



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

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

Non-Voting Member: Bijan Sartipi

Wednesday, April 12, 2017

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.gov/whats-happening/meetings> and will take place at 9:40 a.m. or immediately following the 9:35 a.m. Administration Committee meeting.

1. Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [17-2408](#) Minutes of the March 8, 2017 meeting
- Action: Committee Approval
- Attachments: [2a 03-08-2017 Prog&Allocations Draft Minutes.pdf](#)
- 2b. [17-2409](#) Quarterly Report of the Executive Director's Delegation of Authority actions.
- Action: Information
- Presenter: Cheryl Chi
- Attachments: [2b Quarterly Report ED Delegated Authority.pdf](#)
- 2c. [17-2318](#) MTC Resolution Nos. 3925, Revised, 4035 Revised, and 4202 Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG 1 and 2) programs.
- Action: Commission Approval
- Presenter: Mallory Atkinson
- Attachments: [2c Resos-3925-4035-4202 STPCMAQ-OBAG Revisions.pdf](#)

- 2d. [17-2413](#) MTC Resolution Nos. 4262, Revised and 4263, Revised. Revisions to the AB 664 Bridge Toll programming and allocations to reallocate \$1.2 million of AC Transit funds that lapsed due to project delays.
- Action:** Commission Approval
- Presenter:** Rob Jaques
- Attachments:** [2d Resos-4262-4263 AB664 Reallocation.pdf](#)
- 2e. [17-2412](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-10.
- Action:** Commission Approval
- Presenter:** Adam Crenshaw
- Attachments:** [2e Reso-4275 TIP-Amend-2017-10.pdf](#)
- 2f. [17-2448](#) MTC Resolution No. 4273, Revised. Revision to program of projects for FY 2016-17 Cap and Trade Low Carbon Transit Operating Program.
- Action:** Commission Approval
- Presenter:** Craig Bosman
- Attachments:** [2f Reso-4273 Cap&Trade LCTOP Revisions.pdf](#)

3. Regional

- 3a. [17-2425](#) MTC Resolution No. 3712, Revised and SMART Integration Plan Update
- Allocation of \$13 million in Regional Measure 2 (RM2) Capital funds to Sonoma-Marín Area Rail Transit (SMART) for the right-of-way and construction phases of the SMART Downtown San Rafael to Larkspur Extension; Presentation on key findings and recommendations of the SMART Integration Plan.
- Action:** Commission Approval
- Presenter:** Craig Bosman
- Attachments:** [3a Reso-3712 SMART Integration Plan.pdf](#)

4. Federal

- 4a. [17-2416](#) MTC Resolution No. 4269. FY 2014-15, FY 2015-16, and FY 2016-17 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

A request for the approval of the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program of Projects for the Large Urbanized Areas and Prioritized Project List for the Small Urbanized Areas of the San Francisco Bay Area.

Action: Commission Approval

Presenter: Drennen Shelton

Attachments: [4a Reso-4269 Enhanced Mobility Rv.](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on May 10, 2017 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) 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 Committee members, key staff and others as appropriate. Copies will be available at the meeting.

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2408 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 3/10/2017 **In control:** Programming and Allocations Committee
On agenda: 4/12/2017 **Final action:**
Title: Minutes of the March 8, 2017 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_03-08-2017_Prog&Allocations_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the March 8, 2017 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Vacant, Chair Federal D. Glover, Vice Chair

*Jeannie Bruins, Carol Dutra-Vernaci, Nick Josefowitz,
Alfredo Pedroza, Libby Schaaf, Warren Slocum,
Amy R. Worth, Vacant
Non-Voting Member: Bijan Sartipi*

Wednesday, March 8, 2017

9:40 AM

Board Room - 1st Floor

Call for Agenda Items

1. Roll Call / Confirm Quorum

Present: 8 - Commissioner Bruins, Commissioner Dutra-Vernaci, Vice Chair Glover,
Commissioner Josefowitz, Commissioner Pedroza, Commissioner Schaaf,
Commissioner Slocum, and Commissioner Worth

Non-Voting Member Absent: Commissioner Sartipi

Ex Officio Voting Member Present: Commission Chair Mackenzie and Commission Vice Chair

Haggerty

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

2. Consent Calendar

Approval of the Consent Calendar

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

Aye: 7 - Commissioner Bruins, Commissioner Dutra-Vernaci, Vice Chair Glover,
Commissioner Josefowitz, Commissioner Pedroza, Commissioner Slocum and
Commissioner Worth

Absent: 1 - Commissioner Schaaf

2a. [17-2317](#) Minutes of the February 8, 2017 meeting

Action: Committee Approval

- 2b.** [17-2331](#) MTC Resolution No. 4276. Short-Range Transit Plan (S RTP) Initial Funding Recommendations and Guidelines for FY2016-17 and FY2017-18.
- Action: Commission Approval
- Presenter: Christina Hohorst
-
- 2c.** [17-2322](#) MTC Resolution No. 4273. Program of projects for FY2016-17 Cap and Trade Low Carbon Transit Operating Program.
- Action: Commission Approval
- Presenter: Craig Bosman
-
- 2d.** [17-2330](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-08.
- Action: Commission Approval
- Presenter: Adam Crenshaw

3. Federal

- 3a.** [17-2321](#) MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272. FY2016-17 Transit Capital Priorities Programming, AB 664 Bridge Toll Programming and Allocation, BATA Project Savings Programming Revisions, and OBAG 2 Programming Revisions.
- Programming of nearly \$500 million in FTA Formula Revenues, AB 664 Bridge Tolls, BATA Project Savings, and OBAG 2 funds for FY2016-17 for transit operator state-of-good-repair consistent with the Transit Capital Priorities Process and Criteria, including discussion of a proposed plan for financing against future FTA revenues. This item was re-referred to the Committee after the Commission deferred action at its February meeting.
- Action: Commission Approval
- Presenter: Rob Jaques
- Roland Lebrun was called to speak.
- Ken Bukowski was called to speak.
- Rich Hedges was called to speak.
- Upon the motion by Commissioner Bruins and the second by Commissioner Worth, the Committee unanimously approved the referral of MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272 to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Bruins, Commissioner Dutra-Vernaci, Vice Chair Glover, Commissioner Josefowitz, Commissioner Pedroza, Commissioner Schaaf, Commissioner Slocum and Commissioner Worth

4. Regional

4a. [17-2323](#) MTC Resolution No. 3652, Revised. RM2 allocation to WETA.

Allocation of \$20 million in Regional Measure 2 (RM2) Capital funds to WETA for construction on the Downtown San Francisco Ferry Terminal Expansion project.

Action: Commission Approval

Presenter: Craig Bosman

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Worth, the Committee unanimously approved the referral of MTC Resolution No. 3652, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Bruins, Commissioner Dutra-Vernaci, Vice Chair Glover, Commissioner Josefowitz, Commissioner Pedroza, Commissioner Schaaf, Commissioner Slocum and Commissioner Worth

5. Information

5a. [17-2320](#) CTC Update

Update on the March 15-16, 2017 CTC meeting.

Action: Information

Presenter: Kenneth Kao

6. Public Comment / Other Business

Roland Lebrun was called to speak.

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on April 12, 2017 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2409 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 3/10/2017 **In control:** Programming and Allocations Committee
On agenda: 4/12/2017 **Final action:**
Title: Quarterly Report of the Executive Director's Delegation of Authority actions.
Sponsors:
Indexes:
Code sections:
Attachments: [2b_Quarterly_Report_ED_Delegated_Authority.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Quarterly Report of the Executive Director's Delegation of Authority actions.

Presenter:

Cheryl Chi

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

April 12, 2017

Agenda Item 2b

Subject: Quarterly report of the Executive Director's Delegation of Authority actions.

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

This report provides information on actions taken through the Delegation of Authority in the third quarter FY 2016-17 and covers the period of January 2017 through March 2017. Third quarter allocations and rescission and year-to-date totals are summarized below and detailed in Attachment A:

Delegated Authority FY 2016-17	3rd Quarter	Year-to-Date
<i>Allocations</i>		
Transportation Development Act	2,840,465	24,284,742
State Transit Assistance	3,610,072	25,421,455
Regional Measure 2	100,000	7,938,324
Total Allocations	\$ 6,550,537	\$ 57,644,521
<i>Rescissions</i>		
Transportation Development Act	\$ (198,074)	\$ (871,681)
State Transit Assistance	\$ (12,161)	\$ (806,151)
Bridge Tolls	\$ (250,451)	\$ (250,451)
5% State Unrestricted		\$ (339,000)
Total Rescissions	\$ (460,686)	\$ (2,267,283)

Issues: None

Recommendation: Information

Attachments: FY 2016-17 Delegated Authority Attachment A

FY 2016-17 Delegated Authority

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

Third Quarter

Transportation Development Act - Allocation (001)			Approval		
Claimant	Description	Amount	Code	Date	Apportionment
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
Sunnyvale	Fair Oaks Ave Bicycle Lanes	198,074	092	03/22/17	Santa Clara County
Rio Vista	Hwy 12 Pedestrian Crossing	30,000	093	03/22/17	Solano County
	Subtotal	228,074			
5801 - 99275 Community Transit Service - Operations					
Solano TA	Community Transit	5,000	090	01/25/17	Dixon
Solano TA	Community Transit	40,000	090	01/25/17	Fairfield
Solano TA	Community Transit	5,000	090	01/25/17	Rio Vista
Solano TA	Community Transit	70,000	090	01/25/17	Vacaville
Solano TA	Community Transit	85,000	090	01/25/17	Vallejo
Solano TA	Community Transit	362,707	090	01/25/17	Solano County
	Subtotal	567,707			
5802 - 99260A Transit - Operations					
Union City	Transit Operations	350,000		03/22/17	17-4230-27
Sonoma County	Transit Operations	380,000		03/22/17	17-4230-30
	Subtotal	730,000			
5803 - 99260A Transit - Capital					
Santa Rosa	Transit Capital	70,000	081	01/25/17	Santa Rosa
5807 - 99400C Transit - Operations					
Sonoma County	Transit Operations	675,500		03/22/17	17-4230-15
	Subtotal	675,500			
5812 - 99400D Planning and Administration - Operations					
Solano TA	Planning and Administration	21,651	091	01/25/17	Dixon
Solano TA	Planning and Administration	125,337	091	01/25/17	Fairfield
Solano TA	Planning and Administration	9,038	091	01/25/17	Rio Vista
Solano TA	Planning and Administration	20,284	091	01/25/17	Suisun City
Solano TA	Planning and Administration	106,648	091	01/25/17	Vacaville
Solano TA	Planning and Administration	164,364	091	01/25/17	Vallejo
Solano TA	Planning and Administration	121,862	091	01/25/17	Solano County
	Subtotal	569,184			
	Total	2,840,465			

State Transit Assistance - Allocation (002)			Approval		
Claimant	Description	Amount	Code	Date	Apportionment
5820 - 6730A Operations - Revenue-based					
GGBHTD	Transit Operations	432,012	071	01/25/17	GGBHTD

GGBHTD	Transit Operations	1,000,000
	Subtotal	1,432,012

5828 - 6731B Planning and Admin - Population-based Regional Paratransit

Solano TA	Planning and Administration	525,000	076	03/22/17	Solano County
	Subtotal	525,000			

5828 - 6731B Planning and Admin - Northern County/Small Operator

Solano TA	Planning and Administration	962,942	077	03/22/17	Solano County
Subtotal		962,942			

5820 - 6730A Operations - Population-based Lifeline

SFMTA	Cycle 2: Shopper Shuttle	544,578	072	01/25/17	San Francisco County
MTC	Cycle 3: Community Based Transportation Plans	68,000	073	01/25/17	JARC Restoration
MTC	Cycle 3: Community Based Transportation Plans	21,013	073	02/22/17	JARC Restoration
Santa Rosa	Cycle 3: Roseland Lifeline Operations	17,540	078	03/22/17	Sonoma County
Subtotal		651,131			

5820 - 6730A Operations - Population-based MTC Coordination

MTC	Community Based Transportation Plans	38,987	074	02/22/17	MTC
Subtotal		38,987			

Total 3,610,072

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

Marketing Allocations

SMART	Market New Service	100,000	020	03/22/17	
Total		100,000			

Allocations Grand Total 6,550,537

Rescission - Transportation Development Act			Approval		Allocation
Claimant	Description	Amount	Date	Instruction	

Sunnyvale	Fair Oaks Ave Bicycle Lanes	(198,074)	03/22/17	15-001-054	
Total		(198,074)			

Rescission - State Transit Assistance			Approval		Allocation
Claimant	Description	Amount	Date	Instruction	

Santa Rosa	Paratransit Operations	(12,161)	02/22/17	17-002-002	
Total		(12,161)			

Rescission - 2% Bridge Toll Revenues			Approval		Allocation
Claimant	Description	Amount	Date	Instruction	

WETA	Clipper Site Preparation	(250,451.30)	01/25/17	14410906	
Total		(250,451.30)			

Recissions Grand Total (460,686.30)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2318 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 2/3/2017 **In control:** Programming and Allocations Committee

On agenda: 4/12/2017 **Final action:**

Title: MTC Resolution Nos. 3925, Revised, 4035 Revised, and 4202 Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG 1 and 2) programs.

Sponsors:

Indexes:

Code sections:

Attachments: [2c_Resos-3925-4035-4202_STPCMAQ-OBAG_Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 3925, Revised, 4035 Revised, and 4202 Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG 1 and 2) programs.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 12, 2017

Agenda Item 2c

MTC Resolution Nos. 3925, Revised, 4035 Revised, and 4202 Revised

Subject: Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG 1 and 2) programs.

Background: The Cycle 1, OBAG 1, and OBAG 2 programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY 2009-10 through FY 2021-22.

This month, staff recommends the following changes for regional and county programs, as outlined in the Attachment B of each resolution:

1. Transit Performance Initiative (TPI) Incentive Program:

Two changes are proposed for the OBAG 1 TPI Incentive program.

- Santa Rosa: Redirect \$0.5 million from the Santa Rosa CityBus Clean Diesel Bus Purchase project to the Reimagining CityBus Implementation project. The bus purchase is expected to move forward with an alternate fund source.
- Vacaville/Fairfield: Redirect approximately \$171,000 from Vacaville City Coach Public Transit Marketing/Public Outreach project and approximately \$162,000 in unprogrammed balances to the Solano Transportation Authority (STA) for SolanoExpress bus stop improvements at the Solano Community College main campus in Fairfield and its satellite campus in Vacaville. Due to fund source eligibility restrictions, the TPI funds will be programmed to the City of Fairfield for a SolanoExpress replacement bus, and STA will use State Transit Assistance funds for the bus stop project.

2. Transit Performance Initiative (TPI) Investment Program:

At the request and agreement of the subject transit operators, redirect \$1.1 million in OBAG 1 funds from AC Transit's San Pablo and Telegraph Ave Rapid Bus Upgrades to SFMTA's Geary BRT Phase 1: Near-Term Improvements project. This programming action is contingent upon the Commission approval of redirecting \$1.1 million in Low Carbon Transit Operating Program (LCTOP) funds from SFMTA to AC Transit, covered under Agenda Item 2f on today's agenda.

