent Sales Tax The sales tax measure, set at a rate of 9.25%, would allow roads to be patched and improved, bolster bus service and extend BART to Silicon Valley.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	8b_LEG 3B_Santa Clara Sales Tax Measure 3b_Santa Clara Sales Tax Measure				

Date	Ver.	Action By	Action	Result

Subject:
Santa Clara County ½-Cent Sales Tax

The sales tax measure, set at a rate of 9.25%, would allow roads to be patched and improved, bolster bus service and extend BART to Silicon Valley.

Presenter:
Randy Rentschler

Recommended Action:
Support / Commission Approval

Attachments

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Agenda Item 8b

METROPOLITAN TRANSPORTATION COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: Santa Clara County ½-Cent Sales Tax

Background
In June, the Santa Clara Valley Transportation Authority (VTA) took action to place a 30-year ½-cent sales tax measure on the November 8, 2016 ballot to fund various transportation projects. The measure is anticipated to generate up to $6.5 billion in current year dollars. The expenditure plan, summarized below, was informed by an 18-month public outreach process and polling conducted by the Silicon Valley Leadership Group:

Key Projects/Project Categories	$ million	Percentage
BART Silicon Valley, Phase II	$1,500	24%
Local Streets and Roads	$1,200	19%
County Expressways	$750	12%
Highway Interchanges	$750	12%
Caltrain Grade Separations	$700	11%
Transit Operations	$500	8%
SR 85 Corridor	$350	6%
Caltrain Capacity Improvements	$300	5%
Bicycle/Pedestrian Program	$250	4%

Recommendation: Support

Discussion:

The program categories and funding amounts identified in the expenditure plan resulted from 18 months of collaboration with VTA's advisory committees and stakeholder committees through an effort known as Envision Silicon Valley. VTA also received input from the public, elected officials from the 15 cities and towns within Santa Clara County, Santa Clara County and polling conducted by the Silicon Valley Leadership Group. More information on the measure is available on line at www.vta.org/envision-silicon-valley.

The measure's would provide critical matching funds for numerous regional priority projects that are already in the project pipeline, such as the final leg of the extension of BART to Silicon Valley, Caltrain grade separations and capacity improvements, as well as high priority local street and road repairs, transit operations funding to increase service, and investments in bicycle and pedestrian enhancements.

The measure includes some programmatic funding categories with the exact projects to be funded to be determined at a future date. For instance, the "county expressways" category includes 20 candidate projects, while the "highway interchanges" category includes 25 potential interchanges. With respect to the State Route 85 category, the funds are proposed to be used for a transit corridor study as well as transit and congestion relief and noise abatement.

This measure would provide vital local funding for certain high priority regional and local transit and roadway projects. As you know, there are no alternate funding sources available at the regional, state or federal level in the near term that offer funding levels anything close to the amounts available under this measure. Accordingly, staff recommends a support position on Santa Clara's November 2016 ballot.

Known Positions

Support
Silicon Valley Leadership Group

Oppose
Pending

Steve Heminger

SH: rl
Attachments
J:\COMMITTE\Legislation\Meeting Packets\Legis2016\07_Legis_July 2016\3b_Santa Clara Sales Tax Measurev2.docx

Agenda Item 3b

METROPOLITAN TRANSPORTATION COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: Santa Clara County ½-Cent Sales Tax

Background
In June, the Santa Clara Valley Transportation Authority (VTA) took action to place a 30-year ½-cent sales tax measure on the November 8, 2016 ballot to fund various transportation projects. The measure is anticipated to generate up to $6.5 billion in current year dollars. The expenditure plan, summarized below, was informed by an 18-month public outreach process and polling conducted by the Silicon Valley Leadership Group:

Key Projects/Project Categories	$ million	Percentage
BART Silicon Valley, Phase II	$1,500	24%
Local Streets and Roads	$1,200	19%
County Expressways	$750	12%
Highway Interchanges	$750	12%
Caltrain Grade Separations	$700	11%
Transit Operations	$500	8%
SR 85 Corridor	$350	6%
Caltrain Capacity Improvements	$300	5%
Bicycle/Pedestrian Program	$250	4%

Recommendation: Support

Discussion:

The program categories and funding amounts identified in the expenditure plan resulted from 18 months of collaboration with VTA's advisory committees and stakeholder committees through an effort known as Envision Silicon Valley. VTA also received input from the public, elected officials from the 15 cities and towns within Santa Clara County, Santa Clara County and polling conducted by the Silicon Valley Leadership Group. More information on the measure is available on line at www.vta.org/envision-silicon-valley.

The measure would provide critical matching funds for numerous regional priority projects that are already in the project pipeline, such as the final leg of the extension of BART to Silicon Valley, Caltrain grade separations and capacity improvements, as well as high priority local street and road repairs, transit operations funding to increase service, and investments in bicycle and pedestrian enhancements.

The measure includes some programmatic funding categories with the exact projects to be funded to be determined at a future date. For instance, the "county expressways" category includes 20 candidate projects, while the "highway interchanges" category includes 25 potential interchanges. With respect to the State Route 85 category, the funds are proposed to be used for a transit corridor study as well as transit and congestion relief and noise abatement.

This measure would provide vital local funding for certain high priority regional and local transit and roadway projects. As you know, there are no alternate funding sources available at the regional, state or federal level in the near term that offer funding levels anything close to the amounts available under this measure. Accordingly, staff recommends a support position on Santa Clara's November 2016 ballot.

Known Positions

Support	**Oppose**
Silicon Valley Leadership Group	Pending

Steve Heminger

SH: rl
Attachments
J:\COMMITTE\Legislation\Meeting Packets\Legis2016\07_Legis_July 2016\3b_Santa Clara Sales Tax Measurev2.docx

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1774	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	6/27/2016			**In control:**	Legislation Committee
On agenda:	7/8/2016			**Final action:**	
Title:	Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure The parcel tax would provide a steady source of operating funding for the district.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	8c_LEG_3c_AC Transit Parcel Tax 3c_AC Transit Parcel Tax				

Date	Ver.	Action By	Action	Result

Subject:
Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure

The parcel tax would provide a steady source of operating funding for the district.

Presenter:
Randy Rentschler

Recommended Action:
Support / Commission Approval

Attachments

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Agenda Item 8c

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure

Background

Last month the AC Transit board voted unanimously to extend the term of its existing parcel tax (with no increase) for another 20 years. The current tax of $96 per year was passed by 72 percent of voters in November 2008 and provided $30 million per year for operations and maintenance. This tax will sunset in July 1, 2019.

Recommendation: Support

Discussion

A randomized poll conducted in September 2015 found initial support of 69 percent for the extension, growing to 81 percent after respondents heard both positive and negative arguments. Notably, polling for the successful 2008 measure fell short of the two-thirds vote threshold. AC Transit has held over 35 community meetings during 2016 to hear from its constituents and provide information about its current projects and services. The highest priorities identified among those who completed surveys or participated in a telephone town hall meeting was keeping fares reasonable and providing mobility for those most in need, followed by a desire to maintain frequent bus service.

As noted in the AC Transit staff report, the existing parcel tax was critical to the district's financial stability during the 2009-10 economic downturn; the ensuing 2010 service cuts would likely have been even more severe without this reliable funding source. Predictable sources of transit operating funding are vital to cushion against sharp drops in other revenue sources. Accordingly, staff supports AC Transit's efforts to extend this revenue source and recommends MTC endorse the measure.

Known Positions

Support
Pending

Opposed
Pending

Steve Heminger

SH: rl
Attachments
J:\COMMITTE\Legislation\Meeting Packets\Legis2016\07_Legis_July 2016\3c_AC Transit Parcel Tax.docx

Agenda Item 3c

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure

Background

Last month the AC Transit board voted unanimously to extend the term of its existing parcel tax (with no increase) for another 20 years. The current tax of $96 per year was passed by 72 percent of voters in November 2008 and provided $30 million per year for operations and maintenance. This tax will sunset in July 1, 2019.

Recommendation: Support

Discussion

A randomized poll conducted in September 2015 found initial support of 69 percent for the extension, growing to 81 percent after respondents heard both positive and negative arguments. Notably, polling for the successful 2008 measure fell short of the two-thirds vote threshold. AC Transit has held over 35 community meetings during 2016 to hear from its constituents and provide information about its current projects and services. The highest priorities identified among those who completed surveys or participated in a telephone town hall meeting was keeping fares reasonable and providing mobility for those most in need, followed by a desire to maintain frequent bus service.

As noted in the AC Transit staff report, the existing parcel tax was critical to the district's financial stability during the 2009-10 economic downturn; the ensuing 2010 service cuts would likely have been even more severe without this reliable funding source. Predictable sources of transit operating funding are vital to cushion against sharp drops in other revenue sources. Accordingly, staff supports AC Transit's efforts to extend this revenue source and recommends MTC endorse the measure.

Known Positions

Support
Pending

Opposed
Pending

Steve Heminger

SH: rl
Attachments
J:\COMMITTE\Legislation\Meeting Packets\Legis2016\07_Legis_July 2016\3c_AC Transit Parcel Tax.docx

Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1724	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	6/9/2016			**In control:**	Legislation Committee
On agenda:	7/8/2016			**Final action:**	
Title:	Contra Costa Transportation Authority ½-Cent Sales Tax Sales tax measure to fund various transportation projects.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	8d_LEG_3d_Contra Costa Sales Tax Measure 3d_Contra Costa Sales Tax Measure				

Date	Ver.	Action By	Action	Result

Subject:
Contra Costa Transportation Authority ½-Cent Sales Tax

Sales tax measure to fund various transportation projects.

Presenter:
Randy Rentschler

Recommended Action:
Support / Commission Approval

Attachments

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Agenda Item 8d

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

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: Contra Costa Transportation Authority ½-Cent Sales Tax

Background

It is expected that the Contra Costa Transportation Authority (CCTA) will place a 30-year ½-cent sales tax measure on the November 8, 2016 ballot to fund various transportation projects. The measure is anticipated to generate approximately $2.9 billion in current year dollars. The preliminary expenditure plan, summarized below, was informed by many months of extensive public outreach, stakeholder engagement and polling of Contra County residents:

Key Projects/Project Categories	$ Millions	Percentage
Improving BART, Bus, Ferry and Train Networks	$ 770	26 %
Reducing Congestion and Smoothing Traffic	$ 595	21 %
Fixing Local Streets and Roads	$ 684	23 %
Sustainable Communities and Protecting the Environment	$ 700	24 %
Provide Services for Children/Seniors/ADA	$ 179	6 %

Recommendation: Support

Discussion

The program categories and funding amounts identified in the expenditure plan resulted from months of collaboration with CCTA's advisory committees and stakeholder committees. CCTA also received input from the public, elected officials from the 19 cities and towns within Santa Clara County and the many transit districts and other public agencies within the county. The measure includes a strengthened county wide Growth Management Program and rigorous policies for complete streets.

This measure would provide crucial funds for numerous priority projects that serve Contra Costa County residents and workers alike. Given that alternate funding sources from the state of California have not materialized and the outlook for increasing federal funds has been frustrated for decades, this measure offers a secure level of local funding that simply is not available elsewhere.

Accordingly, subject to a final action by CCTA, staff recommends a support position on the Contra Costa Transportation Authority ½-cent sales tax November 2016 ballot measure.