3. Regional Operations Programs:

Redirect \$145,000 in Cycle 1 funds from MTC's I-880 Integrated Corridor Management to MTC/SAFE's Freeway Service

Patrol/Incident Management program to reflect actual obligations on the two projects.

4. Sonoma County – Safe Routes to School Program (SRTS):

Program \$2.3 million to Sonoma County Transportation Authority (SCTA) to maintain the countywide SRTS program throughout the OBAG 2 funding period. This action programs OBAG 1 Regional SRTS Program supplemental funds available to Sonoma County, redirects \$150,000 from Cloverdale's Safe Routes to Schools Phase 2 project within the OBAG 1 County Program, and programs OBAG 2 County Program funding dedicated to SRTS.

5. County Program:

Redirect \$1,000 from the Contra Costa Transportation Authority (CCTA) and San Francisco County Transportation Authority (SFCTA) OBAG 2 Planning Activities Base funding to their discretionary programs, with no change to the total distribution for each county. This change is required to correct an inconsistency in Resolution No. 4202 Attachment B-2 and Appendix A-3, and to reflect actual obligations for the Planning Activities program.

Issues: The programming action for the TPI Investment program (item 2 above) is contingent upon the Commission approval of redirecting \$1.1 million in Low Carbon Transit Operating Program (LCTOP) funds from SFMTA to AC Transit, covered under Agenda Item 2f on today's agenda.

Recommendation: Refer MTC Resolution Nos. 3925, Revised, 4035, Revised and 4202, Revised to the Commission for approval.

Attachments: MTC Resolution 3925, Revised, Attachment B
MTC Resolution 4035, Revised, Attachments B-1 and B-2
MTC Resolution 4202, Revised, Attachment B-2

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 12/21/16-C
 04/26/17-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.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

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.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 4

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.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 5

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.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 6

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.

On December 21, 2016, Attachment B was revised to redirect \$3,583,000 to the I-880 Integrated Corridor Management project within the Incident Management program and redirect \$20,000 from MTC's Public Education Outreach, \$240,000 from MTC's Smart Driving Pilot Program, and \$13,000 in unprogrammed balances to MTC's Spare the Air Youth Program within the Climate Change Initiatives Program.

On April 26, 2017, Attachment B was revised to redirect \$145,000 within the Regional Operations program to reflect actual obligations.

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, July 13, 2016, December 14, 2016 and April 12, 2017.

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
April 26, 2017

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
 12/21/16-C 04/26/17-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	\$14,962,000	\$0	\$14,962,000
I-880 Integrated Corridor Management	MTC	\$3,438,000	\$0	\$3,438,000
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

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
April 26, 2017

MTC Resolution No. 3925, Attachment B
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 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
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 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-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
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	\$2,843,000	\$0	\$2,843,000
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	\$260,000	\$0	\$260,000
Spare the Air Youth Program 1	MTC	\$3,065,000	\$0	\$3,065,000
Spare the Air Youth Program 2	MTC	\$208,000	\$0	\$208,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$11,401,000	\$0	\$11,401,000
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				
<i>Specific projects TBD by CMAs</i>				
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
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		\$47,623,000	\$376,000	\$47,999,000
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

April 26, 2017

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
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05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
12/21/16-C 04/26/17-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
SUBTOTAL		\$3,200,000	\$0	\$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	TOTAL:	\$82,224,000	\$376,000	\$82,600,000
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMAs</i>				
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 Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian 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 Enhancements (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.

Metropolitan Transportation Commission

T4 New Act First Cycle STP/CMAQ Project Selection Criteria and Programming Policy

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
April 26, 2017

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
 12/21/16-C 04/26/17-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

* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAs in 2010 RTIP

6. TRANSPORTATION FOR LIVABLE COMMUNITIES (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
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Transit Oriented Development (TOD)

SF Park Parking Pricing (<i>Transit Oriented Affordable Housing Exchange</i>)	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

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
April 26, 2017

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
 12/21/16-C 04/26/17-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
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMAs</i>				
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 COMMUNITIES (TLC)	TOTAL:	\$87,273,000	\$0	\$87,273,000
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered 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) Commitment *				
<i>Specific projects TBD by Counties</i>				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kiker 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

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
April 26, 2017

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 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
 12/21/16-C 04/26/17-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
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) Rehabilitation **				
<i>Specific projects TBD by CMAs</i>				
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 Collectors 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

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
April 26, 2017

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
 12/21/16-C 04/26/17-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
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
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 commitments 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 CMAAs as part of the Block Grant Program.				
8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GBBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GBBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterent	GBBH&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	GBBH&TD	\$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

Attachment B

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 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
 12/21/16-C 04/26/17-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
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
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 12/21/16-C 01/25/17-C
04/26/17-C

ABSTRACT

Resolution No. 4035, Revised

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

The resolution includes the following attachments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$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 Ulati Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

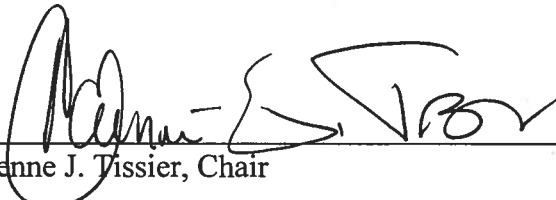
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 April 2017

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 12/21/16-C
01/25/17-C 04/26/17-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:		\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO) TOTAL:		\$104,739,000	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Bay Bridge Forward - Commuter Parking Initiative - Related Activities	MTC	\$3,620,000	\$0	\$3,620,000
CC-I-80 San Pablo Dam Rd I/C (for BBF Commuter Parking Initiative)	CCTA	\$1,100,000	\$0	\$1,100,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$29,950,000	\$0	\$29,950,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW)	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:		\$65,308,000	\$34,000,000	\$99,308,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:		\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
SF Park Parking Pricing (Affordable Housing Jumpstart Program Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 April 2017

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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06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
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01/25/17-C 04/26/17-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
Local PDA Planning - Palo Alto	Palo Alto	\$265,000	\$0	\$265,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,382,103	\$0	\$3,382,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000

Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL:	\$40,000,000	\$0
				\$40,000,000

6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 April 2017

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
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01/25/17-C 04/26/17-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek Parking Guidance System Pilot	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
6. CLIMATE INITIATIVES PROGRAM (CIP)		TOTAL: \$8,812,000	\$6,000,000	\$14,812,000
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAAs</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	NVTA	\$105,000	\$0	\$105,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$1,346,000	\$0	\$1,346,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Sonoma County SRTS Program - Supplemental	SCTA	\$345,000	\$0	\$345,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,157,000	\$0	\$2,157,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)		TOTAL: \$25,000,000	\$0	\$25,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 April 2017

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Revised: 10/24/12-C

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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
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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRCA/ACE	\$502,214	\$0	\$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	\$20,587	\$0	\$20,587
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$140,000	\$0	\$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Preventive Maintenance (for Comprehensive Operational Analysis)	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,091,162	\$0	\$4,091,162
TPI - Caltrain - Map-Based Real-Time Train Display	Caltrain	\$44,000	\$0	\$44,000
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719		\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Vacaville - City Coach Public Transit Marketing/Public Outreach	Vacaville	\$171,388		\$171,388
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	Santa Rosa	\$525,787		\$525,787
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
Specific TPI Incentive Program projects - TBD	TBD	\$162,331		\$162,331
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	TOTAL:	\$98,000,000	\$0	\$98,000,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,000,000	\$0	\$4,000,000
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176

Attachment B-1

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 April 2017

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 12/21/16-C
01/25/17-C 04/26/17-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,946,000	\$40,000,000	\$490,946,000
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
TPI-3 - AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
TPI-3 - BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
TPI-3 - SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$9,609,241	\$0	\$9,609,241
TPI-3 - SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
TPI-3 - VTA Santa Clara Pocket Track Light Rail Interlocking	VTA	\$500,000	\$0	\$500,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$2,322,073	\$0	\$2,322,073
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000
10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$450,946,000	\$40,000,000	\$490,946,000

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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 12/21/16-C 04/26/17-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 April 2017

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		\$309,214,000	\$18,036,000	\$327,250,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>				
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	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	\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
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:		\$60,273,000	\$3,726,000	\$63,999,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	TBD	\$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 Cerrito 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
CONTRA COSTA COUNTY TOTAL:		\$43,638,000	\$2,384,000	\$46,022,000

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 12/21/16-C 04/26/17-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 April 2017

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		\$309,214,000	\$18,036,000	\$327,250,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>	TBD			
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				
<i>Specific projects TBD by Napa - NCTPA</i>	TBD			
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
<i>Specific projects TBD by San Francisco CMA</i>				
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	SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle 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				
<i>Specific projects TBD by San Mateo CMA</i>				
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
Carolyn 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 Preservation	Millbrae	\$445,000	\$0	\$445,000
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

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

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 12/21/16-C 04/26/17-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 April 2017

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		\$309,214,000	\$18,036,000	\$327,250,000
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 Bicycle 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 Initiative)	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 Pedestrian 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				
<i>Specific projects TBD by Santa Clara CMA</i>				
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 Pedestrian 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
Eagleberry 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 Pedestrian 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
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

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

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 12/21/16-C 04/26/17-C

OBAG 1 County Program FY 2012-13 through FY 2016-17 April 2017

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		\$309,214,000	\$18,036,000	\$327,250,000
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:	\$84,921,000	\$4,350,000	\$89,271,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>				
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
Ulati 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				
<i>Specific projects TBD by Sonoma - SCTA</i>				
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
Sonoma County - Safe Routes to School Program	SCTA	\$150,000	\$0	\$150,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$100,000	\$0	\$100,000
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 Bicycle 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
SONOMA COUNTY	TOTAL:	\$22,363,000	\$1,396,000	\$23,759,000

Attachment B-2

OBAG 1 County Program FY 2012-13 through FY 2016-17 April 2017

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 12/21/16-C 04/26/17-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		\$309,214,000	\$18,036,000	\$327,250,000
Cycle 2 Total	TOTAL:	\$309,214,000	\$18,036,000	\$327,250,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing\[tmp-4035_Attach_B-2_4-26-17.xlsx]Attach B-2 4-26-17

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

\$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

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

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

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, and April 12, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
April 2017

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
ALAMEDA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	\$1,779,000
Alameda County Safe Routes To School (SRTS) Program	Alameda	ACTC	\$5,340,000
Alameda County Safe Routes To School - Supplemental	Alameda	ACTC	\$650,000
TBD	Alameda	TBD	\$63,397,000
ALAMEDA COUNTY			TOTAL: \$76,655,000
CONTRA COSTA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Contra Costa	CCTA	\$4,342,000
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	\$46,363,000
CONTRA COSTA COUNTY			TOTAL: \$56,136,000
MARIN COUNTY			
<i>Specific projects TBD</i>			
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			
<i>Specific projects TBD</i>			
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			
<i>Specific projects TBD</i>			
Planning Activities Base	San Francisco	SFCTA	\$3,997,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	\$1,797,000
TBD	San Francisco	TBD	\$42,389,000
SAN FRANCISCO COUNTY			TOTAL: \$48,183,000
SAN MATEO COUNTY			
<i>Specific projects TBD</i>			
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			
<i>Specific projects TBD</i>			
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			
<i>Specific projects TBD</i>			
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			
<i>Specific projects TBD</i>			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	\$3,264,000
Sonoma County Safe Routes To School (SRTS)	Sonoma	SCTA/Various	\$1,655,000
TBD	Sonoma	TBD	\$18,982,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
April 2017

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
SONOMA COUNTY		TOTAL:	\$27,723,000
OBAG 2 COUNTY PROGRAMS		TOTAL:	\$385,512,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2413 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 3/10/2017 **In control:** Programming and Allocations Committee

On agenda: 4/12/2017 **Final action:**

Title: MTC Resolution Nos. 4262, Revised and 4263, Revised. Revisions to the AB 664 Bridge Toll programming and allocations to reallocate \$1.2 million of AC Transit funds that lapsed due to project delays.

Sponsors:

Indexes:

Code sections:

Attachments: [2d_Resos-4262-4263_AB664_Realloction.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4262, Revised and 4263, Revised. Revisions to the AB 664 Bridge Toll programming and allocations to reallocate \$1.2 million of AC Transit funds that lapsed due to project delays.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 12, 2017

Agenda Item 2d

MTC Resolution Nos. 4262, Revised and 4263, Revised

Subject: Revisions to the AB 664 Bridge Toll programming and allocations to reallocate \$1.2 million of AC Transit funds that lapsed due to project delays.

Background: AB 664 Bridge Toll revenues are programmed and allocated to operators according to the policy approved by the Commission in MTC Resolution No. 4015. This action proposes to reprogram and reallocate \$1.2 million in AB 664 Bridge Toll funds to AC Transit in the FY2016-17 AB 664 Program. These funds were originally programmed in the FY2012-13 Program, but lapsed in June 2016 due to unforeseen project delays.

AB 664 Bridge Toll funds are available to AC Transit as part of the region's Transit Capital Priorities program, and are used to provide the local match to the federal funds in that program. The funds will be used to purchase revenue service vehicles and vehicle equipment.

Issues: None

Recommendation: Commission Approval

Attachments: MTC Resolution Nos. 4262, Revised and 4263, Revised

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 04/26/17-C

ABSTRACT

Resolution No. 4262, Revised

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2016-17 through FY2019-20. The initial program consists of funds programmed to SFMTA and AC Transit towards their fleet replacement projects in FY2016-17 consistent with the Transit Capital Priorities Program, and reprogramming of FY2012-13 AB 664 funds for BART, SFMTA, and WETA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of FY2016-17 programming and attachments for FY2017-18 through FY2019-20 AB 664 program in conjunction with final revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities program.

The following attachments are provided with this resolution:

- Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FY2016-17
- Attachment B – Program of AB 664 Net Bridge Toll Revenue Projects FY2017-18
- Attachment C – Program of AB 664 Net Bridge Toll Revenue Projects FY2018-19
- Attachment D – Program of AB 664 Net Bridge Toll Revenue Projects FY2019-20

Attachment A of this resolution was revised on April 26, 2017 to reprogram FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017 and April 12, 2017.

Date: March 22, 2017
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4262

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 Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and


WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's Bridge Toll Revenue Allocation Policy; and

WHEREAS, MTC has adopted a transit capital priorities program which set forth the priorities for funding transit capital projects in the Transportation Improvement Program (TIP); and

WHEREAS, "claimants" certify that their respective projects programmed in the TIP are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State EIR Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the FY2016-17 through FY2019-20 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California on March 22, 2017.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2016-17 Program			
		East Bay	West Bay
	Revenue Projections	\$1,584,460	\$22,000,000
	Previous Year Carry-Over (if any)		
	Expirations and Rescissions	6,774,769	1,792,280
	Total Funds Available	\$8,359,229	\$23,792,280
Sponsor	Eligible Capital Projects	Fund Source	
<u>Current Year Programming</u>			
<u>AC Transit Non-Core Capacity Projects</u>			
AC Transit	CAD/AVL	\$ 5307	
AC Transit	Radio communication system	\$ 5307	
AC Transit	Paratransit Van Leasing	\$ 5307	
AC Transit	(51) Diesel Particulate Filters for 30' Buses	\$ 5307	
AC Transit	Replace (27) 2003 60' articulated buses	\$ 5307	
	Subtotal - Non-Core Capacity Projects (5)	\$1,177,611	\$0
<u>AC Transit Core Capacity Projects</u>			
AC Transit	Purchase 19 60-ft Articulated Urban Buses	FY17 5307	
	Subtotal - Core Capacity projects	\$1,584,460	\$0
	Total Amount Programmed to AC Transit (5)	\$2,762,071	\$0
<u>BART</u>			
BART	ADA Paratransit Capital Accessibility Improvements	\$ 5307	
BART	Strategic Maintenance Program	\$ 5307/\$ 5309 FG	
BART	General Mainline Renovation	\$ 5307/\$ 5309 FG	
BART	Train Control Renovation	\$ 5309/37 FG	
BART	Traction Power	\$ 5307/\$ 5309/37 FG	
BART	Rail, Way and Structures Program	\$ 5307/\$ 5309/37 FG	
BART	Fare Collection Equipment	\$ 5307/\$ 5309/37 FG	
BART	Station Renovations	\$ 5307/\$ 5309 FG	
BART	L-intrusion Barrier	\$ 5307/\$ 5309 FG	
BART	Lake Merritt Subway	\$ 5307/\$ 5309 FG	
BART	Platform Edge Tile Replacement	\$ 5307/\$ 5309 FG	
	Total Amount Programmed to BART(1)	\$3,717,116	\$0
<u>SFMTA Non-Core Capacity Projects</u>			
SFMTA	45 40' NABI Replacement	\$ 5307/\$ 5339 FG	
SFMTA	35 22' Paratransit vans	\$ 5307	
SFMTA	58 40' Neoplan Bus Replacement	\$ 5307	
SFMTA	26 60' Neoplan Bus Replacement	\$ 5307	
SFMTA	60 60' New Flyer Trolley Bus Replacement	\$ 5307	
SFMTA	ITS Radio System Replacement	\$ 5307/\$ 5337	
SFMTA	Muni Rail Replacement	\$ 5337	
SFMTA	Cable Car Renovation Program	\$ 5337	
SFMTA	Accessible Light Rail Stops	\$ 5309	
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subway	\$ 5307	
SFMTA	Automatic Fare Collection Equip	\$ 5307/\$ 5309	
SFMTA	Central Control & Communication (C3)	\$ 5307/\$ 5309	
SFMTA	Enterprise Asset Management System	\$ 5309	
SFMTA	Escalator Rehabilitation	\$ 5307/\$ 5309	
SFMTA	Historic Vehicle Renovation	\$ 5307/\$ 5309	
SFMTA	Misc. Security Expenditures	\$ 5307	
SFMTA	Overhead Lines Rehab	\$ 5309	
SFMTA	Replace 6 Paratransit Minivans	AB664	
SFMTA	Farebox Replacement	AB664	
SFMTA	Cable Car Infrastructure	AB664	
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	\$ 5307/\$ 5309	
SFMTA	Wayside Fare Collection	AB664	
SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	AB664	
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab	AB664	
SFMTA	Signal Rehab on 2nd Street	\$ 5307	
	Subtotal - Non-Core Capacity Projects (2)	\$0	18,310,178
<u>SFMTA Core Capacity Projects</u>			
SFMTA	Replacement of 60' Trolley Coaches	AB664	
	Subtotal - Core Capacity projects (3)	\$0	\$5,482,102
	Total Amount Programmed to SFMTA (2)	\$0	\$23,792,280
<u>WETA</u>			
WETA	Replacement Vessel	\$ 5307	
WETA	Ferry Major Component Rehabilitation	\$ 5307	
WETA	Ferry Propulsion System Replacement	\$ 5307	
WETA	Ferry Fixed Guideway Connectors	\$ 5307	
	Total Programmed to WETA (4)	\$1,880,042	
	Fund Balance	\$0	\$0

Notes:

- 1 Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
- 2 Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
- 3 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of \$69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including \$18,213,416 in FY17.
- 4 Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042
- 5 Includes AC Transit reallocation of lapsed FY2012-13 funds \$1,177,611

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C

ABSTRACT

Resolution No. 4263, Revised

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2016-17 through FY2019-20. The initial allocation will be for FY2016-17 for AC Transit and SFMTA projects consistent with the Transit Capital Priorities Program, and reallocation of FY2012-13 AB 664 funds for BART, SFMTA, and WETA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of the FY2016-17 AB 664 allocations in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2019-20.

The following attachments are provided with this resolution:

Attachment A – Allocation of AB 664 Net Bridge Toll Revenue FY2016-17

Attachment B – Allocation of AB 664 Net Bridge Toll Revenue FY2017-18

Attachment C – Allocation of AB 664 Net Bridge Toll Revenue FY2018-19

Attachment D – Allocation of AB 664 Net Bridge Toll Revenue FY2019-20

Attachment A of this resolution was revised on April 26, 2017 to reallocate FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017 and April 12, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, MTC Resolution No. 4015 sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2016-17 through FY2019-20 for the projects and purposes set forth in Attachments A-D to this resolution, attached hereto and in MTC Resolution No. 4262, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4262 programs Net Bridge Toll Revenues for FY2016-17 through FY2019-20; and


WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A-D are in compliance with the requirements of the California Environmental

Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A-D are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2016-17 through FY2019-20 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution and consistent with MTC Resolution 4262.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on March 22, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C

Attachment A
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE

FY 2016-17 Program

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
17-4263-01/5850	AC Transit	Capital projects programmed in MTC Resolution No. 4262	\$1,584,460		3/22/2017
17-4263-02/5850	BART ¹	Capital projects programmed in MTC Resolution No. 4262	\$3,717,116		3/22/2017
17-4263-03/5850	SFMTA ²	Capital projects programmed in MTC Resolution No. 4262		\$5,578,864	3/22/2017
17-4263-04/5850	WETA ³	Capital projects programmed in MTC Resolution No. 4262	\$1,880,042		3/22/2017
17-4263-05/5850	AC Transit ⁴	Capital projects programmed in MTC Resolution No. 4262	\$1,177,611		4/26/2017
			Grand Total		
Total Allocations			\$8,359,229	\$5,578,864	\$13,938,093

Notes:

1. Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
2. Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
3. Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042
4. Includes AC Transit reallocation of lapsed FY2012-13 funds \$1,177,611



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2412 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 3/10/2017 **In control:** Programming and Allocations Committee
On agenda: 4/12/2017 **Final action:**
Title: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-10.

Sponsors:

Indexes:

Code sections:

Attachments: [2e Reso-4275 TIP-Amend-2017-10.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-10.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 12, 2017

Agenda Item 2e

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-10.

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

Amendment 2017-10 makes revisions to 14 projects with a net increase in funding of approximately \$101 million. Among other changes, the revision:

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

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 and the 2017 TIP remains financially constrained. The TIP Revision Summary for this amendment is attached and is also available in the MTC offices at 375 Beale Street, San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

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

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

Issues: None.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-10
MTC Resolution No. 4275, Revised

**TIP Revision Summary
2017-10**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
SCL110107	San Jose	San Jose: Road Rehab and Ped. Facilities	Amend a previously archived project back into the TIP and reprogram \$400K in Local funds from FY13 CON to FY17 PE and \$3.7M in CON State-STP and \$485K in CON Local funds from FY13 to FY17 and remove \$579K in FY13 Local funds and clarify the project scope	-\$579,000	-3.9%
SON130017	Santa Rosa	Santa Rosa Cmplt Sts Road Diet on Transit Corridor	Update the funding plan to remove \$100K in FY17 ROW funds	-\$100,000	-3.5%
System: Public Lands/Trails					
ALA150008	Alameda County Transportation Commission (ACTC)	East Bay Greenway	Update Project Description and Expanded Project Description to include road diets and intersection modifications and update the regional air quality conformity description	\$0	0.0%
CC-170014	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossings	Amend a new exempt project into the TIP with \$2M in Local funds and \$23M in RTP-LRP funds	\$25,150,000	~%
System: State Highway					
VAR170005	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$45.6M in SHOPP funds	\$45,560,000	42.0%
VAR170007	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$10.2M in SHOPP funds	\$10,245,000	2.3%
System: Transit					
ALA170041	Alameda Contra Costa Transit District (AC Transit)	AC Transit: 5 Battery Electric Bus purchase	Amend a new exempt project into the TIP with \$1.5M in FTA Low or No Emission Vehicle Program funds, \$4.1M in operating funds, and \$690K in CARB funds to CON FY 17	\$6,377,448	~%
NAP030004	Napa Valley Transportation Authority	NVTA: ADA Operating Assistance	Update the funding plan to add \$63K in 5307 and \$16K in TDA funds to CON FY 17	\$79,139	16.7%
NAP970010	Napa Valley Transportation Authority	Napa Vine Operating Assistance	Update the funding plan to add \$1.5M in 5307 and \$1.5M in Local funds in FY17 CON	\$3,031,272	7.5%
REG170008	Bay Area Rapid Transit District (BART)	BART Integrated Carpool to Transit Access Program	Amend a new exempt project into the TIP with \$358K in FTA Mobility on Demand Sandbox funds and \$163K Local funds.	\$521,000	~%
REG170009	Bay Area Rapid Transit District (BART)	BART Train Seat Modification	Amend a new exempt project into the TIP with \$1.5M in STP and \$195K in Local funds	\$1,698,000	~%
SCL170012	Santa Clara Valley Transportation Authority (VTA)	Santa Clara Pocket Track Light Rail Interlocking	Amend a new exempt project into the TIP with \$500K in CMAQ and \$1M in Sales Tax funds	\$1,500,000	~%
SM-170008	San Mateo County Transit District (SAMTRANS)	El Camino Real Traffic Signal Priority Project	Amend a new exempt project into the TIP with \$3.4M in CMAQ and \$448K in Sales Tax funds	\$3,907,151	~%
VAR170017	Caltrans	GL: Railroad-Highway Crossing	Amend a new grouped listing into the TIP with \$3.8M in Section 130 Railroad-Highway Crossing funds	\$3,823,625	~%

TIP Revision Summary
2017-10

Attachment 1

Total Funding Change: \$101,213,635

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$34,369,125	\$556,958,000	\$0	\$62,035,049	\$653,362,174	\$558,012,000
Proposed:	\$47,043,547	\$613,453,000	\$0	\$94,079,262	\$754,575,809	\$641,259,635
Delta:	\$12,674,422	\$56,495,000	\$0	\$32,044,213	\$101,213,635	\$83,247,635

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-C
04/26/17-C

ABSTRACT

Resolution No. 4275, Revised

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

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

2017 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-01	Admin. Modification	61	-\$3,823,767	12/21/2016	12/21/2016
17-02	Admin. Modification	6	\$544,852	1/31/2017	1/31/2017
17-03	Amendment	69	\$819,826,956	12/21/2016	2/8/2017
17-04	Admin. Modification	15	-\$111,504	3/6/2017	3/6/2017
17-05	Admin. Modification	Pending	Pending	Pending	Pending
17-06	Amendment	11	\$68,189,237	2/22/2017	3/14/2017
17-07	Admin. Modification	Pending	Pending	Pending	Pending
17-08	Amendment	73	\$840,375,166	3/22/2017	Pending
17-09	Admin. Modification	Pending	Pending	Pending	Pending
17-10	Amendment	14	\$101,213,635	4/26/2017	Pending
Net Funding Change		249	\$1,826,214,575		
Absolute Funding Change			\$1,834,085,117		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

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

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

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

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

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

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

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4274 that the 2017 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2017 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2017 TIP in cooperation with the county Congestion Management Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

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

RESOLVED, that the projects and programs included in the 2017 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2017 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.330(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

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

RESOLVED, that the public hearing and public participation process conducted for the 2017 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

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

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

RESOLVED, that MTC finds that the 2017 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and national carbon monoxide standard, and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4274); and, be it further

RESOLVED, that the projects and programs included in the 2017 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2017 TIP are consistent with Plan Bay Area (the 2040 Regional Transportation

Plan including the Sustainable Communities Strategy for the San Francisco Bay Area); and, be it further

RESOLVED, that revisions to the 2017 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4275, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

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

Attachment A
Resolution No. 4275
Page 1 of 1

2017 Transportation Improvement Program

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

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

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-C
04/26/17-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 5

Revisions to the 2017 TIP

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of approximately \$60 million in FTA Small Starts funds, \$7.3M in SHOPP funds, \$17,489 in repurposed earmark funds, and \$1.9 million in Transportation Fund for Clean Air funds. MTC's 2017 TIP, as revised with Revision No. 2017-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-02 is an administrative modification that revises six projects with a net funding increase of \$544,852. The revision was approved into the Federal-Statewide TIP by the deputy executive director on January 31, 2017. Among other changes, this revision:

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$399,340 in HSIP funds. MTC's 2017 TIP, as revised with Revision No. 2017-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-03 is an amendment that revises 69 projects with a net funding increase of approximately \$820 million. The revision was referred by the Programming and Allocations Committee on December 14, 2016, and approved by the MTC Commission on December 21, 2016. Caltrans approval was received on January 19, 2017, and final federal approval was received on February 8, 2017. Among other changes, this revision:

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

discretionary funds through the FTA Section 5339 Discretionary Program and Transit Oriented Development Planning Pilot Program;

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

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

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

- Updates the funding plans of five Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect programming decisions and past and planned obligations;
- Updates the funding plans of three other federally funded projects to reflect planned obligations;
- Updates the funding plan of the Sonoma County Transportation Authority's portion of the US 101 Marin/Sonoma Narrows project to reflect the programming of \$15 million in repurposed federal earmark funds;
- Splits out the I-880 Integrated Corridor Management project from the region-wide Incident Management Program; and
- Updates the funding plan and back-up listing of the Caltrans managed Highway Maintenance Program grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2 million in High Priority Project Earmark funds, \$15 million in repurposed earmark funds, \$665,042 in Federal Highway Administration Ferry Boat Program funds, and \$3 million in Trade Corridors Improvement Fund funds. MTC's 2017 TIP, as revised with Revision No. 2017-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-05 is a pending administrative modification.

Revision 17-06 is an amendment that revises 11 projects with a net funding increase of approximately \$68 million. The revision was approved by the MTC Commission on February 22, 2017. Caltrans approval was received on February 24, 2017, and final federal approval was received on March 14, 2017. Among other changes, this revision:

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

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

Revision 17-07 is a pending administrative modification.

Revision 17-08 is an amendment that revises 73 projects with a net funding increase of approximately \$840 million. The revision was referred by the Programming and Allocations Committee on March 8, 2017, and approved by the MTC Commission on March 22, 2017. Caltrans approval is expected in mid-April, 2017, and final federal approval is expected in mid-May, 2017. Among other changes, this revision:

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

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

Revision 17-09 is a pending administrative modification.