Known Positions

Support
None on File

Oppose
None on File

Steve Heminger

SH:rr
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Agenda Item 3d

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: Contra Costa Transportation Authority ½-Cent Sales Tax

Background

It is expected that the Contra Costa Transportation Authority (CCTA) will place a 30-year ½-cent sales tax measure on the November 8, 2016 ballot to fund various transportation projects. The measure is anticipated to generate approximately $2.9 billion in current year dollars. The preliminary expenditure plan, summarized below, was informed by many months of extensive public outreach, stakeholder engagement and polling of Contra County residents:

Key Projects/Project Categories	$ Millions	Percentage
Improving BART, Bus, Ferry and Train Networks	$ 770	26 %
Reducing Congestion and Smoothing Traffic	$ 595	21 %
Fixing Local Streets and Roads	$ 684	23 %
Sustainable Communities and Protecting the Environment	$ 700	24 %
Provide Services for Children/Seniors/ADA	$ 179	6 %

Recommendation: Support

Discussion

The program categories and funding amounts identified in the expenditure plan resulted from months of collaboration with CCTA's advisory committees and stakeholder committees. CCTA also received input from the public, elected officials from the 19 cities and towns within Santa Clara County and the many transit districts and other public agencies within the county. The measure includes a strengthened county wide Growth Management Program and rigorous policies for complete streets.

This measure would provide crucial funds for numerous priority projects that serve Contra Costa County residents and workers alike. Given that alternate funding sources from the state of California have not materialized and the outlook for increasing federal funds has been frustrated for decades, this measure offers a secure level of local funding that simply is not available elsewhere.

Accordingly, subject to a final action by CCTA, staff recommends a support position on the Contra Costa Transportation Authority ½-cent sales tax November 2016 ballot measure.

Known Positions

Support
None on File

Oppose
None on File

Steve Heminger

SH:rr
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Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1773	**Version:** 1	**Name:**		
Type:	Report		**Status:**	Commission Approval	
File created:	6/27/2016		**In control:**	Legislation Committee	
On agenda:	7/8/2016		**Final action:**		
Title:	Alameda County Affordable Housing Bond A $580 million general obligation bond to reduce displacement and provide affordable housing for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	8e_LEG_3e_Alameda County Housing Bond 3e_Alameda County Housing Bond				

Date	Ver.	Action By	Action	Result

Subject:
Alameda County Affordable Housing Bond

A $580 million general obligation bond to reduce displacement and provide affordable housing for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.

Presenter:
Randy Rentschler

Recommended Action:
Support / Commission Approval

Attachments

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Agenda Item 8e

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: Alameda County Affordable Housing Bond

Background
Earlier this week the Alameda County Board of Supervisors voted to place on the ballot a $580 million affordable housing bond aimed at three key categories, without numeric targets:

- Reducing displacement and providing affordable rental housing of up to 8,500 units for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.
- Supportive housing for homeless people
- Assistance for low and middle income people to purchase homes or stay in their communities.

Recommendation: Support

Discussion
In response to concerns raised at meetings of the Alameda County Board of Supervisors, its Health Committee held six work sessions to discuss housing needs and funding priorities. In addition, the board held eight town hall meetings to discuss the needs and solicit input on potential bond programs. Given concerns about displacement pressure within the county, the bond funding could allow other funds the county had designated for affordable housing to be repurposed for programs not eligible for bond funding, specifically, services targeted directly at preventing displacement.

Over the estimated 24-year duration of the bond, the measure is estimated to cost Alameda County voters $11.60 per $100,000 in assessed value.

As you know, SB 375 (Steinberg, 2008) requires regions to plan and zone for enough housing to meet the needs of the existing and forecast population within the region during the horizon of the long-range plan. Accordingly, staff recommends a support position on Alameda County's affordable housing bond measure.

Known Positions

Support
Pending

Oppose
Pending

Steve Heminger

SH: rl
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Agenda Item 3e

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: Alameda County Affordable Housing Bond

Background
Earlier this week the Alameda County Board of Supervisors voted to place on the ballot a $580 million affordable housing bond aimed at three key categories, without numeric targets:

- Reducing displacement and providing affordable rental housing of up to 8,500 units for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.
- Supportive housing for homeless people
- Assistance for low and middle income people to purchase homes or stay in their communities.

Recommendation: Support

Discussion
In response to concerns raised at meetings of the Alameda County Board of Supervisors, its Health Committee held six work sessions to discuss housing needs and funding priorities. In addition, the board held eight town hall meetings to discuss the needs and solicit input on potential bond programs. Given concerns about displacement pressure within the county, the bond funding could allow other funds the county had designated for affordable housing to be repurposed for programs not eligible for bond funding, specifically, services targeted directly at preventing displacement.

Over the estimated 24-year duration of the bond, the measure is estimated to cost Alameda County voters $11.60 per $100,000 in assessed value.

As you know, SB 375 (Steinberg, 2008) requires regions to plan and zone for enough housing to meet the needs of the existing and forecast population within the region during the horizon of the long-range plan. Accordingly, staff recommends a support position on Alameda County's affordable housing bond measure.

Known Positions

Support
Pending

Oppose
Pending

Steve Heminger

SH: rl
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Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1775	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	6/27/2016			**In control:**	Legislation Committee
On agenda:	7/8/2016			**Final action:**	
Title:	City of Oakland Infrastructure Bond Proposal An estimated $600 million infrastructure bond measure for transportation, housing and anti-displacement, and other purposes.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	8f_LEG-3f-Oakland.docx 3f_City of Oakland				

Date	Ver.	Action By	Action	Result

Subject:
City of Oakland Infrastructure Bond Proposal

An estimated $600 million infrastructure bond measure for transportation, housing and anti-displacement, and other purposes.

Presenter:
Randy Rentschler

Recommended Action:
Support / Commission Approval

Attachments

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Agenda Item 8f

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Commission DATE: July 20, 2016

FR: Executive Director W. I. 1131

RE: City of Oakland Infrastructure Bond

Background
On July 19th, the City of Oakland approved placement of a $600 million general obligation bond measure on the November 2016 ballot with the following expenditure plan:

- Street & Road Projects: $350 million
  - Includes street paving & reconstruction, bicycle and pedestrian improvements, bikeways, sidewalks, paths, stairs, streetscape and curb ramps, along with traffic calming improvements.

- Facilities projects: $150 million
  - Fire facilities: $40 million
  - Police: $40 million
  - Libraries $15 million
  - Parks, recreation and senior facilities: $35 million
  - Water, energy and seismic improvements consistent with the City's Energy and Climate Action Plan: $20 million

- Anti-displacement & Affordable Housing Preservation Projects: $100 million
  - Funds authorized for acquisition, rehabilitation or new construction of affordable housing, as set forth in the Affordable Housing Bond Law Ordinance.
  - If Alameda County's 2016 Affordable Housing Bond passes, the first priority for expenditure of this portion of the City of Oakland measure will be the acquisition and rehabilitation of existing housing.

The estimated cost of the tax is $82 per $100,000 of assessed value once all bonds are issued; this cost would be just $25 per $100,000 with the first issuance, since debt service would be based on just $200 million, and would increase gradually with each additional issuance.

Recommendation: Support

Discussion

The proposed bond measure is informed by public input at numerous meetings of the Finance and Public Works Committees of the City Council, as well as information gained from polling and priorities established by the City's biennial Capital Improvement Plan (CIP). According to staff reports, the City of Oakland currently faces a $2.5 billion shortfall with respect to its capital infrastructure. In addition, its roadway paving backlog is estimated at $443 million.

With respect to project selection, a recent staff memo indicates that the FY 2017-19 CIP will determine which specific projects would be prioritized for bond funding in that cycle. The measure stipulates that the first issuance will be no more than $200 million. Staff would further develop a bond issuance schedule and each issuance would identify the specific projects to be funded. The report notes that the principles of "fix it first" and equitable distribution of funds across the city would inform this project identification process.

Staff recommends MTC take a support position on the City of Oakland's proposed infrastructure bond to fund needed transportation, affordable housing and infrastructure improvements, consistent with a "fix it first" approach.

Known Positions

Support
None

Opposed
None

Steve Heminger

SH: rl
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Agenda Item 3f

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: City of Oakland Infrastructure Bond Proposal

Background
The City of Oakland is expecting to take action to place on the ballot an estimated $600 million bond measure aimed at three key categories:

- Streets, Sidewalks and Pedestrian, Bicycle & Traffic Safety.
- Public Safety and Improving Quality of Life — Libraries, Parks & Recreation, Fire and Police.
- Housing and Anti-Displacement.

A final determination as to the amount and the allocation of the funds is subject to an Oakland City Council decision scheduled for July 5, 2016.

Recommendation: Support

Discussion
Both the Finance and Public Works Committees of the City Council have held meetings and received public input on the content of the potential bond measure as well has information gained from polling and priorities established by the City's Capital Improvement Plan.

We expect to have more details of this proposal at your regularly scheduled July 8th Legislation Committee meeting.

Known Positions

Support
Pending

Oppose
Pending

Steve Heminger

SH: rr
J:\COMMITTE\Legislation\Meeting Packets\Legis2016\07_Legis_July 2016\3f_City of Oakland.docx

Agenda Item 3f

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: City of Oakland Infrastructure Bond Proposal

Background
The City of Oakland is expecting to take action to place on the ballot an estimated $600 million bond measure aimed at three key categories:

- Streets, Sidewalks and Pedestrian, Bicycle & Traffic Safety.
- Public Safety and Improving Quality of Life — Libraries, Parks & Recreation, Fire and Police.
- Housing and Anti-Displacement.

A final determination as to the amount and the allocation of the funds is subject to an Oakland City Council decision scheduled for July 5, 2016.

Recommendation: Support

Discussion
Both the Finance and Public Works Committees of the City Council have held meetings and received public input on the content of the potential bond measure as well has information gained from polling and priorities established by the City's Capital Improvement Plan.

We expect to have more details of this proposal at your regularly scheduled July 8th Legislation Committee meeting.

Known Positions

Support
Pending

Oppose
Pending

Steve Heminger

SH: rr
J:\COMMITTE\Legislation\Meeting Packets\Legis2016\07_Legis_July 2016\3f_City of Oakland.docx

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

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	15-1767	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Commission Approval
File created:	6/23/2016			**In control:**	Legislation Committee
On agenda:	7/8/2016			**Final action:**	
Title:	Santa Clara County Affordable Housing Bond $950 million affordable housing bond.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	8g_LEG-3g_Santa Clara Housing Bond_Revised_7_20.docx 3g_Santa Clara Housing Bond				

Date	Ver.	Action By	Action	Result

Subject:
Santa Clara County Affordable Housing Bond

$950 million affordable housing bond.

Presenter:
Randy Rentschler

Recommended Action:
Support / Commission Approval

Attachments

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Agenda Item 8g

METROPOLITAN
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COMMISSION

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

Memorandum

TO: Commission DATE: July 20, 2016

FR: Executive Director W. I. 1131

RE: Santa Clara County Affordable Housing Bond

Background
At last month's Legislation Committee, Chair Cortese noted that the staff memo describing Santa Clara County's affordable housing bond was based on an earlier version than the one approved by the Santa Clara Board of Supervisors. Instead of what is shown in the original memo (attached), the measure proposes to distribute the funds as follows:

- $700 million for Extremely Low-Income housing (below 30 percent of area median income), including Permanent Supportive Housing and Rapid Rehousing.
- $100 million for Very Low Income housing (31 to 50 percent of the area median income);
- Up to $100 million for housing assistance for Moderate Income households;
- Up to $50 million for Moderate Income first-time homebuyers.

The key change was to provide $150 million towards moderate-income households by reducing the funding provided for housing to serve very low-income and extremely low-income households. This change does not modify staff's recommendation and was described by Chair Cortese prior to the Legislation Committee's vote recommending that the commission support the measure.