Revision 17-10 is an amendment that revises 14 projects with a net funding increase of approximately \$101 million. The revision was referred by the Programming and Allocations Committee on April 12, 2017, and approved by the MTC Commission on April 26, 2017. Caltrans approval is expected in mid-May, 2017, and final federal approval is expected in mid-June, 2017. Among other changes, this revision:

- Amends three new exempt Transit Performance Initiative Program funded projects into the TIP;
- Updates the funding plans of two projects to reflect the programming of funds from fiscal year 2016-17 of the Transit Capital Priorities program;
- Updates the funding plans and back-up listings of two grouped listings and adds one new grouped listing to reflect the latest information from Caltrans including the addition of \$55.8 million in State Highway Operation and Protection Program funds and \$3.8 million in Section 130 Railroad/Highway Crossing funds;

- Amends AC Transit's Five Battery-Electric Bus Purchase project into the TIP to reflect the recent award of \$1.5 million in Federal Transit Administration (FTA) Low or No Emission Vehicle Deployment Program funds;
- Amends Bay Area Rapid Transit's Integrated Carpool to Transit Access Program into the TIP to reflect the award of \$358,000 in FTA Mobility on Demand Sandbox Program funds; and
- Amends one new exempt and one previously archived project into the TIP.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2448 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 3/28/2017 **In control:** Programming and Allocations Committee
On agenda: 4/12/2017 **Final action:**
Title: MTC Resolution No. 4273, Revised. Revision to program of projects for FY 2016-17 Cap and Trade Low Carbon Transit Operating Program.

Sponsors:

Indexes:

Code sections:

Attachments: [2f Reso-4273 Cap&Trade LCTOP Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4273, Revised. Revision to program of projects for FY 2016-17 Cap and Trade Low Carbon Transit Operating Program.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 12, 2017

Agenda Item 2f

MTC Resolution No. 4273, Revised

Subject: Revision to program of projects for FY 2016-17 Cap and Trade Low Carbon Transit Operating Program

Background: In January 2017, the Commission approved round three of the TPI Investment program, awarding \$16 million to five projects through a combination of federal STP/CMAQ funding and state Cap and Trade Low Carbon Transit Operations Program (LCTOP) funding. SFMTA's Geary Bus Rapid Transit Phase 1 project was selected for the LCTOP funds. In March 2017, the amount of LCTOP funds for TPI Round 3 was formalized as the Commission approved the 2016-17 LCTOP program of projects in MTC Resolution No. 4273.

However, due to LCTOP program restrictions, staff has determined that the SFMTA project is not yet eligible for this funding due to the program's requirement that funds are allocated to projects with full environmental clearance. While the SFCTA Board certified the Geary Bus Rapid Transit project's CEQA documentation in January 2017, the SFMTA Board also plans to do so at a later date. In order to ensure that the region receives these funds, staff recommends that the AC Transit San Pablo and Telegraph Rapid Bus Upgrades Project is instead awarded the approximately \$1.1 million in LCTOP funds, and that the same amount in STP/CMAQ funds is transferred from the AC Transit project to the SFMTA project.

The recommended revisions to the LCTOP program of projects are included in MTC Resolution No. 4273, Revised, attached. The recommended revision to the STP/CMAQ funds is included in MTC Resolution No. 4035, Revised, which is attached to Agenda Item 2c.

Recommendation: Refer MTC Resolution No. 4273, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4273, Revised

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Date: March 22, 2017
W.I.: 1515
Referred by: PAC
Revised: 03/22/17-ED
04/26/17-C

ABSTRACT

Resolution No. 4273, Revised

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

This resolution includes the following attachments:

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

This resolution was amended through Executive Director’s Administrative Authority on March 22, 2017 to update the name of the GGBHTD project.

This resolution was revised via Commission Action on April 26, 2017 to replace the SFMTA Geary Bus Rapid Transit Phase 1 project with the AC Transit San Pablo and Telegraph Rapid Bus Upgrades project.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017 and April 12, 2017.

Date: March 22, 2017
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4273

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on March 22, 2017.

FY 2016-17 Low Carbon Transit Operations Program Requests**Based on State Controller's Office Letter dated 2/1/2017**

Agency	Project(s)	FY 2016-17 LCTOP Population-Based Funding	Date
CCCTA	Martinez Shuttle	\$ 228,378	3/22/17
ECCTA	Pittsburg eBART Connector Service Demonstration Project	\$ 137,935	3/22/17
LAVTA	Las Positas College Easy Pass Fare Voucher Program	\$ 94,419	3/22/17
NVTA	Vine ZEB Procurement Program	\$ 65,105	3/22/17
City of Union City	Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid	\$ 33,064	3/22/17
WCCTA	Continue Expanded Service on Route 11	\$ 30,450	3/22/17
GGBHTD ¹	Purchase Sixty-seven (67) 40-Foot Diesel-Electric Hybrid Buses	\$ 74,635	3/22/17
Marin Transit ¹	MCTD 2016 Transit Service Expansion	\$ 45,803	3/22/17
City of Fairfield ²	Local Bus Fleet Replacement - Diesel-Electric Hybrid Buses	\$ 67,091	3/22/17
Solano County Transit ²	SolTrans Electric Bus Purchase	\$ 129,018	3/22/17
City of Petaluma ³	Weekday Afternoon Service Enhancements	\$ 27,715	3/22/17
City of Santa Rosa ³	Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating	\$ 80,639	3/22/17
Sonoma County Transit ³	Electric Bus Purchase	\$ 122,069	3/22/17
North Counties / Small Operators Subtotal		\$ 1,136,320	
MTC	Clipper Fare Payment System	\$ 1,118,681	3/22/17
AC Transit	San Pablo and Telegraph Rapid Bus Upgrades	\$ 1,118,681	4/26/17
TOTAL		\$ 3,373,683	

* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2425	Version:	1	Name:	
Type:	Resolution	Status:		Regional	
File created:	3/14/2017	In control:	Programming and Allocations Committee		
On agenda:	4/12/2017	Final action:			
Title:	MTC Resolution No. 3712, Revised and SMART Integration Plan Update				

Allocation of \$13 million in Regional Measure 2 (RM2) Capital funds to Sonoma-Marin Area Rail Transit (SMART) for the right-of-way and construction phases of the SMART Downtown San Rafael to Larkspur Extension; Presentation on key findings and recommendations of the SMART Integration Plan.

Sponsors:

Indexes:

Code sections:

Attachments: [3a Reso-3712 SMART Integration Plan.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3712, Revised and SMART Integration Plan Update

Allocation of \$13 million in Regional Measure 2 (RM2) Capital funds to Sonoma-Marin Area Rail Transit (SMART) for the right-of-way and construction phases of the SMART Downtown San Rafael to Larkspur Extension; Presentation on key findings and recommendations of the SMART Integration Plan.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 12, 2017

Agenda Item 3a

MTC Resolution No. 3712, Revised and SMART Integration Plan Update

Subject: Allocation of \$13 million in Regional Measure 2 (RM2) Capital funds to Sonoma-Marín Area Rail Transit (SMART) for the right-of-way and construction phases of the SMART Downtown San Rafael to Larkspur Extension; Presentation on key findings and recommendations of the SMART Integration Plan.

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

SMART has requested an allocation of \$13.3 million for construction work for the Downtown San Rafael to Larkspur Rail Extension Project. This project will construct the Larkspur station, track, crossings, and systems for the 2.1 mile extension connecting SMART's initial operating segment with ferry services at Larkspur. It will use existing rail right-of-way and run through the Cal Park Hill Tunnel, completed in 2010 using RM2 funds.

Small Starts Funding and Design/Build Contract

The San Rafael to Larkspur Extension is funded at \$48.7 million (see Attachment 1). The project funding plan relies on \$20 million in Federal Transit Administration (FTA) Small Starts funds in addition to other Federal sources and RM2. The Small Starts Grant Agreement (SSGA) is expected to be signed this summer. FTA requires that all other funding be allocated prior to signing the SSGA.

SMART plans to award a design/build contract, with interim modifications to the San Rafael Transit Center (SRTC) added as a task order. SMART may pursue a limited notice-to-proceed approach that would allow the contractor to continue design and initiate preliminary construction activities prior to the SSGA signing, using RM2 and other funds. Although Small Starts funding for this project was included in the 2016 Federal budget, the funding is not guaranteed until FTA signs the SSGA – a step that is somewhat more uncertain currently given the proposed elimination of the New/Small Starts program for all projects not currently receiving funds, per the President's budget proposal for FY 2018. Thus, MTC would be allocating RM2 funds with the understanding that work done prior to the SSGA signing is at-risk. Further, if the SSGA is not signed, the project would have a \$20 million funding gap.

Allocation Scope

This bridge toll allocation request will support all design and construction within the design/build contract and systems contract, construction management, testing and project start up. The allocation will also support right-of-way acquisitions with the City of San Rafael, Caltrans and private land holders. Service on the Larkspur Extension is expected to commence in 2019.

San Rafael Transit Center

In December 2016, the Commission allocated design funding for the SMART Larkspur Extension. The extension would effectively bifurcate the downtown San Rafael Transit Center, rendering a portion of the center unusable for bus operations. SMART, TAM, MTC, the City of San Rafael, and the local bus providers (Marin Transit and GGBHTD) have been working to identify an interim reconfiguration of the transit center that will allow for the current volume of bus operations to continue after the SMART extension is open. The partners have also agreed that an interim

center is likely to be undesirable as a long term solution, and that a permanent relocation of the transit center will also be needed.

SMART has committed \$3.2 million to constructing interim San Rafael Transit Center facilities, via a redirected federal earmark, pending FHWA approval. Should the federal earmark not be approved by FHWA, or should the costs of the interim center exceed the \$3.2 million, MTC, TAM, Marin Transit, GGBHTD, and SMART will need to identify funding to close any gap including possible contributions from the local partners.

Two additional related local efforts remain: (1) TAM, Marin Transit, GGBHTD, and SMART need to develop and agree to a funding strategy for the permanent SRTC, and (2) SMART and GGBHTD need to update their MOU to incorporate interim changes at the SRTC. While staff does not recommend including these as conditions to the allocation, these agreements are still needed to move forward with securing the SSGA and starting the Larkspur Extension construction.

SMART Integration Plan

MTC's Transit Sustainability Project (2012) found that the commencement of Sonoma-Marín Area Rail Transit (SMART) service will alter transit travel patterns in Marin and Sonoma counties, and presents an opportunity to strengthen coordination and service planning in the corridor. MTC staff worked with transit operators and congestion management agencies to develop the SMART Integration Plan. The attached presentation details key findings and recommendations from the report. The SMART initial operating service is planned to begin by this summer.

Issues:

The following conditions are proposed for the RM2 allocation:

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

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

Attachments: Attachment 1: SMART Larkspur Funding Plan
Presentation
MTC Resolution No. 3712, Revised
SMART Integration Plan - Executive Summary

Attachment 1 – SMART Larkspur Funding Plan

Source	Amount	Notes
FTA Small Starts	\$20 million (from FY2015-16 federal budget)	Small Starts Grant Agreement anticipated in 2017
FTA Other	\$2.5 million	Previously-secured planning grant
FRA	\$3 million	For Positive Train Control
FHWA Earmark Repurposing	\$3.2 million	For interim San Rafael Transit Center facilities
RM2	\$13.9 million	Including this proposed allocation and the previous \$0.6 million design allocation
CMAQ	\$6.1 million	Result of previously approved net-zero funding exchange between RM2 funds and federal CMAQ funds
Total	\$48.7	



SMART Downtown San Rafael to Larkspur Extension Proposed Regional Measure 2 Allocation and SMART Integration Plan

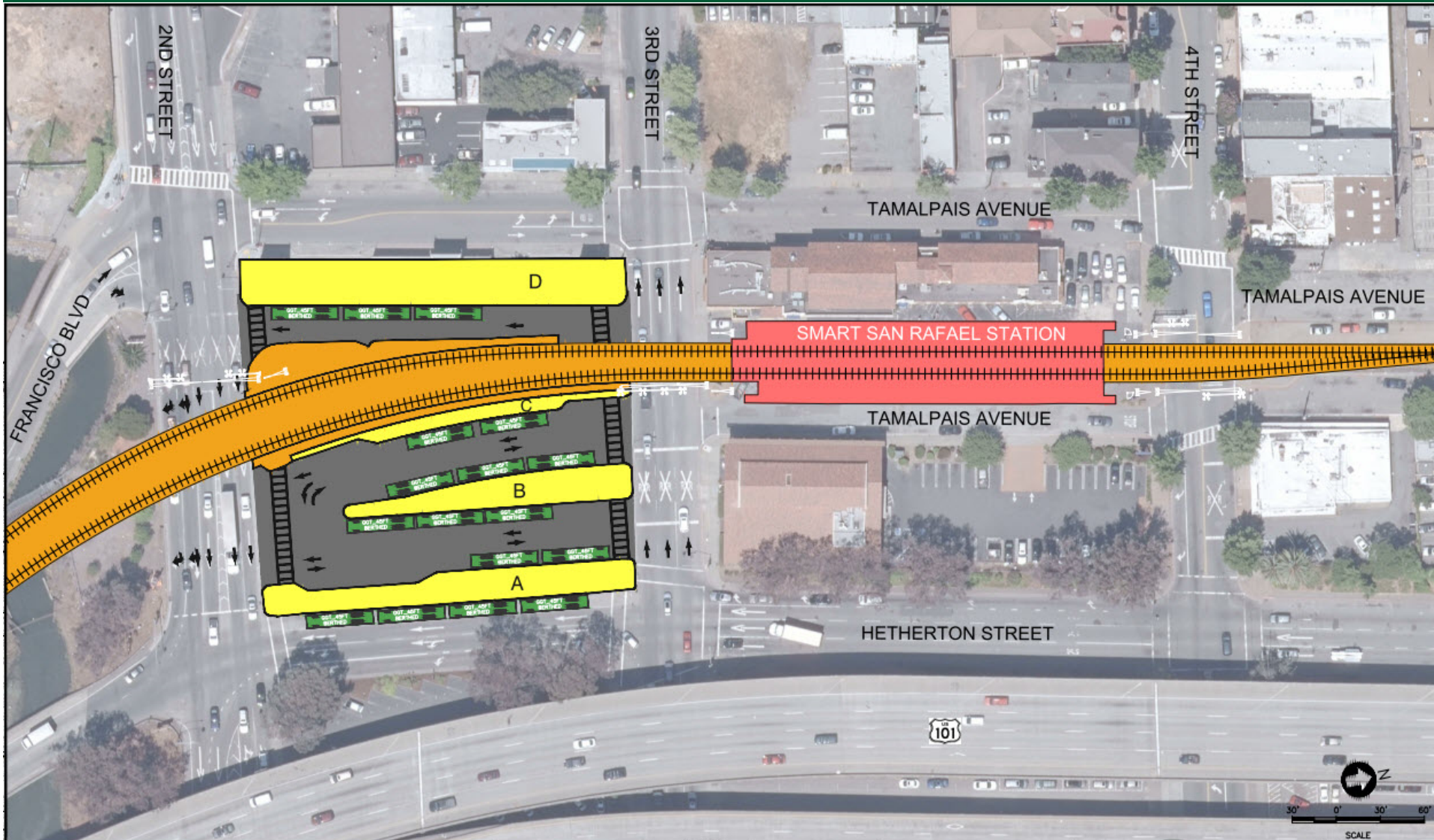
MTC Programming and Allocations Committee

April 12, 2017



Larkspur Extension

- 2 mile extension from Downtown San Rafael to Larkspur
- San Rafael Transit Center interim reconfiguration
- “Francisco Flip” – swap SMART tracks and Francisco Blvd
- Funded with RM2 (\$14M), CMAQ (\$6M), FTA Small Starts (\$20M)



		PREPARED BY C. PHELPS DRAWN BY C. PHELPS CHECKED BY B. SILVA IN CHARGE B. BERGER DATE MAR 8, 2017	PRELIMINARY MARCH 8, 2017		LARKSPUR EXTENSION 30% BETTINI TRANSIT CENTER WORKSHOP LAYOUT ALTERNATIVE WITH UPGRADED PLATFORMS AND VEHICLE MOVEMENTS	CADD FILENAME Bettini_Center_Layout.dwg SCALE 1" = 30' DWG. NO. 1	CONTRACT NO. CV-DB-16-001 MILEPOST
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San Rafael Bettini Transit Center – Interim Alternative

RM2 Allocation Proposed Conditions

Summary:

1. SMART Board approval of RM2 Request.
2. Interim San Rafael Transit Center: if Federal Earmark of \$3.2 million is not secured or if the costs exceed \$3.2 million, then MTC and local partners will identify funding.
3. SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available, until the Small Starts Grant Agreement is executed.

SMART Integration Plan – Process

- Outgrowth of Transit Sustainability Project (2012)
- Worked closely with transit operators, congestion management agencies and SMART
- Brought together SMART Strategic Plan, station plans, operating plan, ridership forecast, transit agency operating plans, and local planning frameworks
- In-person workshops in both counties
- Final report issued in late 2016

Key Findings/Recommendations

1. Focus on building ridership
2. Integrate SMART with transit, over time
3. Improve station access for all modes, with focus on customer safety/experience

1. Ridership Development

- Marketing and recruiting effort – recruit early adopters
- Work with area employers and institutions to provide first/last mile solutions between station sites and destinations
- Opportunity: SMART Eco-Pass
 - Discounted annual pass through institutions

2. Integrate SMART with Transit

- Transit operators are focused on optimizing service and accommodating SMART:
 - Marin Transit - schedule and route changes
 - Santa Rosa CityBus – Reimagining CityBus project
 - Sonoma County Transit – modifying routes for airport station; circulator route
 - Petaluma Transit – proposed route changes to serve SMART station
- Unified Customer Information
- Clipper-only on SMART for fares



3. Station Access

Current Integration Conditions

Station	Transit service connectivity	Bus stop placement	Kiss-and-Ride	Employer Shuttle Provisions	Pedestrian Connectivity	Bicycle Connectivity
Sonoma County Airport	●	◐	◐	●	●	◐
Santa Rosa North	○	◐	●	●	◐	○
Santa Rosa Downtown	◑	○	○	●	◑	◑
Rohnert Park	○	◑	●	●	◑	◑
Cotati	○	◑	●	●	◑	◑
Petaluma Downtown	◑	○	●	●	◑	◑
Novato San Marin	●	●	◑	○	◐	○
Novato Hamilton	○	◐	●	●	○	○
Marin Civic Center	○	●	◑	◐	◑	●
San Rafael	●	●	◑	◐	●	●

Well Integrated



Reasonable



Fair



Needs Attention



Deficient



Actions going forward

- Focus on efforts to build ridership through outreach
- Monitor transit integration as SMART service starts up, adjust as necessary
- Focus on priority capital improvements at station areas over time

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

ABSTRACT

MTC Resolution No. 3712, Revised

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

This resolution includes the following attachments:

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3712, Revised

Page 2

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3712

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

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

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

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

Allocation No. 10.4-1					
Activities to be funded with Allocation #1:					
This allocation will fund engineering and project development work for the SMART Downtown San Rafael to Larkspur Rail Extension Project, including the completion of the design package for Design/Build Request for Qualifications/Proposals, support during permit acquisition, design management support during Design/Build procurement process and award, and design management support during Design/Build submittals of 65%, 95%, and 100% design.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17371209	21-Dec-16	\$ 625,000	PSE	FY 2016-17	\$ 625,000

Allocation No. 10.4-2					
Activities to be funded with Allocation #2:					
This allocation will fund minor right-of-way acquisitions necessary for the project (City of San Rafael, Caltrans, and private land holders), all design and construction within the design/build contract and systems contract, as well as construction management, testing and project start up. The expected right-of-way amount is \$2,430,000 and the expected design/build amount is \$10,845,000.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
17371210	26-Apr-17	\$ 13,275,000	ROW/CON	FY 2016-17	\$ 13,900,000

**REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions**

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

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

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

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

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

RM2 Project Number: 10.4

SMART Downtown San Rafael to Larkspur Rail Extension

Lead Sponsor Sonoma - Marin Area Rail Transit District	Other Sponsors(s) N/A	Implementing Agency (if applicable) N/A
Legislated Project Description Sonoma-Marín Area Rail Transit District (SMART). Construct rail system from San Rafael to Santa Rosa and make improvements to the Cal Park Hill Tunnel to allow for future extension to Larkspur; construct Larkspur extension and related elements. Thirty-five million dollars (\$56,500,000). The project sponsor is SMART.		
RM2 Legislated Funding (in \$1,000) 10.1 Cal Park Hill Tunnel - \$13,250 10.2 SMART Corridor Ferry Extension - \$23,249 10.3 Train Set - \$6,100 10.4 Larkspur Extension - \$13,900	Total Estimated Sub-Project Cost (in \$1,000) \$48,738	
Project Purpose and Description The purpose of this project is to construct civil track, crossings, bridges, systems, one station, and other work associated with the construction of the 2.1 mile SMART commuter rail extension from Downtown San Rafael to Larkspur.		
Funding Description Committed Funds: RM2, CMAQ, FTA Section 5309 (Small Starts), FRA, FHWA Earmark Uncommitted Funds: N/A TBD Funds: N/A Operating Capacity: This project will be maintained by the Sonoma-Marín Area Rail Transit District.		

Overall Project Cost and Schedule

Phase	Scope	End	Cost (in \$1,000)
1	Final Environmental Document	05/2015	N/A
2	Plans, Specifications and Estimates	07/2017	\$3,125
3	Right-of-Way	07/2017	\$2,430
4	Construction	07/2019	\$43,183
Total:			\$48,738

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	SMART Downtown San Rafael to Larkspur		Project No. 10.4							
Lead Sponsor	Sonoma - Marin Area Rail Transit District									
Fund Source	Phase	Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Committed										
FTA 5309	PSE		2,500							2,500
Regional Measure 2	PSE				625					625
CMAQ	CON			6,100						6,100
FTA 5309	CON				20,033					20,033
Regional Measure 2	ROW/CON				13,275					13,275
FHWA Repurposed Earmark	CON				3,205					3,205
FRA Positive Train Control	CON				3,000					3,000
										0
										0
										0
										0
										0
										0
										0
										0
Total:		0	2,500	6,100	40,138	0	0	0	0	48,738
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Total:		0	2,500	6,100	40,138	0	0	0	0	48,738

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

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

RM2 Project # 10.4	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FUTURE	TOTAL
RM2 Funds Total	-	-	-	13,900	-	-	-	-	13,900
Environmental (ENV)	0	0	0	0	0	0	0	0	0
									0
									0
									0
									0
Final Design (PS&E)	0	0	2,500	625	0	0	0	0	3,125
RM2				625					625
FTA 5309			2,500						2,500
									0
									0
									0
Right of Way	0	0	0	2,430	0	0	0	0	2,430
RM2				2,430					2,430
									0
									0
Construction	0	0	0	43,183	0	0	0	0	43,183
RM2				10,845					10,845
CMAQ				6,100					6,100
FRA PTC				3,000					3,000
FHWA Earmark				3,205					3,205
FTA 5309				20,033					20,033
									0
									0
									0
TOTAL FUNDING									
Environmental	0	0	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	2,500	625	0	0	0	0	3,125
Right of Way	0	0	0	2,430	0	0	0	0	2,430
Construction	0	0	0	43,183	0	0	0	0	43,183
PROJECT TOTAL	0	0	2,500	46,238	0	0	0	0	48,738



MTC SMART INTEGRATION PLAN

August 2016

EXECUTIVE SUMMARY

Sonoma-Marín Area Rail Transit (SMART) rail service will connect many of the cities and towns within the counties of Marin and Sonoma beginning in 2016. At full build-out, the 70-mile commuter rail line and parallel bicycle and pedestrian pathway will stretch from Cloverdale in northern Sonoma County to Larkspur in Marin County, where a ferry connection to San Francisco will be available via the Larkspur Ferry Terminal. The SMART line is one of the transit capital expansion projects adopted by MTC in their Resolution 3434 transit capital expansion program, adopted by MTC initially in 2001.

The Metropolitan Transportation Commission (MTC) adopted the Transit Sustainability Project (TSP) in 2012. The SMART Integration Plan was developed based on the following TSP recommendation, included in MTC Resolution 4060:

Marin/Sonoma: The commencement of SMART service in Marin and Sonoma counties will alter transit travel patterns. This presents an opportunity to strengthen coordination and service planning among Marin and Sonoma transit providers serving the 101 Corridor and local connections. In coordination with the SRTP process, MTC will work with transit operators and the Marin and Sonoma County CMAs to develop a two-county corridor transit plan for submittal and presentation to the Commission.

This plan is the outcome of local transit agencies working with SMART to develop integrated service, primarily between existing bus service and the new rail service, but with an eye out for pedestrian, bicycle, and Park and Ride considerations, at each station that will open in Phase 1.

Alignment and Station Locations

SMART will operate along a legacy Northwestern Pacific Railroad alignment, serving a total of 15 stations with 30-minute headways in each direction during morning and evening peak hours. The majority of the right-of-way will be single-tracked, though strategically placed passing tracks will enable simultaneous northbound and southbound operations.

Under Phase 1 of the project (opening in 2016), trains will travel from Airport Boulevard near the Sonoma County Airport to Downtown San Rafael, connecting with transit at ten stations, as shown in Figure 1.

Station Plans

SMART has detailed station plans for Phase 1 of the project and most of the stations are already under construction. Plans include the design and location of rail platforms, parking facilities, bus transfer facilities, a bicycle and pedestrian path, bicycle parking and storage, pedestrian connectivity, and passenger pick-up and drop-off areas. The existing conditions, challenges, and recommended plans for each Phase 1 station are included in Section 3 of this report.

SMART INTEGRATION PLAN
Metropolitan Transportation Commission

Figure 1 SMART Phase 1 Implementation Corridor



Opportunity

SMART presents a unique travel opportunity to capture commuters traveling along Redwood Highway (US-101) in Marin and Sonoma counties. The rail line, which runs parallel to the highway, offers access to some of the busiest hubs and most populated areas of the two counties. Counties, communities, and transit agencies have been working together to ensure the new service meets its full potential.

Transit operators of the area are embracing this investment as an opportunity to strengthen mobility options for community residents. Pre-implementation planning has uncovered potential for improvements that will enhance SMART's role in the communities. Post implementation monitoring will further define how to optimize the service over the next several years. A full list of recommendations by station can be found in Section 4.

Transit Schedule Integration

Schedule integration is a practice that makes switching between transportation modes and companies seamless for the customer. Without it, a potential SMART customer coming by bus might have to wait too long to deem the trip worth considering. To be clear, local transit agencies are implementing service changes directly related to SMART integration on opening day. The agencies will continue to monitor and adjust as customer experience is accumulated.

Why is Schedule Integration Challenging?

For commuter rail operations throughout North America, the percentage of passengers who access commuter rail by bus is typically in the range of 20-30% of all commuter rail passengers. In some instances, the flow of passengers is predominantly directional; people commute from suburb-to-city center in the morning and reverse in the evening. In the case of SMART, the expectation is that at a single station people are as likely to board the train as they are to alight from the train. Furthermore, that activity is very likely to occur in both directions, with commuters headed to and from both northbound and southbound trains within a single commuting period. While that is one of the strengths of the design and operating plan for SMART, it also creates challenges for coordinating schedules between SMART and local transit agencies. The coordination of rail and bus transit service is not as straightforward as shifting bus trips to meet an incoming train.

The vast majority of local bus transit in the North Bay is operating at the same or lower levels of service than SMART. Buses operating at 30-minute frequencies mean it is nearly impossible to serve passengers boarding and alighting from both northbound and southbound train service, as schedules will be offset due to the single track configuration of SMART. For example, local transit route schedules with 30-minute headways that deliver passengers to the SMART station in time to catch a departing southbound train may not be able to serve passengers alighting from that train, let alone passengers for a northbound train arriving at a different time. Even when northbound and southbound train arrivals are closely timed, multiple buses may not have adequate space to wait in the station area.

In addition, these are mature transit systems with established ridership patterns and current customer expectations. Modification of current services may result in undesirable side effects for current customers. For example, stopping a bus to wait for a train connection—even for five minutes—may cause unacceptably adverse impacts for customers, ranging from missed

connections to being late for work and appointments and even causing adverse perceptions of how long a transit trip requires, thus discouraging ridership. The goal is to modify current schedules to improve mobility and access in the region, for new and existing bus customers.

Examples of Schedule Integration Challenges

To make the point a little more tangible, consider what a customer who wants to use both bus and SMART would experience today at Santa Rosa's Downtown Station using current schedules. This case is exemplary only—nearly every mid-line station will have similar issues.

The SMART Santa Rosa Downtown Station is about ½ mile from the Santa Rosa Downtown Transit Mall, which is host to the majority of Santa Rosa CityBus, GGT, and SCT routes. By design, the routes are scheduled to meet, with each bus waiting five minutes to facilitate passenger transfers between routes. Some routes operate on 30-minute frequencies, arriving at the Transit Mall at 0:10 and 0:40 past the hour and departing at 0:15 and 0:45 past the hour.

- ***Consider a southbound SMART trip that is scheduled to depart Sonoma County Airport Station at 6:49 AM.***

Two passengers board the train at Sonoma County Airport Station. The first passenger's destination is the Northpoint Business Park in Santa Rosa (located to the southwest of the Santa Rosa Downtown Station), and the second passenger's ultimate destination is in Downtown Santa Rosa. The two passengers arrive at the SMART Santa Rosa Downtown Station platform at about 7:01 AM and walk about two minutes to the bus stop on 3rd Street at Wilson.