Steve Heminger

SH: rl
J:\COMMITTE\Commission\2016\07_July_2016\8g_LEG-3g_Santa Clara Housing Bond_Revised_7_20.docx

Agenda Item 3g

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee — DATE: July 1, 2016

FR: Executive Director — W. I. 1131

RE: Santa Clara County Affordable Housing Bond

Background

Last month the Santa Clara County Board of Supervisors unanimously approved placing on the November 2016 ballot a $950 million affordable housing bond to address the county's significant homelessness and affordable housing challenges. The proposed measure would distribute the funds as follows:

- $855 million (90 percent) for extremely low-income households (below 30 percent of area median income), permanent supportive housing and rapid rehousing.[1]
- $95 million (10 percent) for housing affordable to very low-income families (between 30 percent to 50 percent area median income).

Recommendation: Support

Discussion

The idea for the housing bond emerged from the County Board of Supervisor's Housing Task Force, which recommended finding a new source of revenue to provide shelter for the homeless. Polling conducted in April 2016 found that housing is a top concern among Santa Clara County voters, outranking other concerns — including traffic/transportation — by a 2:1 margin or more. In fact, the poll found voters rank building affordable housing equal to education and crime as a priority. Of particular concern among voters is the need for additional funding to build housing for the county's most disadvantaged residents, including the homeless, seniors, and veterans.

Santa Clara has a large number of homeless individuals — more than 6,500 according to a 2015 census — due largely to its extremely high (and rapidly growing) home purchase prices and rents according to the Santa Clara Board of Supervisors staff report on the measure. To address this major concern, the bond proposal would invest the vast majority of funds towards housing for homeless individuals and families or others with an income at or below 30 percent of the median area income.

[1] "Permanent Supportive Housing" targets chronically homeless, or those who have been homeless for more than a year and need such services as mental health, substance abuse or medical care. "Rapid Rehousing" is generally for those who experience homelessness for brief periods, have an income and need transitional housing for up to 18 months in order to get stable and move into permanent housing.

According to the staff report:

> Even though housing for homeless and populations with very low income is currently being built, the number of units available to these special needs populations does not satisfy the projected demand and falls far short of the demand within our community. In fact, the California Housing Partnership has reported that 67,576 additional homes are needed to meet the needs of individuals and families that are very low income (VLI) (31% to 50% of the area median income) or extremely low income (ELI) (below 30% of area median income) renters.

The report also noted that the Regional Housing Needs Allocation for Santa Clara County, covering the 2014 – 2022 time period, estimates that the county needs an additional $220 million annually to meet the affordable housing needs of ELI and VLI households. The Community Plan to End Homelessness in Santa Clara County estimates that over the next five years the county needs an additional 3,600 supportive housing units and 2,400 rapid rehousing units to address the complex needs of the homeless populations in the county.

The measure is estimated to cost Santa Clara County voters $12.66 per $100,000 in assessed value for a maximum duration of 38 years. In terms of how the bond funds would be used, cities and nonprofit developers seeking funding would compete for funding, with priority given to projects that demonstrate readiness and are able to leverage matching funds. The measure requires annual audits and a bond oversight committee.

SB 375 (Steinberg, 2008) requires that regions plan (and zone) for enough housing to meet the needs of the existing and forecast population, consistent with the Regional Housing Needs Allocation, within the region during the horizon of the long-range plan. There is no question that the Bay Area is failing at this task, and this failure is felt most acutely by the homeless and other ELI households. Accordingly, staff recommends a support position on Santa Clara County's housing bond measure to assist in the construction of thousands of new units of affordable housing.

Known Positions

Support
Destination: Home
Nonprofit Housing Association of Northern California
Santa Clara County Senior Care Commission

Opposed
None on file

Steve Heminger

SH: rl
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Agenda Item 3g

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee DATE: July 1, 2016

FR: Executive Director W. I. 1131

RE: Santa Clara County Affordable Housing Bond

Background

Last month the Santa Clara County Board of Supervisors unanimously approved placing on the November 2016 ballot a $950 million affordable housing bond to address the county's significant homelessness and affordable housing challenges. The proposed measure would distribute the funds as follows:

- $855 million (90 percent) for extremely low-income households (below 30 percent of area median income), permanent supportive housing and rapid rehousing.[1]
- $95 million (10 percent) for housing affordable to very low-income families (between 30 percent to 50 percent area median income).

Recommendation: Support

Discussion

The idea for the housing bond emerged from the County Board of Supervisor's Housing Task Force, which recommended finding a new source of revenue to provide shelter for the homeless. Polling conducted in April 2016 found that housing is a top concern among Santa Clara County voters, outranking other concerns — including traffic/transportation — by a 2:1 margin or more. In fact, the poll found voters rank building affordable housing equal to education and crime as a priority. Of particular concern among voters is the need for additional funding to build housing for the county's most disadvantaged residents, including the homeless, seniors, and veterans.

Santa Clara has a large number of homeless individuals — more than 6,500 according to a 2015 census — due largely to its extremely high (and rapidly growing) home purchase prices and rents according to the Santa Clara Board of Supervisors staff report on the measure. To address this major concern, the bond proposal would invest the vast majority of funds towards housing for homeless individuals and families or others with an income at or below 30 percent of the median area income.

[1] "Permanent Supportive Housing" targets chronically homeless, or those who have been homeless for more than a year and need such services as mental health, substance abuse or medical care. "Rapid Rehousing" is generally for those who experience homelessness for brief periods, have an income and need transitional housing for up to 18 months in order to get stable and move into permanent housing.

According to the staff report:

> Even though housing for homeless and populations with very low income is currently being built, the number of units available to these special needs populations does not satisfy the projected demand and falls far short of the demand within our community. In fact, the California Housing Partnership has reported that 67,576 additional homes are needed to meet the needs of individuals and families that are very low income (VLI) (31% to 50% of the area median income) or extremely low income (ELI) (below 30% of area median income) renters.

The report also noted that the Regional Housing Needs Allocation for Santa Clara County, covering the 2014 – 2022 time period, estimates that the county needs an additional $220 million annually to meet the affordable housing needs of ELI and VLI households. The Community Plan to End Homelessness in Santa Clara County estimates that over the next five years the county needs an additional 3,600 supportive housing units and 2,400 rapid rehousing units to address the complex needs of the homeless populations in the county.

The measure is estimated to cost Santa Clara County voters $12.66 per $100,000 in assessed value for a maximum duration of 38 years. In terms of how the bond funds would be used, cities and nonprofit developers seeking funding would compete for funding, with priority given to projects that demonstrate readiness and are able to leverage matching funds. The measure requires annual audits and a bond oversight committee.

SB 375 (Steinberg, 2008) requires that regions plan (and zone) for enough housing to meet the needs of the existing and forecast population, consistent with the Regional Housing Needs Allocation, within the region during the horizon of the long-range plan. There is no question that the Bay Area is failing at this task, and this failure is felt most acutely by the homeless and other ELI households. Accordingly, staff recommends a support position on Santa Clara County's housing bond measure to assist in the construction of thousands of new units of affordable housing.

Known Positions

Support
Destination: Home
Nonprofit Housing Association of Northern California
Santa Clara County Senior Care Commission

Opposed
None on file

Steve Heminger

SH: rl
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Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1800	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	7/21/2016			**In control:**	Metropolitan Transportation Commission
On agenda:	7/27/2016			**Final action:**	
Title:	Support of the San Francisco Charter Amendment for Homeless Services and Transportation. Charter amendment identifying approximately $100 million for transportation and $50 million for homeless services annually.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	9a_Support of the San Francisco Charter Amendment for Homeless Services and Transportation				

Date	Ver.	Action By	Action	Result
7/27/2016	1	Metropolitan Transportation Commission		

Subject:

Support of the San Francisco Charter Amendment for Homeless Services and Transportation.

Charter amendment identifying approximately $100 million for transportation and $50 million for homeless services annually.

Recommended Action:

Support / Commission Approval

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Agenda Item 9a

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TRANSPORTATION
COMMISSION

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

Memorandum

TO: Commission DATE: July 20, 2016

FR: Executive Director W. I. 1511

RE: Update: San Francisco Transportation Expenditure Plan Approval and Charter Amendment Support

At the July 8th Planning Committee, staff presented MTC Resolution No. 4246 – MTC's Approval of the San Francisco County Transportation Authority's (SFCTA) Draft San Francisco Transportation Expenditure Plan. The Committee was also asked to recommend that the Commission take a position of support for the countywide sales tax initiative. The staff presentation noted that there were two initiatives that were being considered for the November ballot, a San Francisco Charter Amendment for Transportation and Homeless Services and a countywide transportation sales tax 'back-up' option.

On July 19, 2016, the San Francisco Board of Supervisors elected to go forward with the charter amendment and not the special sales tax. Approval by MTC of the draft sales tax expenditure plan is no longer needed; however, SFCTA has requested that MTC take a position of support on the charter amendment.

The charter amendment would create two funds: 1) Homeless Housing and Services Fund and 2) Transportation Investment Fund. The Transportation Investment Fund would be funded with an annual general fund set-aside, roughly equivalent in amount to the revenue that would be generated through a general half-cent sales tax. If approved, the charter amendment would direct additional funds to critical transit services and transportation improvements.

The expenditure categories and funding allocations outlined in the charter amendment for transportation are identical to those of the sales tax draft expenditure plan. Below is a summary of the expenditure categories that would benefit from the initiative and the percent of total funding that would be allotted to each.

Expenditure Category	Percent of Total Funding
1) Muni Transit Service and Affordability	12.4%
2) Muni Fleet, Facilities and Infrastructure Repair and Maintenance	18.8%
3) Transit Optimization and Expansion	9.4%
4) Regional Transit and Smart System Management	14.1%
5) Vision Zero Safe and Complete Streets	12.4%
6) Street Resurfacing	32.9%

Staff recommends that the Commission approve a support position on the San Francisco Charter Amendment for Transportation and Homeless Services.

Steve Heminger

Attachments:

- Attachment 1: Letter from SFCTA staff requesting MTC support for Charter Amendment
- Attachment 2: Charter Amendment

SH: tr
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Attachment 1

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

July 21, 2016

David Cortese, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Subject: Request for MTC support of San Francisco's Proposed Charter Amendment for Homeless Services and Transportation

Dear Chair Cortese:

The Mayor and San Francisco Board of Supervisors (BOS) have been working to ensure that a local transportation revenue measure be placed on the November 2016 ballot that would help address the need for significant increased investment to bring our transportation network into a better state of repair and reliability, to make it safer for all users, and to address rapid growth that has led to significant crowding on Muni, BART and Caltrain and increased congestion. To that end, we had been advancing two separate measures – a charter amendment creating budget set-aside to address homelessness and transportation and a 'back-up' measure comprised of a dedicated transportation sales tax. The transportation expenditure plan for both measures was developed in parallel with the same six categories of expenditures and identical shares of projected revenues.

Plan, Fund, Deliver

The San Francisco County Transportation Authority (SFCTA), as proposed administrator of the transportation sales tax, prepared the draft Expenditure Plan consistent with Public Utilities Code (PUC) Section 131000. Under PUC Section 131053, the Metropolitan Transportation Commission (MTC) is required to review the draft Expenditure Plan unless one of more findings specified in Section 131053 apply. In order to keep the 'back-up' transportation sales tax measure a viable option, MTC staff performed the required review of the draft Expenditure Plan, determined that none of the findings applied and presented the results of the review with a staff recommendation to approve the Transportation Expenditure Plan to the MTC Planning Committee at its July 8, 2014 meeting. The MTC Planning Committee recommended approval of the Expenditure Plan.