The passenger headed to Downtown Santa Rosa waits about three minutes and takes Santa Rosa CityBus Route 12, arriving at the Transit Mall at 7:10 AM. SCT Routes 20 and 22 also provide a connection from the bus stop on 3rd Street to the Transit Mall, but do not begin service until later in the morning.

The passenger headed to Northpoint Business Park waits for Santa Rosa CityBus Route 9, for approximately 15 minutes (the bus is scheduled to leave on its westbound trip from the Transit Mall at 7:15 AM). The passenger arrives in Northpoint at about 7:28 AM.

While 15 minutes does not sound like a great deal of time, research has shown that transit riders perceive wait time as about twice as long as the actual duration of the wait. The passenger who waits for 15 minutes compares that time to the 12 minutes just spent on board the SMART train between Sonoma County Airport and Santa Rosa Downtown stations. Their perception is that the waiting time for the connecting bus is more than double their travel time on SMART.

- ***Consider two passengers who want to catch the southbound Santa Rosa Downtown SMART Station train at 7:01 AM.***

Ideally, both would arrive at a bus stop at about 6:55 AM and then walk to the SMART station. The first passenger comes from the Downtown Santa Rosa Transit Mall. She has a choice of four bus routes (routes 3, 6, 9, 17) to get her to the SMART Station, all of which leave at 6:45 AM and arrive about 6:50 AM. She has about 11 minutes to walk to the platform and await their train—nearly an ideal connection.

The second passenger is coming from west of the station. He takes CityBus Route 6, departing Westside Transit Center at 6:24 AM, arriving at Santa Rosa Downtown Station at about 6:35 AM. The second passenger has 26 minutes of walking/waiting time before

the 7:01 AM train departure. It is worthwhile to note that he just missed the southbound SMART departure from Santa Rosa Downtown at 6:31 AM.

Could schedules be adjusted? Of course. However, agencies must consider how it might impact current riders. In the above instances where the wait times for customers transferring between local transit and SMART seem very long, a local transit schedule revision might benefit riders transferring to and from SMART, but work to the disadvantage of existing passengers making transfers at the Santa Rosa Transit Mall or the Westside Transit Center. While this example is specific to the Santa Rosa Downtown Station, similar situations occur up and down the line and represent opportunities, challenges, and potential evolution of the transit network, which will be explored in the following chapters. Changes to existing transit services are also influenced by federal regulation. Commonly referenced as Title VI of the Civil Rights Act of 1964, are civil rights requirements that ensure that changes to transit services do not disproportionately affect protected populations, such as minorities and low income groups. Each change, beyond a threshold of 25% of the route mileage must be evaluated to ensure the change does not have disproportionate impact and if it does, how that impact will be mitigated.

OVERVIEW OF RECOMMENDATIONS

The following provides an overview of areas that can be leveraged to further improve the accessibility and usage of SMART.

Transit Specific:

- **Transit Facility Integration**—At a few station locations, there remain opportunities to enhance the potential to integrate local transit and SMART services if bus facilities are added in a way that will enable the coordination. The specific instances are identified with the individual station locations described in the text. In those cases the local jurisdiction, the local transit agency, SMART, and MTC should work to identify improvements, prioritize them and secure funding for design and construction of these enhancements.
- **Transit Service Integration**—Most transit services in the North Bay Area operate at about the same level of service frequency-wise as the initial service plan for SMART. The potential multi-directional passenger demand and north/south time offset of the SMART timetable present significant challenges for local transit and SMART schedule integration. The agencies are universally financially constrained, so adding services on the basis of demand speculation will be the exception rather than the rule. Even so, most transit agencies are planning schedule adjustments and service enhancements in response to SMART service initiation.
- **A Process to Improve Integration**—Coordination between transit agencies and SMART, and outreach to the public will be crucial to achieving higher percentages of passengers wishing to make connections between services. Employing a strategy that is designed to aggressively seek out customer information, analyze the information, and establish an action plan with absolute implementation dates is an important way to speed up evolution of schedule integration between SMART and local transit agency operations.

Initially:

Transit integration is more likely to occur first at higher ridership stations. Efforts to integrate transit service schedules with SMART service at these stations should include outreach which should begin by identifying people planning to use SMART or who are currently riding transit to understand how these new riders intend to use SMART service. Outreach can take place through a number of channels, including direct work with employers, soliciting information through SMART and local agency websites, and direct passenger surveys once SMART service commences. Some of this work has already occurred and/or is continuing:

- **Marin Transit** is making schedule and route changes to better serve several stations
- **Petaluma Transit** is asking customers for feedback on proposed route changes that would serve the Petaluma Downtown SMART station. In addition route changes designed to connect important activity centers with the downtown SMART Station are being proposed
- **Santa Rosa CityBus** has conducted the Reimagining CityBus project, where people in Santa Rosa have been asked to provide feedback at multiple points in the larger project that have influenced recommendations effecting SMART connections. These efforts have involved SMART, and have been presented at SMART Board meetings.
- **Sonoma County Transit** is modifying routes to access the Sonoma County Airport station and is planning circulator route to improve access from the station into the surrounding business park and the airport.

In addition to these specific activities coordination efforts continue between SMART, Santa Rosa CityBus, Petaluma Transit, Golden Gate Transit, Marin Transit, and Sonoma County Transit.

Ongoing:

Ongoing outreach should be led by SMART so that data collection and analysis does not become fragmented over time throughout the service area. Customer needs should be compiled by station and reviewed during transit agencies' regular service changes. This will require regular information sharing between SMART and local transit agencies. A feedback loop for the public should also be a part of the process.

A station-by-station schedule modification priority list should be shared between SMART and the local agencies to ensure full communication between all the parties and customers. The highest priority schedule adjustments should be those that cause the least disruption for current riders and benefit the most riders trying to use both SMART and a local transit agency.

Unified Customer Experience:

- **Unified Customer Information**—Every transit system that has an interface point with SMART should consciously update transit information to include the locations of each SMART station and the operating schedule for that station. As appropriate to the various

routes and services provided by the agencies, there should be indications in transit route schedules where connections between local transit and SMART are intended and where connections are guaranteed. Customers must understand that adjacency of lines on the map does not necessarily mean the services are fully coordinated. Customer information should be consistent with regional standards. This information may also be available on existing trip planning applications (such as 511 or Google Transit) to provide coordinated schedule information.

- **Unified Fares**—All Marin and Sonoma county transit operators have Clipper capability implemented. SMART will only accept Clipper for fare payment. This information needs to be communicated to customers so that there is an understanding of available fare options if the rider chooses to transfer between services. Further, agencies will have an opportunity to develop united fare products or transfer discounts using the Clipper card.

Other Considerations:

- **Early Adopters and Employer Shuttles**—To a substantial degree, the process of working with local employers has already begun. This effort should continue to identify specific employer shuttle needs (pre- and post- implementation) at specific stations. Presently, facilities to support employer shuttle options have not been identified at most stations, but in most cases options can be reasonably developed to support an initial level of service. Evidence from other Bay Area communities strongly suggests this planning be done intentionally rather than being allowed to develop organically. While an organic approach is desirable from the perspective of adaptability, the physical location and early station area development strongly indicate a need for a coordinated approach to ensure employer shuttles are a welcomed addition to SMART integration without causing substantial station area circulation issues.

- **Passenger Drop off and Pick up Locations**—If SMART demand develops in a manner that is similar to most other regional rail systems in the US, passenger pick up and drop off is likely to occur at every station location and at significant volume. Some stations have designed in provision for this activity, while others do not. North American experience suggests that passenger drop-off often occurs on an informal basis, even when facilities have been provided to accommodate the activity off-street. This potential needs to be evaluated at every station location to ensure the informal activity does not cause delay or safety issues for the trains, local bus transit services, adjacent roadways, or passengers being dropped off.

Whereas a driver leaves upon dropping off a passenger, passenger pick-up often involves the driver waiting at a location for the passenger to arrive. Again, some stations have space for this built in while others do not. It is worth evaluating this situation at each station to ensure there is at least some minimum number (two is suggested as a starting point) of passenger pick up parking stalls located and signed as such. Further, the use of taxis and ride-sourcing companies, such as Lyft and Uber, will put similar demands on passenger pick-up and drop-off infrastructure.

- **Pedestrian and Bicycle Wayfinding and Pathway Improvement**—Specific needs for enhanced safety of pedestrians and bicyclists were identified in the vicinity of nearly every SMART station. Conflicts between pedestrians/bicyclists and vehicles have not yet been fully evaluated. A fuller understanding of those conflict points must be developed to reasonably ensure the pathway and wayfinding improvements function within the context

of the station locations as pedestrian/bicycle activity generators. SMART should coordinate with each relevant jurisdiction to complete an evaluation of pedestrian and bicycle connectivity and access, and identify and prioritize solutions. A collaborative effort to fund and construct the highest-priority solutions should follow. A further consideration in pedestrian access is ensuring pedestrian improvements are consistent with Americans with Disability Act regulations and guidelines.

Planning efforts led by SMART are currently underway to accommodate and implement bike parking at stations and will result in a Bicycle Parking Investment Plan for SMART stations. Preliminary estimates based on bicycle ridership and station area characteristics show 40% of stations will have medium demand and another 40% will have high demand for bicycle parking.

- **Pedestrian Wayfinding and Pathway Improvement**—One of the disadvantages of using what has been historically a freight rail line is that pedestrians have not only been not accommodated, in most cases pedestrian activity has been discouraged by design to minimize train/pedestrian conflict points. However, the station locations are now evolving to become pedestrian magnets. Municipalities in particular need to evaluate pedestrian facilities, including illumination (most SMART trips will occur in hours of darkness during winter months) and pedestrian wayfinding. SMART, MTC, and several of the jurisdictions have already completed station area plans for the SMART stations. These plans, if executed, will partially address some of these issues. However, to ensure consistency of message and look and feel, SMART should take the lead on implementing a consistent wayfinding program that will assist passengers in identifying opportunities for intermodal connection points along the corridor.

- **Vanshare**—Employees themselves, rather than employers, can operate shuttles. In a few commuter rail station locations in the Puget Sound region, Sounder Commuter Rail customers alight from their train, gather into vans provided by the local transit agency and drive themselves to their nearby employment sites. At some stations the activity is so popular that the number of vans left overnight will exceed twenty vans.

There are currently no publicly-funded vanpool operations in the communities along the SMART corridor and as such, initiating a publicly-funded vanpool program could be a substantial challenge that will require further investigation. Vanpool programs currently offered in the Bay Area by organizations such as 511.org could serve as a model for local programs. Vanpools providing access from SMART stations to employment sites may also require additional coordination with local employers. Another part of the strategy may require that vans be left overnight in the immediate station vicinity.

Still, this model may be one of the faster and more economical ways of providing last-mile connectivity to employment sites. This potential should be evaluated at SMART stations as yet another potential strategy to help meet the demand for connectivity between SMART stations and employment sites.

- **Bikeshare**—While adding bikeshare programs to every station site is unrealistic on opening day, Marin County and the Sonoma County Transportation Authority have conducted bike share feasibility studies and will be forming action plans based on that assessment. Among stations with the highest potential for bikeshare programs, one or two station locations should be selected for implementation of pilot programs to test acceptance of bikeshare as a last mile strategy. Potential future integration with Bay Area Bike Share should be evaluated, as well as opportunities for smaller, locally-operated

bikeshare options (including private systems run by institutions). These efforts should be done in coordination with existing plans to bring bike share to the region. For example, Marin County has already conducted a bike share feasibility study.

- **Carshare**—Each station location should be assessed for the potential to dedicate parking spaces for carshare activity. This would not be necessary on opening day, but is likely to arise as an option many SMART riders will expect. To have pre-identified locations for carshare will allow expedited implementation once demand is more known.
- **Parking Opportunities**—North American experience with regional rail systems suggests heavy reliance on park-and-ride as the single largest segment of station access mode. Sound financial planning has led SMART to invest in park-and-ride facilities in a very measured way. However, the demand is very likely to outstrip supply in the earliest days of implementation at some locations. Options to provide additional parking availability for each station should be developed so that issues can be addressed quickly based on plans and strategies in place the day the first train begins revenue service. SMART and local jurisdictions should also look for opportunities for cooperative use of existing privately-owned parking near stations, as feasible.

STATION ACCESS AND INTEGRATION

Physical geography, land uses, density, infrastructure, and transit availability influence the transportation mode people will use to get to and from SMART stations. Figure 2 shows the predicted station access modes for Phase 1 based on SMART's 2014 STOPS model. Note that the year of projection is 2015 as that was the projected day of opening when these forecasts were completed.

Figure 2 Predicted Station Access Modes (2015)

Station	Bike/Walk	Kiss-and-Ride	Park-and-Ride	Transit Transfer	Predicted Daily Ridership
Sonoma County Airport	19%	16%	60%	5%	359
Santa Rosa North	64%	6%	25%	5%	197
Santa Rosa Downtown	53%	6%	0%	41%	215
Rohnert Park	73%	11%	15%	1%	213
Cotati	47%	9%	40%	3%	373
Petaluma Downtown	59%	24%	0%	16%	265
Novato San Marin	28%	11%	38%	22%	247
Novato Hamilton	81%	5%	9%	4%	187
Marin Civic Center	92%	3%	3%	2%	253
San Rafael	49%	1%	2%	48%	575

Sonoma County Airport is expected to have the highest drive alone rate (park-and-ride) because of its location as the north end terminus in Phase 1 of SMART. Sonoma County Airport is the northernmost station, which means it will serve as the catchment area for southbound SMART riders coming from points north. Driving to the station is expected to be low in city areas like San Rafael, where parking availability is lower, and at Santa Rosa North and Novato San Marin due to the physical geography and layout of the stations.





























































There is opportunity for pick up and drop offs (kiss-and-ride) at all stations and other than San Rafael, most stations are expected to see a moderate to high amount of passenger drop-off activity.

SMART Stations that already have significant existing transit options such as San Rafael, Santa Rosa Downtown, and Petaluma will have a higher propensity for transit mode share (transfers) than areas where service may be realigned at a later date.

Mode share for walking is predicted to be higher near downtown stations, or stations near residential neighborhoods with built infrastructure to ensure a comfortable walk environment, such as San Rafael, and Santa Rosa, or in the case of the Marin Civic Center, proximity to a major trip destination such as the Civic Center.

Although not included in the STOPS model, employer shuttles are expected to be important at Sonoma County Airport, Santa Rosa North, Santa Rosa Downtown, Petaluma Downtown, and Marin Civic Center, due to their proximity to major employers, or dense population and job centers. Bicycles are expected to be used most at Santa Rosa Downtown, San Rafael, and Petaluma. Predicted mode splits are not necessarily in line with the conditions necessary to make employer shuttle programs successful. For example, there are no facilities for employer shuttles at Santa Rosa North Station. Other factors may also influence development of employer shuttles including the nature of the employer and where their employees reside. For example, based on lack of employer interest expressed to date, Petaluma downtown may seem to have high potential, but other influencing factors may blunt that potential. Figure 3 presents a general overview of the expected conditions on the first day of service based on current plans. As one can see, some locations are well prepared while other locations are in need of additional attention to make them as functional or attractive as other station locations. The details of each of overall “Consumer Reports” grading can be found in Section 4 of the main report.