We are pleased to report that on July 19, the San Francisco BOS voted to place the Charter Amendment for Homeless Services and Transportation on the November 2016 ballot. A copy of the Charter Amendment is attached to this letter. At the same meeting, the BOS also had the first of two required votes to place a 0.75% general sales tax measure on the November 2016 ballot, which if approved would generate sufficient revenues to match the projected expenditures in the charter amendment, roughly equating to a 0.25% sales tax for homelessness and a 0.5% sales tax for transportation. The charter amendment establishes a baseline amount of funds for homelessness and transportation that will grow with the increase in discretionary funds in the general fund over the 25-year life of the charter amendment. In the first full year of funding, there would be $50 million for homeless and $101.6 million for transportation.

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Tilly Chang
EXECUTIVE DIRECTOR

We are most appreciative of MTC staff's efforts to review the Transportation Expenditure Plan and of the Planning Committee's action to approve it. Now that the Charter Amendment is on the ballot, we are withdrawing the transportation sales tax from further consideration. While the charter amendment does not require MTC review or approval, we would very much welcome an MTC action to support the proposed charter amendment. If approved by the voters, the funding that it would provide will help us make significant strides toward the transportation goals outlined in Plan Bay Area (PBA) 2040 and the update that is underway as well as directing much needed funds toward addressing homelessness, including providing permanent exits out of homelessness, a critical component of the equity and affordability related goals of PBA.

As noted above, the Charter Amendment's Transportation Improvement Fund, like the Transportation Expenditure Plan, contains the same six categories of expenditures and identical allocations of revenues as shown in the table below:

Proposed Transportation Improvement Fund	
PROGRAM	**PERCENT OF TOTAL FUNDING**
1. Muni Transit Service and Affordability	12.4%
2. Muni Fleet, Facilities, and Infrastructure Repair and Maintenance	18.8%
3. Transit Optimization and Expansion	9.4%
4. Regional Transit and Smart System Management	14.1%
5. Vision Zero Safe and Complete Streets	12.4%
6. Street Resurfacing	32.9%
TOTAL	100%

Differences from the Expenditure Plan reviewed by the Planning Committee include:

- Administration – Under the charter amendment, funds for programs #1 and #2 will be administered by the San Francisco Municipal Transportation Agency (SFMTA); for programs #3-5 by the SFCTA and #6 by the San Francisco Department of Public Works
- SFMTA's ability to flex capital (program #2) to operating funds (program #3) in poor economic times to prevent service cuts has been revised from a max of 25% of program #2 to up to 100% of program #2 in any given fiscal year.

- Triggers have been added to allow the BOS and the Mayor to reallocate funds from street resurfacing to the other 5 categories under certain conditions such as if sufficient new funds are secured for street resurfacing through approval of a San Francisco Vehicle License Fee.

All of the outreach performed over the last several months focused on the core transportation expenditure plan which is shared by both measures. I respectfully request that MTC consider adopting a position of support for the Charter Amendment for Transportation and Homeless Services.

Thank you for your consideration,

Tilly Chang
Executive Director

Attachment (1): Charter Amendment for Transportation and Homeless Services

cc: MTC Com. Campos, Halsted
Chair Wiener – SFCTA
Mayor Ed Lee, M. Whitehouse, B. Rosenfield - CCSF
S. Heminger, A. Bockelman, T. Romell – MTC
E. Reiskin, M. Webster – SFMTA
MB, AC, ALF, MEL

FILE NO. 160581 (THIRD DRAFT)

[Charter Amendment - Homeless Housing and Services Fund and Budget Set-Aside; Transportation Improvement Fund and Budget Set-Aside]

Describing and setting forth a proposal to the voters, at an election to be held on November 8, 2016, to amend the Charter of the City and County of San Francisco to: create a Homeless Housing and Services Fund and appropriate $12.5 million to the Fund in fiscal year 2016-2017 and $50 million annually to the Fund, adjusted for changes in discretionary City revenues, for the next 24 years; and create a Transportation Improvement Fund and appropriate $25.4 million to the Fund in fiscal year 2016-2017 and $101.6 million annually to the Fund, adjusted for changes in discretionary City revenues, for the next 24 years, and authorize the City to issue indebtedness secured by monies deposited in the Transportation Improvement Fund.

Section 1. The Board of Supervisors hereby submits to the qualified voters of the City and County, at an election to be held on November 8, 2016, a proposal to amend the Charter of the City and County by adding Sections 16.134 and 16.135, to read as follows:

NOTE: **Unchanged Charter text and uncodified text** are in plain font.
Additions are *single-underline italics Times New Roman font*.
Deletions are ~~*strike-through italics Times New Roman font*~~.
Asterisks (* * * *) indicate the omission of unchanged Charter subsections.

SEC. 16.134. HOMELESS HOUSING AND SERVICES FUND.

(a) Creation of the Fund. There shall be a Homeless Housing and Services Fund. In fiscal year 2016-2017, the City shall appropriate $12.5 million to the Fund. Beginning in fiscal year 2017-2018 and each year thereafter through fiscal year 2040-2041, the City shall appropriate $50 million to the Fund, to be adjusted as provided in subsection (b).

(b) Adjustments to the Required Appropriation. Beginning with fiscal year 2018-2019,

the City shall each year adjust the appropriation required under subsection (a) by the percentage increase or decrease in aggregate City discretionary revenues, as determined by the Controller, based on calculations consistent from year to year. In determining aggregate City discretionary revenues, the Controller shall only include revenues received by the City that are unrestricted and may be used at the option of the Mayor and the Board of Supervisors for any lawful City purpose.

(c) Appropriations Excluded from Discretionary Revenues. Notwithstanding the provisions of Charter Sections 8A.105, 16.107, 16.108, 16.109, 16.110, and 16.123-2, the value of appropriations to the Fund, as calculated in subsections (a) and (b), shall be excluded from the Controller's calculation of aggregate discretionary revenue used to adjust required appropriations baselines and set-asides set in the Charter.

(d) Uses of the Fund. Monies in the Fund shall be used to provide services to the homeless, including programs to prevent homelessness, create exits from homelessness, and move homeless individuals into more stable situations. Such programs may be designed to address the needs of specific at-risk populations. Monies in the Fund may be used for both operations of these programs and capital investments required to maintain or expand system infrastructure needs.

(e) Term. Except as provided in subsection (f) below, this Section 16.134 shall, by operation of law, become inoperative on July 1, 2041, and on or after such date the City Attorney shall cause this Section 16.134 to be removed from the Charter.

(f) Early Termination. At any time before January 1, 2017, the Mayor, after consulting with his or her Budget Director and the Controller, and after taking into account the City's projected revenues and expenditures in the City's financial plans, may terminate implementation of this Section 16.134 by issuing a written notice to the Board of Supervisors and the Controller. The termination shall be irrevocable and apply to this entire Section. Upon the Mayor's

submittal of the notice to the Controller and the Board of Supervisors, this Section 16.134 shall, by operation of law, become inoperative, and the City Attorney shall cause this Section to be removed from the Charter.

SEC. 16.135. TRANSPORTATION IMPROVEMENT FUND.

(a) Creation of the Fund. There shall be a Transportation Improvement Fund. In fiscal year 2016-2017, the City shall appropriate $25.4 million to the Fund. Beginning in fiscal year 2017-2018 and each year thereafter through fiscal year 2040-2041, the City shall appropriate $101.6 million to the Fund, in the amounts specified in subsection (d), to be adjusted as provided in subsection (b).

(b) Adjustments to the Required Appropriation. Beginning with fiscal year 2018-2019, the City shall each year adjust the appropriations required under subsections (a) and (d) by the percentage increase or decrease in aggregate City discretionary revenues, as determined by the Controller, based on calculations consistent from year to year. In determining aggregate City discretionary revenues, the Controller shall only include revenues received by the City that are unrestricted and may be used at the option of the Mayor and the Board of Supervisors for any lawful City purpose.

(c) Appropriations Excluded from Discretionary Revenues. Notwithstanding the provisions of Charter Sections 8A.105, 16.107, 16.108, 16.109, 16.110, and 16.123-2, the value of appropriations to the Fund, as calculated in subsections (a) and (b), shall be excluded from the Controller's calculation of aggregate discretionary revenue used to adjust required appropriations baselines and set-asides set in the Charter.

(d) Uses of the Fund. Monies in the Fund shall be used to improve the transportation network in San Francisco through investments in the following categories and amounts:

(1) Muni Transit Service and Affordability. Expenditures in this category 1 shall be used to mitigate identified deficiencies in transit service to low-income and transit-dependent communities and to provide transit service affordability for low- and moderate-income youth, seniors, and people with disabilities. Unspent funds in this category shall be used to supplement the Municipal Transportation Agency's reserves to protect against service cuts in future years.

Appropriations for this purpose shall equal 12.4% of appropriations to the Fund in that fiscal year.

(2) Muni Fleet, Facilities, and Infrastructure Repair and Improvement. Expenditures in this category 2 shall be used to keep Muni's fleet of buses, historic street cars, trains, and paratransit vehicles in a state of good repair through timely vehicle replacement and rehabilitation, and to expand the fleet through the acquisition of additional vehicles. Expenditures in this category also may be used to repair and upgrade Municipal Transportation Agency facilities, including stations and associated escalators and elevators, and to fix or replace rails, overhead wires, and associated fixed guideway infrastructure for light rail, trolley coaches, historic streetcars, and cable cars.

In any fiscal year in which the Municipal Transportation Agency would otherwise be required to adopt service reductions as part of its budget, the Agency shall transfer all or a portion of the annual allocation of funds that would otherwise go to this category to the Transit Service and Affordability category in subsection (d)(1) to offset those service reductions, in an amount not to exceed the cost of maintaining the services.

Appropriations for this purpose shall equal 18.8% of appropriations to the Fund in that fiscal year.

(3) Transit Optimization and Expansion. Expenditures in this category 3 shall be used to plan, design, and deliver projects to improve the efficiency and enhance the service of the existing transit system, as well as to expand the capacity of the system, and to provide funding

for planning, design, education, outreach, evaluation, and capital investment in supportive transportation infrastructure for transit-oriented development.

Appropriations for this purpose shall equal 9.4% of appropriations to the Fund in that fiscal year.

(4) Regional Transit and Smart System Management. Expenditures in this category 4 shall be used to improve reliability and increase capacity in regional transit systems serving San Francisco, including BART and Caltrain. Expenditures in this category also may be used to fund long-range regional network planning and design studies and/or capital improvements. Expenditures in this category also may be used to fund technology-enabled system corridor management strategies for regional highways and associated surface arterial approach/distribution streets, and to fund demand management strategies, education, and outreach to promote sustainable travel choices.

Appropriations for this purpose shall equal 14.1% of appropriations to the Fund in that fiscal year.

(5) Vision Zero Safe and Complete Streets. Expenditures in this category 5 shall be used to fund infrastructure improvements that promote users' safety and complete streets, and to fund safety education, outreach, and evaluation. Safety upgrades, including those primarily for bicycle and pedestrian traffic, may be paired with streetscape enhancements. Expenditures in this category also may be used to keep traffic infrastructure and signals in a state of good repair through replacement and upgrade of deteriorated or obsolete signal hardware, to bring advanced technology to the traffic signal system allowing real-time traffic management, and transit and emergency vehicle signal priority.

Appropriations for this purpose shall equal 12.4% of appropriations to the Fund in that fiscal year.

(6) Street resurfacing. Expenditures in this category 6 may be used to maintain City streets through timely repair and resurfacing programs and preventative maintenance.

Appropriations for this purpose shall equal 32.9% of appropriations to the Fund in that fiscal year.

(e) Administration of the Fund. In addition to the requirements set forth in this Section 16.135, all expenditures from the Fund shall be allocated to public agencies and shall be subject to the budget and fiscal provisions of the Charter.

(1) Appropriations in categories (1) and (2) in subsection (d) shall be allocated to the Municipal Transportation Agency (MTA), or its successor agency, for the purposes specified.

(2) The Controller shall transfer allocations in categories (3), (4), and (5) to the County Transportation Authority (CTA), or its successor agency, for the purposes specified.

(3) Appropriations in category (6) shall be allocated to the Department of Public Works, or its successor agency, for the purposes specified.

(4) In any fiscal year following the adoption by the voters of a vehicle license fee increase, if the City appropriates or the CTA allocates from any other legally available sources an amount for street resurfacing equal to the amount that would otherwise be allocated under subsection (d)(6) for that year, the City shall transfer 10% of the allocation in subsection (d)(6) to the allocation in subsection (d)(4), 30% to the allocation in subsection (d)(1), and 20% each to the allocations in subsections (d)(2), (d)(3), and (d)(5).

(5) In any fiscal year in which new revenues become available for street resurfacing in the City, and the City appropriates or the CTA allocates an amount for street resurfacing equal to the amount that would otherwise be allocated under subsection (d)(6) for that year, the City shall transfer 10% of the allocation in subsection (d)(6) to the allocation in subsection (d)(4), 30% to the allocation in subsection (d)(1), and 20% each to the allocations in

subsections (d)(2), (d)(3), and (d)(5). For purposes of this subsection (e)(5), the Controller shall measure new revenues by comparing non-General Fund revenues projected to be received by the City and the CTA for this purpose in the upcoming fiscal year to those received by the City and the CTA in fiscal year 2015-2016, adjusted for inflation.

(6) In fiscal year 2027-2028, the Board of Supervisors may, by ordinance passed by a two-thirds' vote and with the approval of the Mayor, redirect for the remaining term of the Fund the allocation in subsection (d)(6), as follows: 10% to the allocation in subsection (d)(4), 30% to the allocation in subsection (d)(1), and 20% each to the allocations in subsections (d)(2), (d)(3), and (d)(5). The Board of Supervisors and the Mayor may not reverse their decision to redirect the allocation pursuant to this subsection (e)(6).

(7) The Controller shall audit the Fund and expenditures from the Fund every five years, or more often in his or her discretion.

(f) Revenue Bond Authority. In order to carry out the purposes of this Section 16.135, the Board may from time to time authorize the issuance of lease revenue bonds under Charter Section 9.107 or lease financing arrangements under Charter Sections 9.108 and 8A.102, secured by monies deposited into the Fund, for the purpose of improving the transportation network in San Francisco as provided in categories (1), (2), and (6) in subsection (d) above. The Controller is authorized to issue lease revenue bonds or other lease financing arrangements as authorized by the CTA, secured by monies deposited into the Fund, for the purpose of improving the transportation network in San Francisco as provided in categories (3), (4), and (5) in subsection (d) above.

(g) Term. Except as provided in subsection (h) below, this Section 16.135 shall, by operation of law, become inoperative on July 1, 2041, and on or after such date the City Attorney shall cause this Section 16.135 to be removed from the Charter.

(h) Early Termination. At any time before January 1, 2017, the Mayor, after consulting with his or her Budget Director and the Controller, and after taking into account the City's projected revenues and expenditures in the City's financial plans, may terminate implementation of this Section 16.135 by issuing a written notice to the Board of Supervisors and the Controller. The termination shall be irrevocable and apply to this entire Section. Upon the Mayor's submittal of the notice to the Controller and the Board of Supervisors, this Section 16.135 shall, by operation of law, become inoperative, and the City Attorney shall cause this Section to be removed from the Charter.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
THOMAS J. OWEN
Deputy City Attorney

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METROPOLITAN
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COMMISSION

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

TO: Planning Committee DATE: July 1, 2016

FR: Executive Director W.I. 1511

RE: MTC Resolution No. 4246 - MTC's Approval of the San Francisco County Transportation Authority's Draft San Francisco Transportation Expenditure Plan (SFTEP or Expenditure Plan)

Background
Most counties pursue enactment of their countywide half-cent sales taxes under Public Utilities Code (PUC) Section 180000, which requires that "Members of the board of supervisors serving on an authority shall comprise less than a majority of the authority". Because the San Francisco Board of Supervisors constitutes the totality of the San Francisco County Transportation Authority (SFCTA), SFCTA cannot pursue enactment under this statute. PUC Code Section 131000 is an alternative statutory option that is specific to the Bay Area and is known as the Bay Area County Traffic and Transportation Funding Act. While there is no requirement as to the composition of the authority, Section 131052 requires that the recommended expenditure plan be subject to a public hearing and then review by MTC, prior to submittal to the board of supervisors for adoption.

MTC's role in reviewing the SFCTA's Draft Expenditure Plan is also defined by the PUC Code. Section 131053 states that MTC is to approve the Draft Expenditure Plan unless one or more of the following findings apply:

1. There would be a significant negative regional impact as a result of the proposed projects.
2. There are insufficient funds available to implement the proposed projects.
3. Conflicts exist within the County transportation expenditure plan.
4. The estimates of the proceeds from the proposed retail transactions and use tax are not reasonable.

Schedule
The SFCTA held a public hearing, as required by law, on June 28, 2016 and is scheduled to adopt the Draft Expenditure Plan on July 12, 2016. After MTC review, the Draft Expenditure Plan will be presented to the San Francisco Board of Supervisors for approval on August 2, 2016. In order to place the Expenditure Plan on the November 2016 election ballot, the Board of Supervisors must act by early August to meet the deadline for the November ballot.

Revenue Estimates for the Draft Expenditure Plan
The recommended tax is a 25-year, one half-cent sales tax that would start collection April 1, 2017. Revenues collected from the new one half-cent sales tax would be in addition to those collected from the existing 30-year half-cent sales tax (Proposition K) that will expire in 2033.

The revenue estimates are developed by multiplying a base-year revenue number by an annual average growth rate for a twenty-five year period. The initial base year revenue represents generations earned through the existing half-cent sales tax in FY 2015-16. The average annual growth rate is based on historical sales tax growth in San Francisco from FY 1991-92 to FY 2015-16. The SFCTA Draft Expenditure Plan revenue estimates are summarized below:

Base-Year Generations (Millions)	Annual Average Growth Rate	Projected Revenue (Millions YOE $s)	Projected Revenue (Millions 2016 $s)
$103.3	3.7%	$4,447	$3,161

The sales tax growth assumptions used to prepare the estimates are reasonable and are consistent with MTC revenue projections recently developed for the Regional Transportation Plan (RTP), *Plan Bay Area 2040.*

The Draft Expenditure Plan
The Draft Expenditure Plan allocates the half-cent sales-tax revenue to six categories as shown in the table below:

Transit Service and Affordability	10%
Muni Fleet, Facilities and Infrastructure Repair	20%
Transit Optimization and Expansion	10%
Regional Transit and Smart System Management	15%
Vision Zero Safer and Complete Streets	10%
Street Resurfacing	35%
Total	100%

Unlike the Proposition K expenditure plan, the proposed measure's Draft Expenditure Plan does not call out specific major capital projects. Rather, the proposed measure defines program categories and provides examples of eligible projects for each category. One feature of the second category, "Muni Fleet, Facilities and Infrastructure Repair and Maintenance", is the ability to shift funds (up to 25% in a given year) to the first category "Transit Service and Affordability"

in order to prevent service cuts to Communities of Concern, in the event of an economic downturn.

Consistent with the region's "Fix it First" goals, the proposed sales tax would contribute approximately $1.7 billion towards capital maintenance and replacement needs to improve the state of repair for existing streets and the public transit system in San Francisco. Another $790 million would be directed towards transit capacity expansion and service enhancements to accommodate existing and future demand. Example projects include bus rapid transit projects and the Caltrain Downtown Extension, as well as possible contributions for BART expansion vehicles. Additional expenditures from the proposed measure will support safety projects for bicyclists and pedestrians, as well as transit access and affordability.

The Draft Expenditure Plan is consistent with MTC's current RTP, *Plan Bay Area,* and is expected to remain consistent with the upcoming RTP, *Plan Bay Area 2040,* in that all major Draft Expenditure Plan programs are compatible with RTP goals and priorities.

Summary of Public Outreach Process
SFCTA's outreach for the Draft Expenditure Plan includes collaboration with stakeholder groups, technical advisory committees, policy steering committees, and public agencies including SFMTA, BART, Caltrain, MTC, the Transbay Joint Powers Authority, and Caltrans. The Draft Expenditure Plan was presented to the SFCTA Plans and Programs Committee and the SFCTA Citizens Advisory Committee on June 21st and June 22nd, respectively. Presentation to the SFCTA Board on June 28th was also noticed as a public hearing. On June 29th, SFCTA held a Transportation Revenue Measure Telephone Town Hall to further engage members of the public on the Draft Expenditure Plan.

MTC's Findings
MTC must approve the draft plan unless it makes one or more adverse findings, as set forth in Section 131053 of the Public Utilities Code. Staff evaluation of each potential finding is summarized as follows:

1. *Section 131053 (a) There would be a significant negative regional impact as a result of the proposed projects.*

   MTC Finding: None of the projects in the Draft Expenditure Plan have a negative regional impact. Major programs are consistent with the policies and funding conditions of the RTP.

2. *Section 131053 (b) There are insufficient funds available to implement the proposed projects.*

   MTC Finding: The revenue estimates prepared for the Draft Expenditure Plan are adequate to deliver multiple projects within each of the Plan's proposed program categories and to make significant advances on the Plan's stated goals.

3. *Section 131053 (c) Conflicts exist within the County transportation expenditure plan.*

   MTC Finding: There are no apparent conflicts within the SFCTA's Draft Expenditure Plan.

4. *Section 131053 (d) The estimate of the proceeds from the proposed retail transactions and use tax are not reasonable.*

   MTC Finding: The estimates of the proceeds from the sales tax are reasonable.

This measure would provide vital local funding for high priority local and regional transportation projects and programs. There are no alternate funding sources available at the regional, state or federal level in the near term that offer funding levels close to the amounts available under this measure. Accordingly, staff recommends approval and support of San Francisco's November 2016 ballot measure.

Recommendation
Staff recommends that the Committee 1) refer MTC Resolution No. 4246 to the Commission for approval and 2) approve a support position on the sales tax measure.

Steve Heminger

Attachments:

- Attachment A: MTC Resolution No. 4246

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Date: July 27, 2016
W.I.: 1511
Referred by: Planning Committee

ABSTRACT

Resolution No. 4246

This resolution approves the San Francisco County Transportation Authority's Draft San Francisco Transportation Expenditure Plan presented to the Planning Committee on July 8, 2016 pursuant to Public Utilities Code §131000 *et seq.*, listing $3.16 billion in transportation projects and programs to be funded in part from revenues derived from a proposed one-half cent sales tax increase imposed over a twenty-five year period.

Further discussion of this action is contained in the MTC Executive Director's memorandum dated July 1, 2016.