Figure 3 Summary of Integration Conditions at Phase 1 Stations

Station	Transit service connectivity	Bus stop placement	Kiss-and-Ride	Employer Shuttle Provisions	Pedestrian Connectivity	Bicycle Connectivity
Sonoma County Airport						
Santa Rosa North						
Santa Rosa Downtown						
Rohnert Park						
Cotati						
Petaluma Downtown						
Novato San Marin						
Novato Hamilton						
Marin Civic Center						
San Rafael						

Well Integrated

Reasonable

Fair

Needs Attention

Deficient



SUMMARY

When implemented, the recommendations described above will create an environment in which SMART can thrive. Enlisting early adopters, a base of riders at the beginning of service, through partnerships with employers and large institutions before the start of service is a key to ensuring a robust start up for SMART. Equally important, information about rider experiences and expectations can clearly guide early development of SMART and how it is integrated with local transit, neighborhoods, and other transportation options. In every location investigated for this report there was obvious coordination and collaboration between SMART, the local transit agency(s), and the local jurisdictions. The recommendations below do not list specific lead agencies as those could be different in each location and will, almost certainly evolve over time. The important consideration is for the project partners to retain the level of coordination and collaboration shown to date.

It is recommended that the pursuit of riders be accomplished through a marketing campaign in the first two years of SMART operation, working directly with employers who are interested in providing additional options for how their employees arrive at work each day, or “early adopters.” High-ridership stations such as Sonoma County Airport, Santa Rosa North, Santa Rosa Downtown, Petaluma Downtown, Novato Hamilton, Marin Civic Center and San Rafael should be targeted. Actual potential riders should be identified through working with these employers. The campaign should also seek to work directly with potential riders. This way, not only are needs that describe the employment end of the trip known, but the needs of the home end of the trip can also be collected and catalogued by station. This activity can occur in advance of commencement of SMART service and should be timed to begin when the in-service date for SMART can be announced.

High priority considerations for stations and topics discussed with potential riders in this early stage of development should include:

- Pedestrian crossings in station vicinities
- Adjacent passenger drop off and pick up locations and access routes in station vicinities
- Adjacent bus stop locations in station vicinities that offer comfortable access to SMART platforms

This report recognizes that every station has different opportunities and challenges in differing measure, and seeks to document and prioritize projects in an effort to integrate SMART service.

HIGHEST PRIORITY PROJECTS FOR PHASE 1

Based on a combination of the predicted station access modes and station integration needs, the following represents the consultant’s recommendation for the top priority projects to launch Phase 1 in the most successful manner possible:

Ridership Development- All Stations:

- Fund a Substantial Marketing and Recruiting Effort – Recruiting early adopters, riders who will use SMART starting opening day.
- Work with area employers to provide first mile/last mile solutions between station sites and employment sites.

Station Specific Infrastructure Needs:

- **Sonoma County Airport and Santa Rosa North**– High potential for employer shuttles and passenger drop offs and pick-ups, identify and improve locations as necessary to ensure these are easily and safely accommodated.
- **Santa Rosa North** – Conduct pedestrian path audit and access improvements to reach the Northside Transfer Center at Coddington.
- **Santa Rosa Downtown** – Identify staging location(s) for employer shuttles.
- **Novato San Marin** –Improve transit access. Add bus stop proximate to the station and devise a bus turnaround. The station pick-up drop-off area is already constructed with a paved surface and geometrics not suited for bus turnaround activity. The option of developing a roundabout at Redwood Boulevard and Rush Landing Rd. should be pursued.
- **Cotati** – Bike path solution that addresses having to cross the railroad tracks twice to continue on the multi-use path.

SMART INTEGRATION PLAN
Metropolitan Transportation Commission

- **Petaluma Downtown** – Improve pedestrian path between transit center and SMART station. May require installation of bus stops in locations more adjacent to the station platform (this project is under construction).
- **Marin Civic Center** – Improve pedestrian infrastructure to ensure ease of access to employment sites. Some of these efforts are already under construction.
- **Sonoma County Airport** – Relocate bus stops for adjacency to station platform and improve pedestrian environment by installing marked pedestrian crossings. If SCT moves ahead with the airport area shuttle, location of bus stops close to the station will be very important to assist in successful implementation.
- **Santa Rosa Downtown** – Improve bus stop placement on Third Street in both directions adjacent to SMART station.
- **San Rafael – San Rafael Transit Center** – Improve safety and circulation in the station area for SMART Phase 1. Identify short- and long-term solutions for the Transit Center in Phase 2, when SMART tracks extended to Larkspur will physically divide the present transit center. A separate study is underway to identify short- and long-term solutions which may involve partial or full relocation of the transit center. While this report does not focus on those solutions, the project partners have identified resolving the needs of this station and station area as a high priority.

A summary of selection criteria used to determine the priority of these top projects can be found in Appendix C. Stations with expected high usage and high needs top the list.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 17-2416 **Version:** 1 **Name:**
Type: Resolution **Status:** Federal
File created: 3/10/2017 **In control:** Programming and Allocations Committee
On agenda: 4/12/2017 **Final action:**
Title: MTC Resolution No. 4269. FY 2014-15, FY 2015-16, and FY 2016-17 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

A request for the approval of the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program of Projects for the Large Urbanized Areas and Prioritized Project List for the Small Urbanized Areas of the San Francisco Bay Area.

Sponsors:

Indexes:

Code sections:

Attachments: [4a Reso-4269 Enhanced Mobility Rv.](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4269. FY 2014-15, FY 2015-16, and FY 2016-17 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

A request for the approval of the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program of Projects for the Large Urbanized Areas and Prioritized Project List for the Small Urbanized Areas of the San Francisco Bay Area.

Presenter:

Drennen Shelton

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 12, 2017

Agenda Item 4a

MTC Resolution No. 4269

Subject: FY 2014-15, FY 2015-16 and FY 2016-17 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Background: The Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities program provides capital and operating support to private nonprofit and public agencies for safe, efficient, and coordinated transportation services for seniors and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate. Funds are apportioned by formula to large urbanized areas (UAs), small UAs, and rural areas. Caltrans, as the designated recipient of Section 5310 funds, has entered into a Memorandum of Understanding (MOU) with MTC to jointly administer the Large UA program in the Bay Area. Attachment 1 is a map of the Bay Area's five large UAs. Under the MOU, MTC is responsible for conducting a competitive selection process for the region's large UAs. Caltrans is conducting a separate, concurrent statewide call for projects for the small UA and rural area funds.

Large UA Project Selection Process

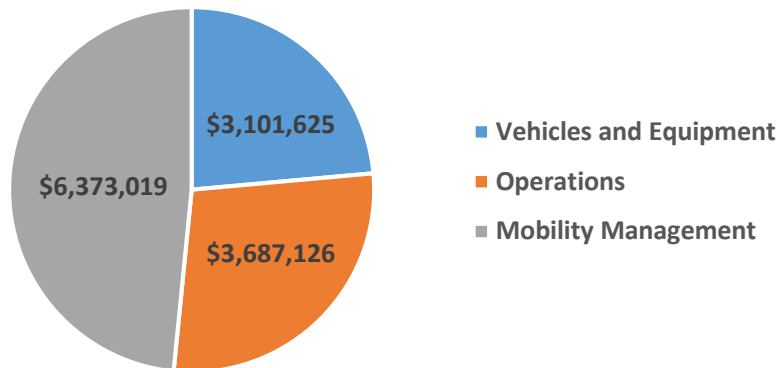
In January 2017, MTC adopted Resolution No. 4266, which set forth guidelines for the competitive selection of the large UA projects. The FY 2014-15, FY 2015-16 and FY 2016-17 apportionments for the Bay Area's five large UAs (Antioch, Concord, San Francisco-Oakland, San Jose, and Santa Rosa) are approximately \$12.5 million, including 5% set-asides for Caltrans' and MTC's program oversight and implementation of mobility management activities. MTC issued a call for projects in January 2017 and received applications from 28 sponsors for 42 projects and sub-projects, totaling \$19.3 million.

Following an initial eligibility screening by MTC staff, projects were evaluated by a panel consisting of representatives from the MTC Policy Advisory Council, Congestion Management Agencies, Paratransit Coordinating Council, and MTC. Consistent with the program guidelines, applications were scored based on: (1) need and benefits; (2) coordination, partnership, and outreach; and (3) project readiness. The panel took into consideration the relevant gaps, solutions, and strategies from the region's Coordinated Public Transit—Human Services Transportation Plan (Coordinated Plan) that each project was intended to address. The Coordinated Plan calls for an increased emphasis on mobility management and coordination; as a result, additional points were awarded to projects that included coordination activities that resulted in better utilization of and access to resources.

Large UA Recommended Program of Projects

The proposed program includes 39 projects in seven of the nine Bay Area counties (see Attachment 2). Figure 1, in the following page, depicts the breakdown of proposed projects by type.

Figure 1. Section 5310 Projects by Type



Consistent with federal requirements, at least 55 percent of available funding is assigned to “traditional” projects (i.e. vehicles, equipment and mobility management). In many cases, the amount of funding recommended is different than what was requested. Recommended grant amounts were determined based on the following factors: a project’s score relative to other projects within the same UA; the scalability of a project, if competing in an oversubscribed UA; and the objective of programming all available funds. In two cases, the amount of funding recommended is more than was requested. This is due to undersubscription in those UAs and the ability of the project to scale its scope to a higher funding level.

Following Commission approval, MTC will amend the projects into the 2017 Transportation Improvement Program and forward the program to Caltrans. Caltrans will submit a grant application to FTA and will enter into subrecipient agreements with the sponsors upon FTA grant approval.

Small UA Project Selection Process

In January 2017, Caltrans issued a statewide call for projects for \$20 million of Small Urbanized and Rural Area funds. In the Bay Area, seven agencies requested a total of \$3.4 million in federal funds. Consistent with the process set forth by Caltrans, MTC reviewed applications for eligibility and used the CTC-established quantitative criteria to score vehicle and equipment projects (see Attachment B to Resolution No. 4269).

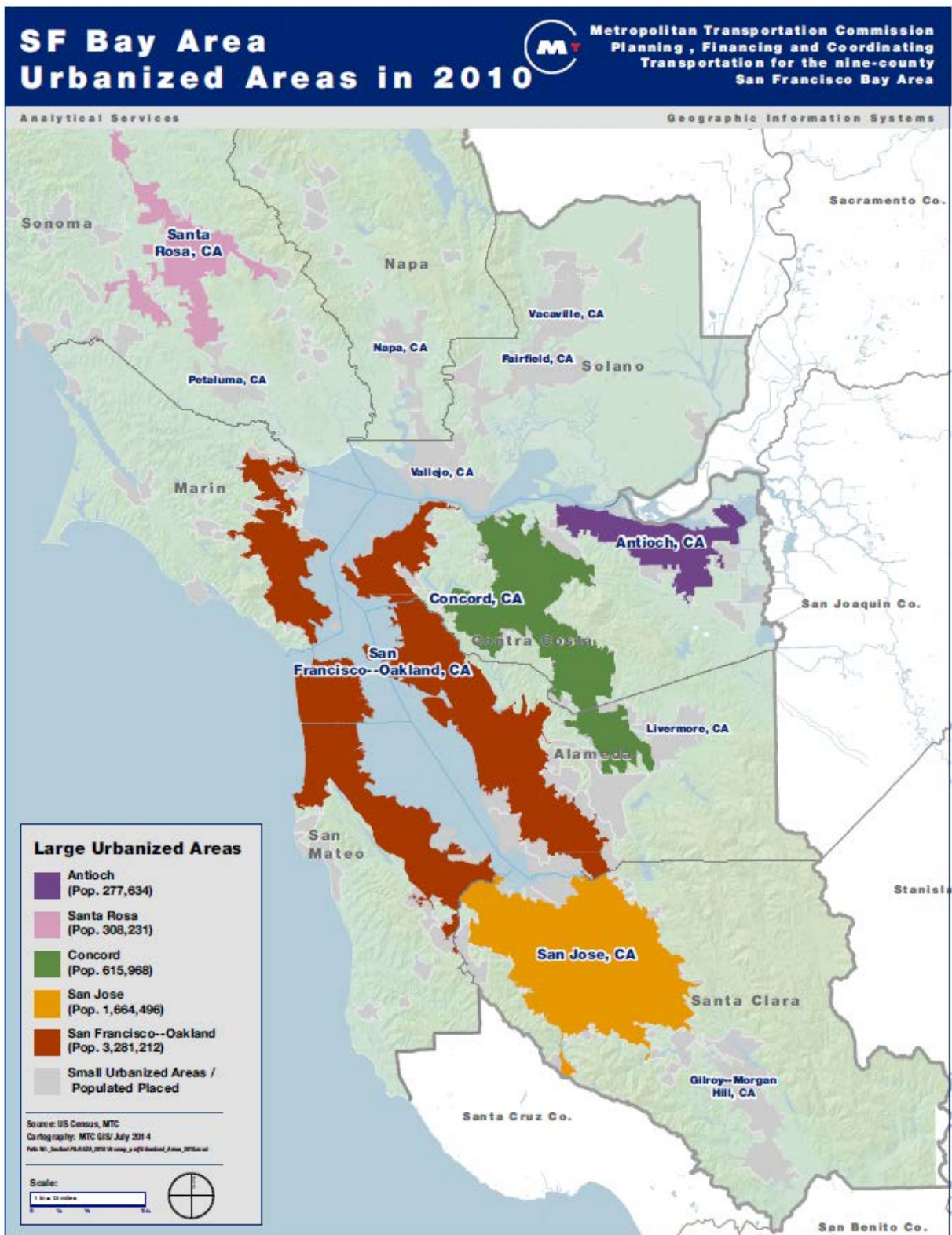
Attachment C to Resolution No. 4269 lists the applications received and requested amounts. If approved by the Commission, this FTA Section 5310 regional priority list and scores will be transmitted to both Caltrans and the CTC. A statewide review committee will make the final determination of scores and eligibility. The CTC is tentatively scheduled to distribute the statewide priority list in June 2017.

Issues: None

Recommendation: Refer Resolution No. 4269 to the Commission for approval.