Date: July 27, 2016
W.I.: 1511
Referred by: Planning Committee

RE: MTC Approval of the Draft San Francisco Transportation Expenditure Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4246

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, pursuant to the Bay Area County Traffic and Transportation Funding Act (Public Utilities Code §131000 *et sq.*), certain counties in the MTC region are authorized to develop a county transportation expenditure plan and to propose the imposition of a countywide sales tax to fund said plan; and

WHEREAS, the San Francisco County Transportation Authority has prepared a Draft Expenditure Plan that includes transportation projects and programs to be funded with a twenty-five year half cent increase to the county sales tax; and

WHEREAS, the San Francisco County Transportation Authority's Draft Expenditure Plan dated June 30, 2016 ("the Plan") attached hereto and incorporated herein as Attachment A to this resolution the Plan, was reviewed by the Planning Committee on July 8, 2016 along with MTC's staff analysis of the Plan;

WHEREAS, pursuant to Public Utilities Code § 131053, MTC shall approve the Plan unless one or more of the following allowed findings is made: a) there would be a significant negative regional impact as a result of the proposed projects; b) there are insufficient funds available to implement the proposed projects; c) there are conflicts within the county transportation expenditure plan; and/or d) the estimates of proceeds from any proposed retail transactions and use tax are not reasonable; now, therefore, be it

RESOLVED, that MTC makes no adverse finding to the Plan; and, be it further

RESOLVED, that MTC approves the Plan;

RESOLVED, that MTC's Executive Director shall forward a copy of this resolution to the San Francisco County Transportation Authority;

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 San Francisco, California, on July 27, 2016.

Date: July 27, 2016
W.I.: 1511
Referred by: Planning Committee

Attachment A
Resolution No. 4246

Draft San Francisco Transportation Expenditure Plan
June 30, 2016

FILE NO. ORDINANCE NO.

Initiative Ordinance - Business and Tax Regulations Code - Half-Cent Sales Tax Increase for Transportation]

Ordinance amending the Business and Tax Regulations Code to impose a transactions (sales) and use tax at the rate of one-half of one percent (0.5%) for 25 years, to be imposed by the San Francisco County Transportation Authority and administered by the State Board of Equalization; designate the Transportation Authority as the independent agency to oversee implementation of the San Francisco Transportation Expenditure Plan; authorize the issuance of bonds or other obligations to finance the projects identified in the Expenditure Plan; and establish an appropriations limit; and directing submission of the tax for voter approval at the November 8, 2016 general municipal election.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The Board of Supervisors hereby submits the following ordinance to the voters of the City and County of San Francisco, at the general municipal election to be held on November 8, 2016.

Section 2. The Business and Tax Regulations Code is hereby amended by adding Article 14-A, consisting of Sections 1430 through 1446, to read as follows:

SEC. 1430. TITLE.

This Article 14-A shall be known as the San Francisco Transportation Expenditure Plan Ordinance. The San Francisco County Transportation Authority hereinafter shall be called "Authority." This Article shall be applicable in the City and County of San Francisco, which shall be referred to herein as "District" or "City."

SEC. 1431. OPERATIVE DATE.

"Operative Date" means the first day of the first calendar quarter commencing more than 120 days after the effective date of this Article 14-A.

SEC. 1432. PURPOSES.

This Article 14-A is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

(a) To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 131000 et seq. of the Public Utilities Code, which authorize the City to adopt this tax ordinance which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.

(b) To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

(c) To adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from,

the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

(d) To adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of recordkeeping upon persons subject to taxation under the provisions of this Article 14-A.

(e) To adopt an appropriations limit, as required by Article XIII B of the California Constitution, of $500,000,000.

SEC. 1433. CONTRACT WITH STATE.

Prior to the operative date, the Authority shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this Article 14-A; provided, that if the Authority shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

SEC. 1434. TRANSACTIONS TAX RATE.

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the District at the rate of 0.5% of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said District on and after the operative date of this Article 14-A. This tax is additional to any other existing or future sales and use tax imposed under the authority of Revenue and Taxation Code Division 2, Parts 1.6 or 1.7.

SEC. 1435. PLACE OF SALE.

For the purposes of this Article 14-A, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

SEC. 1436. USE TAX RATE.

An excise tax is hereby imposed on the storage, use, or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this Article 14-A for storage, use, or other consumption in said District at the rate of 0.5% of the sales price of the property. This tax is additional to any other existing or future sales and use tax imposed under the authority of Revenue and Taxation Code Division 2, Parts 1.6 or 1.7. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

SEC. 1437. ADOPTION OF PROVISIONS OF STATE LAW.

Except as otherwise provided in this Article 14-A and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Article 14-A as though fully set forth herein.

SEC. 1438. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES.

In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

(a) Wherever the State of California is named or referred to as the taxing agency, the name of this Authority shall be substituted therefor. However, the substitution shall not be made when:

(1) The word "State" is used as a part of the title of the State Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board of Equalization, State Treasury, or the Constitution of the State of California;

(2) The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this Article 14-A;

(3) In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

(A) Provide an exemption from this tax with respect to certain sales, storage, use, or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use, or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code; or

(B) Impose this tax with respect to certain sales, storage, use, or other consumption of tangible personal property which would not be subject to tax by the State under the said provision of that code.

(4) In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

(b) The word "District" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203 of the Revenue and Taxation Code.

SEC. 1439. PERMIT NOT REQUIRED.

If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Article 14-A.

SEC. 1440. EXEMPTIONS AND EXCLUSIONS.

(a) There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

(b) There are exempted from the computation of the amount of transactions tax the gross receipts from:

(1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

(2) Sales of property to be used outside the District which is shipped to a point outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this subsection (b)(2), delivery to a point outside the District shall be satisfied:

(A) With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle

Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

(B) With respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

(3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Article 14-A.

(4) A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Article 14-A.

(5) For the purposes of subsections (b)(3) and (b)(4) of this Section 1440, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

(c) There are exempted from the use tax imposed by this Article 14-A, the storage, use, or other consumption in this District of tangible personal property:

(1) The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax.

(2) Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This

exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code.

(3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Article 14-A.

(4) If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Article 14-A.

(5) For the purposes of subsections (c)(3) and (c)(4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

(6) Except as provided in subsection (c)(7), a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the district or through any representative, agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

(7) "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax

from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

(d) Any person subject to use tax under this Article 14-A may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use, or other consumption of which is subject to the use tax.

SEC. 1441. AMENDMENTS.

All amendments subsequent to the effective date of this Article 14-A to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Article 14-A, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Article 14-A.

SEC. 1442. ENJOINING COLLECTION FORBIDDEN.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action, or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this Article 14-A, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

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SEC. 1443. ADOPTION AND ADMINISTRATION OF SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN; EXPENDITURE OF PROCEEDS.

The Authority shall administer the San Francisco Transportation Expenditure Plan, as defined in Section 1447 of this Article 14-A, in accordance with Division 12.5 of the California Public Utilities Code and other applicable law. Proceeds of the tax imposed by this Article 14-A shall be spent only to implement the project components set forth in the Expenditure Plan, or as required or permitted by law.

SEC. 1444. AUTHORIZATION TO ISSUE BONDS.

The Authority is hereby authorized to issue bonds as may be provided for in the adopted Expenditure Plan and in compliance with applicable law ("Limited Tax Bonds" or "Bonds"). The total outstanding aggregate amount of Bonds shall not exceed $2,000,000,000, and shall be payable solely from the proceeds of the tax imposed under this Article 14-A.

SEC. 1445. SEVERABILITY.

If any provision of this Article 14-A or the application thereof to any person or circumstance is held invalid, the remainder of the Article 14-A and the application of such provision to other persons or circumstances shall not be affected thereby.

SEC. 1446. TERMINATION DATE.

The authority to levy the tax imposed by this Article 14-A shall expire 25 years from the Operative Date.

Section 3. Pursuant to Public Utilities Code § 131108, the Board of Supervisors hereby directs the Department of Elections to include in the sample ballot mailed to the voters the full

proposition, as set forth in this ordinance, and to include in the voter information handbook the entire adopted San Francisco Transportation Expenditure Plan, set forth in this Section 3 of this ordinance.

SAN FRANCISCO TRANSPORTATION EXPENDITURE PLAN

Recommended [MONTH DAY, YEAR]

San Francisco County Transportation Authority

1. INTRODUCTION

A. SUMMARY

The San Francisco Transportation Expenditure Plan (SFTEP or Expenditure Plan) identifies transportation improvements to be funded from a new half-cent transportation sales tax. The projects and programs included in the Expenditure Plan are designed to be implemented over the next 25 years. Provisions are also made for amendments to the SFTEP. The SFTEP includes investments in six major categories: Transit Service and Affordability; Muni Fleet, Facilities and Infrastructure Repair and Improvement; Transit Optimization and Expansion; Regional Transit and Smart System Management; Vision Zero Safer and Complete Streets; and Street Resurfacing.

B. CONTEXT

In May 2016, the San Francisco Board of Supervisors (BOS) asked the San Francisco County Transportation Authority (SFCTA) working in partnership with the Mayor's Office and the San Francisco Municipal Transportation Agency (SFMTA), which is administering the Transportation 2030 program, to lead development of a SFTEP to specify the use of revenues from a potential new half-cent sales tax for transportation for potential consideration for the November 2016 ballot. Further, the BOS called for the SFTEP to build and expand on the recommendations of the San Francisco Transportation Plan (SFTP, also known as the

Countywide Transportation Plan) and the Transportation 2030 (T2030) Report, including priorities that emerged after T2030, including strategies to support equity, service improvements and traffic safety.

In 2013, the SFCTA adopted the most recent update of the Countywide Transportation Plan, which establishes the 30-year vision for San Francisco's transportation system. As documented in the SFTP, San Francisco's needs for transportation funding far exceed expected revenue from federal, state, regional and local sources. The SFTP, through its investment scenarios and policy recommendations proposed ways to invest the dollars we expect to have to most effectively make progress towards San Francisco's goals, but analysis showed that this progress is limited unless new revenues are identified. Therefore, the SFTP recommended a two-pronged revenue strategy: positioning San Francisco to compete well for new regional, state and federal sources, and seeking new locally–controlled sources.

Building on the SFTP analysis and recommendations, the Mayor's T2030 Task Force investigated what San Francisco could do to fix the transportation network and prepare it for the future; confirming that anticipated revenues were inadequate to meet those needs. The T2030 Report recommended a series of local funding sources (including two general obligation bonds, a sales tax, and a vehicle license fee) that, if approved by voters, would provide about $3 billion to complete a suite of critical transportation infrastructure projects by 2030. San Francisco voters approved the first of the T2030 recommended measures in November 2014 by approving $500 million general obligation bond, which will fund a range of projects that will reduce Muni travel time, make Muni less crowded and more reliable, and enhance safety on San Francisco's streets. At the same election, San Francisco voters approved Proposition B, which requires the city to adjust funding for transportation each year based on population growth, and these funds are helping to improve transit and make our streets safer for all.

While San Francisco is making real improvements in transit reliability, building safer streets, and improving the pavement condition of the street network, the transportation system is still in a need of significant investment to bring it into a state of good repair and to sustain it at such a level, and there is an urgent need to invest in near and long-term projects that relieve severe overcrowding on our local and regional transit systems such as Muni, BART and Caltrain to better serve current residents, employees and visitors, as well as an urgent need for the resources to efficiently expand service to fully utilize these capital resources and to ensure equitable provision of transit service and infrastructure investment to our community. These investments can be complemented with efforts and improvements to promote equitable transit-oriented development. Lastly, there remains a need for stable augmentation of funding to continue to invest in street resurfacing, safety improvements, and the pedestrian and bicycle networks.

The SFTEP for the use of Prop TBD funds was developed by the SFCTA in close coordination with the SFMTA, with technical assistance and input from other city agencies, regional transit operators serving San Francisco, the Metropolitan Transportation Commission, and others serving on the SFCTA Technical Working Group. The Expenditure Plan was recommended by the SFCTA Board on [MONTH DAY, YEAR].

By providing the required local match, Prop TBD is anticipated to leverage about $12-19 billion in federal, state, regional and other local funding for transportation projects in San Francisco.

The SFTEP is a list of transportation projects and programs that will be given priority for Prop TBD funding. As such the SFTEP shall be amended into the Capital Improvement Program of the Congestion Management Program, developed pursuant to section 65089 of the California Government Code. These projects and programs are intended to help

implement the long-range vision for the development and improvement of San Francisco's transportation system, as articulated in the SFTP and its updates.

The SFTP, San Francisco's Countywide Transportation Plan is a living document, updated on a regular basis with input from San Francisco agencies, regional transit operators, and regional and state transportation agencies, the public and other interested stakeholders to identify and address changing needs and regional trends, and align them with available funding.

C. GOALS

The purpose of the SFTEP is to implement the priorities of the Countywide Transportation Plan and the Transportation 2030 Report through investment in a set of projects and programs that include planning, maintenance and rehabilitation of, and improvements to the city's multi-modal transportation system. Goals of the plan include:

- Maintain existing assets in a state-of-good repair;
- Improve travel time and reliability;
- Reduce costs and geographic and socio-economic disparities;
- Serve planned growth; and
- Improve safety and accessibility of the system.

In addition to the above goals, development of the SFTEP was guided by the following four SFTEP Principles and two Funding Principles.

SFTEP Principles

- Build on the SFTP (2013) and the T2030 Report.
- Embrace City and agency initiatives passed since T2030, including strategies to support equity, affordability and traffic safety.

- Address progress and changes to project/program information.
- Increase focus on core capacity, system resiliency and equity given rapid growth and affordability pressures.

Funding Principles

- Provide a bridge between 2017 and future revenue measures
  - Amended Prop K Expenditure Plan (as early as November 2023)
  - Vehicle License Fee (recommended by T2030, as early as 2018)
  - General Obligation Bond (recommend by T2030, estimated 2024)
  - New bridge toll (Regional Measure 3, estimated as early as 2018)
- Consider funding eligibility, particularly for those projects and programs that are not eligible for other key funding sources (e.g. Muni light rail vehicles and BART cars are not eligible to be funded by general obligation bonds.

D. STRUCTURE

The SFTEP is organized into six sections. Section 1: Introduction provides background on the Plan's purpose and goals. Section 2: Plan Summary provides the Plan's investment detail by category. Section 3: General Provisions provides further context on the Plan's policies and administration. Section 4: Description of Programs contains detailed descriptions of the programs and the types of items that are eligible for funding under each of them. Section 5: Implementation Provisions describes the process for prioritizing and allocating funds following adoption of the Plan. Section 6: Amendment Process, deals with the mechanisms for amending the Expenditure Plan.

2. PLAN SUMMARY

Table 1 summarizes the half-cent sales tax revenue allocations by program in constant 2016 dollars. The SFTEP is fiscally constrained to the total funding expected to be available for each category. If revenues are higher or lower, the amount of funding available to each category shall be consistent with the program percentages over the life of the Expenditure Plan period.

Adoption of an ordinance to establish an additional one-half of one-percent sales tax is necessary in order to fund the programs listed in Table 1. The tax shall be continued for the period of implementation of the SFTEP, but not to exceed 25 years.

Table 1: San Francisco Transportation Expenditure Plan Summary 2016 $Millions

Program	Total Need[1]	Total Expected Funding[2]	Total Prop TBD Funding[3]	% of Prop TBD Funding[4]
1. Transit Service and Affordability	**$705**	**$4**	**$316**	**10%**
2. Muni Fleet, Facilities and Infrastructure Repair and Maintenance	**$6,091**	**$5,295**	**$632**	**20%**
3. Transit Optimization and Expansion	**$7,275**	**$1,615**	**$316**	**10%**
4. Regional Transit and Smart System Management	**$576**	**$47**	**$474**	**15%**
5. Vision Zero Safer and Complete Streets	**$2,036**	**$1,637**	**$316**	**10%**
6. Street Resurfacing[2]	**$1,475**	**$198**	**$1,106**	**35%**

TOTAL	**$18,158**	**$8,797**	**$3,161**	**100%**

Notes:

1. Total Need is based on project submissions to Plan Bay Area 2040 prepared by project sponsors in coordination with the SFCTA, the Metropolitan Transportation Commission's (MTC's) State of Good Repair needs assessment for Plan Bay Area 2040, and the SFMTA Capital Plan. Total need for the Transit Service and Affordability program does not include SFMTA's existing operating budget but includes unfunded service expansion and growth in costs (e.g. for Muni fare programs). Total need for the Regional Transit and Smart System Management program only includes San Francisco's local contribution for additional BART cars ($300 million), Caltrain electrification ($20 million), and conversion of the remainder of Caltrain's vehicle fleet to electric-multiple units and/or additional cars ($30 million); as well as other eligible projects for this program. The amounts in this column are provided in fulfillment of Sections 131051 (a)(1), (b) of the California Public Utilities Code.

2. Total Expected Funding is based on a forecast of expected revenues from existing federal, state, regional and local sources based on MTC's Plan Bay Area 2040 draft revenue forecasts, SFCTA, and San Francisco Department of Public Works' revenue forecasts for the Street Resurfacing program. The amounts in this column are provided in fulfillment of Sections 131051 (a)(1), (c) of the California Public Utilities Code.

3. The amounts shown in the Total Prop TBD column are based on a forecast of $3.161 billion (2016 $'s) in new sales tax revenues over the 25 year life of the SFTEP. The amounts in this column are provided in fulfillment of Section 131051 (a)(1), (d) of the California Public Utilities Code.

4. Street resurfacing revenues are assumed starting at about $38 million (2016 $'s) annually at the inception of the Expenditure Plan period to help ensure that the city reaches and maintains a Pavement Condition Index score of 70, meaning that a majority of city streets will be in good condition. In any fiscal year following the adoption by the voters of a vehicle license fee increase, if an appropriation is made to street resurfacing from any other legally available sources in an amount equal to the amount that would otherwise be allocated from Prop TBD to the Street Resurfacing program for that year, the Street Resurfacing program may be decreased and the allocation redistributed. The increment of freed up Street Resurfacing funds may be distributed to the remaining five categories in the same relative proportion as shown in Table 1.

3. DESCRIPTION OF PROGRAMS

This section contains detailed descriptions of the programs in the SFTEP, and the types of items that are eligible for funding under each of them.

A. PERCENTAGE DISTRIBUTION OF PROP TBD REVENUES TO PROGRAMS

The percentage distribution of Prop K TBD funds and estimated Total Prop TBD (2016 $s) for each program corresponds to those amounts shown in Section 2, Table 1. See Section 3.B. below for language related to a changed distribution of funds which would be triggered if new dedicated funds for Street Resurfacing are secured. The program descriptions would not change. This language is also included in note 4 to Table 1.

1. Transit Service and Affordability.....10% ($316M)

Expenditures in this program could be used to ensure SFMTA's ability to continue to support Free Muni for Low Income Youth, Senior and Disabled Riders Programs; to help implement recommendations from the Muni Equity Strategy (updated on a two-year basis); to fund late night transportation services for night and swing shift workers; and to provide transit service for at-risk populations such as paratransit, mobility management and lifeline programs. Expenditures in this program could also help supplement SFMTA's Rainy Day Reserve to provide protections against service cuts in future years.

2. Muni Fleet, Facilities and Infrastructure Repair and Improvements.....20% ($632M)

Expenditures in this program shall prioritize measures to mitigate identified deficiencies in transit service to low-income and transit-dependent communities. Expenditures in this program will leverage federal and state funds to help keep Muni's fleet of buses, historic street cars, trains, and paratransit vehicles in a state-of-good repair through timely vehicle replacement and rehabilitation to ensure that the transit system is reliable, and to expand the fleet through additional vehicles and larger vehicles to reduce crowding on the most popular routes and meet future demand.

Expenditures in this program also will be used for SFMTA facilities, including stations and associated escalators and elevators, which are critical to support the SFMTA's ability to: provide reliable transit service and safe, comfortable and coordinated access to transit; maintain street infrastructure; and store, protect, and maintain its diverse transit fleet.

Further, expenditures in this program will improve reliability and safety on Muni through the replacement and rehabilitation of rails, overhead wires and associated fixed guideway infrastructure for light rail, trolley coaches, historic streetcars, and cable cars.

In any fiscal year in which the SFMTA would otherwise be required to adopt service reductions as part of its budget, the SFMTA may transfer up to 25% of the annual percentage

allocation of funds that would otherwise go to this program to the Transit Service and Affordability program to offset those service reductions, in an amount not to exceed the cost of maintaining the services.

3. Transit Optimization and Expansion.....10% ($316M)

Expenditures in this program will include smaller capital investments to improve the efficiency and enhance the service of the existing transit system as well as large transit expansion projects needed to meet current demand and accommodate future growth. Expenditures in this program would help plan, design and deliver enhancement and expansion projects. Expenditures in this program may also include planning, design and capital funding for supportive transportation infrastructure for transit-oriented development.

Examples of eligible projects include but are not limited to: Muni Forward, bus rapid transit projects on major corridors (e.g. Geary and Geneva), Better Market Street, rail capacity improvements such as those recommended by the SFMTA Rail Capacity Strategy and the region's Core Capacity Transit Study, major regional projects (e.g. second Transbay crossing and Caltrain Downtown Extension), ferry infrastructure and vessels and future subway projects (e.g. T-Third rail extension to Fisherman's Wharf, Geneva Avenue rail service, Geary Avenue Light Rail Transit, Upper Market to Mission Bay/SOMA Light Rail Transit, Muni Subway Expansion, under-grounding existing rail lines) prioritized by the Long Range Transportation Planning Program, the SFTP and its updates, all of which will be developed in collaboration with local and regional agencies

4. Regional Transit and Smart System Management.....15% ($474M)

To improve reliability and reduce overcrowding, as well as to encourage continued use of transit by new residents and employees, regional transit capacity and system resiliency must grow. The priority for expenditures in this program will be to fund San Francisco's contribution to BART expansion vehicles (up to $300 million) and to support the electrification

of Caltrain ($16 million to complete the current funding commitment). If less local funds are needed, expenditures in this program could also fund long-range regional network planning and design studies and/or capital improvements such as crossover tracks, passing tracks, turnbacks and station modernization improvements that increase core system reliability and capacity.

Expenditures in this program will also enable Smart System Management by funding technology-enabled system corridor management strategies for US 101, I-280 and I-80 (and associated surface arterial approach/distribution streets) to increase reliability for buses and high-occupancy vehicles through carpool/managed lanes and traveler information systems; and by funding a broad countywide toolkit of transportation demand management (TDM) strategies designed to promote sustainable travel choices such as carpooling, ride-sharing, transit/HOV use and active transportation modes through education campaigns, traveler incentives and fare/pricing strategies, policies and capital investments. Expenditures in this program may also fund evaluation of TDM strategies funded by this program.

5. Vision Zero Safer and Complete Streets.....10% ($316M)

Expenditures in this program will fund improvements primarily on the high-injury network that advance safety and enhance street users' experience, including implementation of the bike strategy, upgraded traffic signals with pedestrian countdown signals, and audible signals to improve accessibility and safety, and improve pedestrian safety through data-driven improvements. Safety upgrades may be paired with streetscape enhancements, such as landscaping on curb extensions at bus stops. Examples of work eligible in this program range from corridor-wide improvements, to stand-along pedestrian improvements at individual high-injury intersections and/or freeway ramp/local street connections. Expenditures in this program may also fund Vision Zero public education and evaluation.

Expenditures in this program also will optimize movement on San Francisco streets by keeping traffic infrastructure and signals in a state of good repair through replacement and upgrade of deteriorated or obsolete signal hardware; by bringing advanced technology to the traffic signal system with tools that allow real-time traffic management, transit and emergency vehicle signal priority, and expedite maintenance; and by adding pedestrian countdown and audible signals as part of signal upgrades.

6. Street Resurfacing.....35% ($1,106M)

Expenditures in this program will help ensure the city reaches and maintains a Pavement Condition Index (PCI) score of 70, meaning that the majority of city streets will be in good condition. Keeping street surfaces in good repair has safety and financial benefits for people traveling by all modes of transportation citywide. Conversely, deteriorated roadways have a negative impact on all users and the more roads deteriorate, the more costly they become to repair.

Total.....100% ($3,161M)

B. TRIGGER FOR A REVISED PERCENTAGE DISTRIBUTION OF PROP TBD REVENUES TO PROGRAMS

Street resurfacing revenues are assumed starting at about $38 million (2016 $'s) annually at the inception of the Expenditure Plan period to help ensure that the city reaches and maintains a Pavement Condition Index score of 70, meaning that a majority of city streets will be in good condition. In any fiscal year following the adoption by the voters of a vehicle license fee increase, if an appropriation is made to street resurfacing from any other legally available sources in an amount equal to the amount that would otherwise be allocated from Prop TBD to the Street Resurfacing program for that year, the Street Resurfacing program may be decreased and the allocation redistributed. The increment of freed up Street

Resurfacing funds may be distributed to the remaining five categories in the same relative proportion as shown in Table 1.

4. GENERAL PROVISIONS

A. SALES TAX REVENUES

The operative date of the SFTEP shall be established pursuant to Section 131105 of the California Public Utilities Code. The one-half percent local sales tax dedicated to transportation improvements (approved in November 2016 as Proposition TBD) shall be continued for the duration of the SFTEP, but not to exceed 25 years.

Revenues are estimated over the 25-year period of the SFTEP. The conservative projection puts the total revenue level at $3.161 billion (2016 dollars) and assumes a modest growth rate. This projection builds in recessions and recoveries based on historical trends and economic conditions as well as tax policy.

B. RESTRICTION OF FUNDS

Sales tax revenues shall be used solely for the projects and purposes set forth in the SFTEP and its amendments and for the administration thereof. Sales tax revenues shall be spent on capital projects rather than to fund operations and maintenance of existing transportation services, unless otherwise expressly specified in the Plan Description. In accordance with enabling legislation and adopted principles, sales tax revenues generated pursuant to this plan shall be subject to the following restrictions:

i. NO SUBSTITUTION

a. In accordance with the legislative intent expressed in California Public Utilities Code Section 131100 sales tax proceeds shall not replace funds previously provided by property tax revenues for public transportation. As a condition for allocation of funds by the

SFCTA, the recipient department or agency shall certify to the SFCTA that the funds will not be substituted for property tax funds which are currently utilized to fund existing local transportation programs.

b. Proceeds from the sale or liquidation of capital assets funded with sales tax revenues shall be returned to the SFCTA in proportion to the contribution of sales tax revenues to the total original cost of the asset, for re-allocation to eligible expenses within the categories from which funds were expended for the original investment.

ii. NO EXPENDITURES OUTSIDE SAN FRANCISCO

No sales tax funds shall be spent outside the limits of the City and County of San Francisco, except for cases that satisfy all of the following conditions, and subject to a possible need for amendment of state law:

a. Quantifiable Benefit: The project, service, or programmatic category is included in the Expenditure Plan, and planning or other studies, developed in order to enable its implementation, demonstrate that there will be a quantifiable benefit to the City and County's transportation program from the expenditure of funds outside the City and County. A quantifiable benefit is defined as a measurable increase in the effectiveness (e.g. cost effectiveness, reliability, transit connectivity, travel time, crowding, capacity, equity) of a project or group of transportation projects and or services at least partially funded with sales tax funds, located along the corridor or in the immediate geographic area of the City and County where the project in question is proposed to occur.

b. Expenses Matched By Other Counties: The proposed expense is matched by funding from the county or counties where the expenditure of sales tax funds is proposed to be made.

Should transportation projects or services contemplated in the plan require the participation of other counties for any phase of project planning or implementation, the SFCTA shall work cooperatively with the Mayor's Office and affected county or counties to ensure coordination and successful project implementation.

C. BONDING AUTHORITY

The SFCTA shall be authorized to issue, from time to time, limited tax bonds pursuant to the provisions of California Public Utilities Code Sections 131109 et seq. in a total outstanding aggregate amount not to exceed $2.00 billion, payable from the sales tax revenues generated by the local sales and use tax adopted by Prop TBD. The SFCTA's bonding capacity shall be separate and distinct from that of the City and County of San Francisco.

D. ADMINISTRATION BY THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

The SFCTA shall allocate, administer and oversee the expenditure of the Prop TBD sales tax funds.

E. ELIGIBLE RECIPIENTS OF FUNDS

Only public agencies are eligible to receive allocation of sales tax funds.

F. SUPPORT OF ADJACENT COUNTIES

It is deemed unnecessary to seek the support of adjacent counties by requesting them to develop their own Transportation Expenditure Plans because San Mateo, Alameda, Contra Costa and Marin Counties have already adopted Transportation Expenditure Plans.

G. ENVIRONMENTAL REVIEW

Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act (NEPA), and/or the California Environmental Quality Act

(CEQA), and other applicable laws shall be carried out as a prerequisite to the implementation of any project to be funded partially or entirely with sales tax funds.

H. ACCOUNTABILITY AND TRANSPARENCY

i. FINANCIAL AUDITS: The SFCTA shall ensure a post audit of its financial transactions and records at least annually by an independent certified public accountant.

ii. ANNUAL REPORT: Pursuant to California Public Utilities Code Section 131303, the SFCTA shall prepare and adopt an annual report by January 1 of each year on the progress to achieve the objectives of completion of the projects in the SFTEP. The public annual report shall summarize revenues collected; expenditures by program, costs related to financing, if applicable; administrative costs; and accomplishments and benefits realized by the program.

iii. REQUIREMENTS FOR FUND RECIPIENTS: All recipients of sales tax funds allocated to Expenditure Plan programs will be required to complete certain requirements as established by the SFCTA including reporting, completing audits, and complying with attribution requirements.

iv. CITIZENS OVERSIGHT COMMITTEE: The SFCTA's Citizens Advisory Committee shall serve as the Citizens Oversight Committee and will provide independent and public oversight of all expenditures of Prop TBD sales tax funds by SFCTA or recipient agencies. The committee shall assist with defining criteria and priorities for implementing the Expenditure Plan consistent with the intention of Prop TBD; review the allocation of sales tax funds; monitor the SFCTA's programs; and review annual audits.

5. IMPLEMENTATION PROVISIONS

A. STRATEGIC PLAN

This Expenditure Plan identifies eligible expenditures for each of the six programs listed in Table 1 in Section 3. Prior to allocation of any sales tax funds, the SFCTA shall prepare, in close coordination with all other affected planning and/or implementation agencies, a Strategic Plan for the use of the sales tax revenues, for review and adoption by the SFCTA Board. The Strategic Plan shall include a 5-year prioritized program of projects (see sub-section C of Section 5) for each of the following programs: Muni Fleet, Facilities and Infrastructure Repair and Improvement; Transit Optimization and Expansion; Regional Transit and Smart System Management; and Vision Zero Safer and Complete Streets.

As part of the Strategic Plan development process, the SFCTA shall adopt, issue and update detailed guidelines for the development of prioritized programs of projects.

B. CATEGORIES EXEMPT FROM PRIORITIZATION PROCESS

The Transit Service and Affordability and Street Resurfacing categories are exempt from the 5-year prioritization process. In the Strategic Plan, funds shall be programmed to these categories annually based on the percentage share of annual program revenues shown in sub-section A of Section 3 or as modified by sub-section B of Section 3. Funds will be allocated annually as a lump sum to the San Francisco Municipal Transportation Agency (SFMTA) (or its successor) for the first of the aforementioned programs and to San Francisco Department of Public Works (SFDPW) (or its successor) for the last program. Allocations shall be accompanied by a list of projects that the recipient agency intends to fund with the sales tax revenues. After the first year's allocation, all subsequent fiscal year allocations also must be accompanied by an annual report of expenditures prepared by the recipient agency to be presented to the SFCTA Citizens Advisory Committee and relevant Board committee.

Funds not expended within five years of allocation by the SFCTA Board will automatically be de-obligated by the SFCTA and reprogrammed to the same program in a future year or years. Failure to comply with reporting and auditing requirements may result in

the SFCTA withholding annual allocations until such time as the recipient conforms to this requirement.

For programs exempt from the 5-year prioritization process, if SFMTA or SFDPW wish to advance funds for programming and allocation more quickly than on a pay-go basis, the agency must develop a 5-year prioritized program of projects for review and adoption by the SFCTA Board as described in sub-section C below and a corresponding Strategic Plan amendment to support the advancement of funds.

C. PRIORITIZATION PROCESS

For programs where more than one agency or department may be an eligible recipient of Prop TBD funds, the SFCTA Board shall designate a lead agency to coordinate development of the 5-year prioritized programs of projects and prior to each of their subsequent updates, for each program.

Prior to allocation of any sales tax funds, the lead agency shall prepare, in close consultation with all other affected planning and implementation agencies, the SFCTA's Technical Working Group, and the SFCTA, a 5-year prioritized program of projects including budget, scope and schedule; consistent with the Strategic Plan for use of the Prop TBD funds, for review and adoption by the SFCTA Board. Program goals shall be consistent with the current SFTP and with the City's General Plan. Prior to adoption by the SFCTA Board, the lead agency and SFCTA staff will present the draft 5-year prioritized programs of project to the City's Capital Planning Committee for review and input.

The program of projects shall at a minimum address, the following factors:

i. Project readiness, including schedule for completion of environmental and design phases; well-documented preliminary cost estimates, and documented community support as appropriate;

ii. Compatibility with existing and planned land uses, and with adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit-friendly housing, employment and services.

iii. A prioritization mechanism to rank projects within the program, addressing, for each proposed project:

a. Relative level of need or urgency

b. Cost effectiveness

c. A fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods

iv. Funding plan, including sources other than Prop TBD

The lead agency shall conduct appropriate public outreach to ensure an inclusive planning process for the development of the program of projects, as well as general plan referral or referral to any City Department or Commission as required.

The lead agency shall also identify appropriate performance measures to ensure that progress is made in meeting the goals and objectives of the program. These performance measures shall be developed in collaboration with the SFCTA and shall be consistent with the SFCTA's Congestion Management Program.

The lead agency shall be eligible for planning funds from this category for the purpose of completing the development of the program of projects.

Lead agencies will also be encouraged to explore alternative and non-traditional methods for project and service delivery where they offer opportunities for increased cost-effectiveness, desirable allocations of risk, and/or shortened project delivery timelines.

6. AMENDMENT PROCESS

The SFCTA Board may, by a 2/3 vote, recommend adoption of an amended Expenditure Plan any time after fifteen years after the effective date of adoption of the SFTEP.

The SFCTA Board shall appoint an Expenditure Plan Advisory Committee to provide input on an amended Expenditure Plan. The amendment process shall follow the provisions of Division 12.5 of the California Public Utilities Code, except that the Expenditure Plan shall require the approval by the Mayor of the City and County of San Francisco.

Section 4. Pursuant to Article XIII C of the Constitution of the State of California and Section 7285 of the California Revenue and Taxation Code, this ordinance shall be submitted to the qualified electors of the City and County of San Francisco at the November 8, 2016 general municipal election.

Section 5. This ordinance shall be effective at the close of the polls of the November 8, 2016 general election.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
Carole F. Ruwart
Deputy City Attorney

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