Attachments: Attachment 1 – Map of the Bay Area’s Large Urbanized Areas
Attachment 2 – Recommended Projects in Large Urbanized Areas
MTC Resolution No. 4269

Attachment 1
Map of the Bay Area's Large Urbanized Area's



Attachment 2
FY 2014-15, FY 2015-16, and FY 2016-17 Section 5310
Recommended Projects in Large Urbanized Areas

Page 1 of 3

Sponsor	Project Name	Federal Amount Requested	Average Score	Recommended Grant Amount	UZA¹
County of Sonoma, HS Department, Area Agency on Aging	Mobility Management: Sonoma County	\$181,000	95	\$153,121	SR
County of Sonoma, HS Department, Area Agency on Aging	Operating Assistance: Travel voucher	\$219,000	95	\$264,168	SR
Marin County Transit District	Operating Assistance: Catch-A-Ride accessible vans	\$700,000	95	\$700,000	SFO
San Mateo County Transit District	Operating Assistance: Taxi voucher program	\$315,000	95	\$315,000	SFO
Marin Senior Coordinating Council, Inc.	Operating Assistance: Carepool volunteer driver program	\$294,960	94	\$294,960	SFO
Peninsula Jewish Community Center (San Mateo County)	Operating Assistance: Get Up & Go escorted door through door service	\$396,000	94	\$396,000	SFO
County of Sonoma, HS Department, Area Agency on Aging	Purchase of Equipment	\$10,000	92	\$10,000	SR
On Lok Senior Health Services (SF)	Replacement vehicles	\$490,000	91	\$490,000	SFO
Avenidas (Santa Clara County)	Replacement vehicles	\$210,000	90	\$210,000	SJ
Casa Allegra Community Services (Marin County)	Replacement vehicles	\$98,000	90	\$98,000	SFO
Choice in Aging (Contra Costa County)	Service Expansion vehicle	\$73,000	90	\$73,000	CON
Contra Costa ARC	Service Expansion vehicle	\$49,000	90	\$49,000	ANT
Contra Costa ARC	Service Expansion vehicles	\$98,000	90	\$98,000	CON
East Bay Services to the Developmentally Disabled	Replacement vehicle	\$63,000	90	\$63,000	SFO
Family Bridges, Inc. (Alameda County)	Replacement vehicles	\$140,000	90	\$140,000	SFO

Attachment 2
FY 2014-15, FY 2015-16, and FY 2016-17 Section 5310
Recommended Projects in Large Urbanized Areas

Sponsor	Project Name	Federal Amount Requested	Average Score	Recommended Grant Amount	UZA¹
Friends of Children with Special Needs (Santa Clara County)	Service Expansion vehicles	\$98,000	90	\$98,000	SJ
Futures Explored, Inc. (Contra Costa County)	Replacement and Service Expansion vehicles	\$175,000	90	\$175,000	CON
Marin County Transit District	Mobility Management: Marin County	\$300,000	90	\$300,000	SFO
Mobility Matters	Mobility Management in central Contra Costa County	\$349,563	90	\$349,563	CON
Mobility Matters	Mobility Management in eastern Contra Costa County	\$174,783	90	\$301,177	ANT
Santa Clara Valley Transportation Authority	Mobility Management: Santa Clara County	\$2,900,000	90	\$2,679,866	SJ
Choice in Aging (Contra Costa County)	Operating Assistance: Mobilizer	\$293,998	89	\$169,557	CON
City of Lafayette: Lamorinda Spirit Van	Operating Assistance: Lamorinda Spirit Van	\$221,685	89	\$169,557	CON
Institute on Aging (SF)	Replacement vehicles; Purchase of Equipment	\$646,260	89	\$569,600	SFO
Mobility Matters	Operating Assistance: Rides for Seniors volunteer driver program in central Contra Costa County	\$222,423	89	\$169,556	CON
Mobility Matters	Operating Assistance: Rides for Seniors volunteer driver program in eastern Contra Costa County	\$253,869	89	\$222,840	ANT
San Francisco Municipal Transportation Agency	Mobility Management:	\$998,860	89	\$773,833	SFO
LIFE ElderCare (Alameda County)	Operating Assistance: VIP Rides volunteer driver program	\$986,238	87	\$500,000	SFO
Marin Senior Coordinating Council, Inc.	Replacement vehicles	\$731,000	87	\$504,000	SFO
Center for Independent Living, Inc.	Mobility Management: Alameda County	\$1,157,901	86	\$618,960	SFO

Attachment 2
FY 2014-15, FY 2015-16, and FY 2016-17 Section 5310
Recommended Projects in Large Urbanized Areas

Sponsor	Project Name	Federal Amount Requested	Average Score	Recommended Grant Amount	UZA¹
Livermore Amador Valley Transit Authority	Mobility Management	\$150,000	85	\$103,775	CON
Center for Independent Living, Inc.	Mobility Management: West Contra Costa County	\$866,563	84	\$200,000	SFO
Friends of Children with Special Needs (Alameda County)	Operating Assistance: escorted door through door service	\$835,131	83	\$335,488	SFO
City of Santa Rosa	Replacement vehicles	\$325,552	82	\$252,000	SR
LightHouse for the Blind and Visually Impaired (SF)	Mobility Management: travel training	\$999,994	82	\$200,000	SFO
Center for Elders Independence (Alameda County)	Service Expansion vehicles; Purchase of equipment	\$540,000	81	\$128,000	SFO
Satellite Affordable Housing Associates (Alameda County)	Service Expansion vehicle	\$170,000	81	\$73,000	SFO
North and South of Market Adult Day Health	Replacement vehicle; Purchase of equipment	\$710,250	78	\$71,025	SFO
Drivers for Survivors, Inc. (Alameda County)	Operating Assistance: Volunteer driver program	\$944,460	74	\$150,000	SFO
Mobility Matters	Mobility Management in western Contra Costa County	\$174,783	70	\$-	SFO
Mobility Matters	Operating Assistance: Rides for Seniors volunteer driver program in western Contra Costa County	\$253,869	60	\$-	SFO
Satellite Affordable Housing Associates (Alameda County)	Operating assistance: Fund new drivers	\$457,549	60	\$-	SFO
Total		\$19,274,691		\$12,469,046	

¹ Urbanized Areas (UZA): Antioch (ANT), Concord (CON), San Francisco-Oakland (SFO), San Jose (SJ), and Santa Rosa (SR)

Date: April 26, 2017
W.I.: 1512
Referred by: PAC

ABSTRACT
Resolution No. 4269

This resolution adopts the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities FY2014-15, FY2015-16 and FY2016-17 Program of Projects for the Large Urbanized Areas and the Regional Priorities for the Small Urbanized Areas of the San Francisco Bay Area.

The following attachments are provided with this resolution:

Attachment A – FY2014-15, FY2015-16 and FY2016-17 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Projects for the Large Urbanized Areas; and

Attachment B – Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program MTC's FY2014-15, FY2015-16 and FY2016-17 Application Evaluation Process for the Small Urbanized Areas; and

Attachment C – Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program FY2014-15, FY2015-16 and FY2016-17 Program Priorities for the Small Urbanized Areas.

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated April 12, 2017.

Date: April 26, 2017
W.I.: 1512
Referred by: PAC

Re: Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) FY2014-15, FY2015-16 and FY2016-17 Program of Projects for the Large Urbanized Areas and the Regional Priorities for the Small Urbanized Areas of the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4269

WHEREAS, Title 49 United States Code (U.S.C.) Section 5310 (49 U.S.C. 5310) authorizes and sets forth the provisions for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which makes capital and operating grants to recipients for public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.); public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and alternatives to public transportation projects that assist seniors and individuals with disabilities; and

WHEREAS, 49 U.S.C. §5310 apportions funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, pursuant to California 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, WHEREAS, the California Transportation Commission (CTC) must consider all project applications received within the state prior to submittal to the Federal Transit Administration (FTA) for funding approval; and

WHEREAS, Caltrans is the designated recipient of the FY2014-15, FY2015-16 and FY2016-17 Section 5310 funds for the Large Urbanized Areas of the San Francisco Bay Area region, and the state’s Small urbanized Areas, and Non-urbanized Areas; and

WHEREAS, MTC has entered into a Memorandum of Understanding with Caltrans to jointly administer the FY2014-15, FY2015-16 and FY2016-17 Section 5310 program for the Large Urbanized Areas; and

WHEREAS, MTC, as the Regional Transportation Planning Agency, is responsible for objectively reviewing and/or scoring projects submitted by applicants in the MTC region for the Small Urbanized Areas, and for making recommendations concerning their suitability for funding; these recommendations are to be considered by the CTC in its preparation of the statewide Small Urbanized Areas Program of Projects; and

WHEREAS, MTC is responsible for conducting a competitive selection process; certifying a fair and equitable distribution of funds resulting from the competitive selection process; certifying that each project was included in a locally developed, coordinated public transit—human services transportation plan; and certifying that the plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers and participation by the public; and

WHEREAS, MTC has adopted Resolution No. 4266, which sets forth MTC's Program Guidelines for the FY2014-15, FY2015-16 and FY2016-17 Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program; now, therefore, be it

RESOLVED, that MTC has notified and involved interested members of the public in the selection and ranking of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program projects; and, be it further

RESOLVED, that MTC adopts the FY2014-15, FY2015-16 and FY2016-17 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program of Projects for the Large Urbanized Areas as provided in Attachment A; and be it further

RESOLVED, that the Executive Director of MTC or his designee shall transmit the adopted FY2014-15, FY2015-16 and FY2016-17 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program of Projects for the

Large Urbanized Areas to Caltrans to be submitted to FTA for funding under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and, be it further

RESOLVED, that MTC has followed the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Application Evaluation Process for the Small Urbanized Areas set forth in Attachment B, attached hereto and incorporated herein as though set forth in full; and, be it further

RESOLVED, that, based on the outcome of such process, MTC endorses the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program regional project priorities for the Small Urbanized Areas and conditions as listed on Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director of MTC or his designee shall transmit these regional project priority recommendations to Caltrans and to the CTC, with the request that they be fully considered and incorporated by the CTC in its preparation of the statewide program of projects for Small Urbanized Areas to be submitted to FTA for funding under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and, be it further

RESOLVED, that a copy of this resolution shall also be transmitted to each county Paratransit Coordinating Council and to other organizations as shall be appropriate; and, be it further

RESOLVED, that MTC will amend its Transportation Improvement Program (TIP) when appropriate to incorporate those projects approved at the state level.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on April 26, 2017.

Date: April 26, 2017
W.I.: 1512
Referred by: PAC

Attachment A
MTC Resolution No. 4269
Page 1 of 3

**FY2014-15, FY2015-16 and FY2016-17 Federal Transit Administration (FTA) Section 5310
Enhanced Mobility of Seniors and Individuals with Disabilities Program
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

#	Project Sponsor	Project Name	Project Description	Section 5310 Recommended Amount
1	Avenidas	Replacement vehicles	Purchase of 3 medium bus replacements	\$210,000
2	Casa Allegra Community Services	Replacement vehicles	Purchase of 2 minivans replacements	\$98,000
3	Center for Elders Independence	(1) Service Expansion vehicles (2) Purchase of Equipment	(1) Purchase of 2 small buses for service expansion (2) Purchase of 2 radio systems	(1) \$126,000 (2) \$2,000
4	Center for Independent Living, Inc.	Mobility Management: Alameda County	Continued coordination of travel training, information & referral, workshops on transportation options, wheelchair securement and safety on transit, outreach and education, and individualized trip planning support and education	\$618,960
5	Center for Independent Living, Inc.	Mobility Management: West Contra Costa County	Continued travel training program for Western Contra Costa County, includes group travel training, information & referral, and "Train the trainer" travel training	\$200,000
6	Choice in Aging	(1) Operating Assistance: Mobilizer (2) Service Expansion vehicle	(1) Continue operating assistance for door- through-door transportation for frail low- income seniors and others with disabilities for shopping, medical, social services trips (2) Purchase of 1 large bus for service expansion	(1) \$169,557 (2) \$73,000
7	City of Lafayette: Lamorinda Spirit Van Program	Operating Assistance: Lamorinda Spirit Van	Continued operating assistance for Lamorinda Spirit Van transportation for frail seniors for shopping, medical, and nutrition program trips	\$169,557
8	City of Santa Rosa	Replacement vehicles	Purchase of 4 small bus replacements	\$252,000
9	Contra Costa ARC	(1) Service Expansion vehicle (2) Service Expansion vehicles	(1) Purchase of 1 minivan for service expansion for Antioch UZA; (2) Purchase of 2 minivans for service expansion for Concord UZA	(1) \$49,000 (2) \$98,000

#	Project Sponsor	Project Name	Project Description	Section 5310 Recommended Amount
10	County of Sonoma, Human Services Department, Area Agency on Aging	(1) Mobility Management: Sonoma County (2) Operating Assistance: Travel voucher	(1) Continued support for countywide coordination: Expanded partnerships, integration of non-emergency medical trips, outreach and survey, individualized trip planning; information and referral, and travel training (2) Continued and expanded support for volunteer driver programs; operations support for travel voucher program	(1) \$153,121 (2) \$264,168
11	County of Sonoma, HS Department, Adult and Aging Division	Purchase of Equipment	Purchase of computer software to manage volunteer driver program trip planning, scheduling, and agency coordination	\$10,000
12	Drivers for Survivors, Inc.	Operating Assistance: Volunteer driver program	Continued operating assistance for escorted volunteer driver program for cancer related medical appointments	\$150,000
13	East Bay Services to the Developmentally Disabled	Replacement vehicle	Purchase of 1 small bus replacement	\$63,000
14	Family Bridges, Inc.	Replacement vehicle	Purchase of 2 medium bus replacements	\$140,000
15	Friends of Children with Special Needs	(1) Service Expansion vehicles (2) Operating Assistance: escorted door through door service	(1) Purchase of 2 minivans for service expansion (2) Operating assistance for escorted door through door service for regional center, vocational training, recreation, healthcare, and shopping trips	(1) \$98,000 (2) \$335,488
16	Futures Explored, Inc.	Replacement and Service Expansion vehicles	Purchase of 1 minivan replacement; Purchase of 2 small buses for service expansion	\$175,000
17	Institute on Aging	(1) Replacement vehicles; (2) Purchase of equipment	(1) Purchase of 8 medium bus replacements; (2) Purchase of 12 surveillance camera systems	(1) \$560,000 (2) \$9,600
18	LIFE ElderCare	Operating Assistance: VIP Rides volunteer driver program	Continued operating assistance for volunteer driver escorted transportation for medical, shopping and other necessary trips	\$500,000
19	LightHouse for the Blind and Visually Impaired	Mobility Management: travel training	Support for travel training for blind and visually impaired transit riders	\$200,000
20	Livermore Amador Valley Transit Authority	Mobility Management	Support for coordinated trip planning with social service transportation providers, information and referral, to expand transportation options for paratransit users	\$103,775
21	Marin County Transit District	(1) Mobility Management: Marin County (2) Operating Assistance: same-day accessible vans	(1) Support for a mobility manager, travel training program; information & referral, and outreach and survey (2) Support for same day wheelchair accessible transportation	(1) \$300,000 (2) \$700,000

#	Project Sponsor	Project Name	Project Description	Section 5310 Recommended Amount
22	Marin Senior Coordinating Council, Inc	(1) Replacement vehicles (2) Operating Assistance: Carepool volunteer driver program	(1) Purchase of 6 small bus, 1 medium bus and 1 large bus replacements (2) Operating assistance for door through door escorted volunteer driver program	(1) \$504,000 (2) \$294,960
23	Mobility Matters	(1) Mobility Management in central and eastern Contra Costa County (2) Operating Assistance: Rides for Seniors volunteer driver program in central and eastern Contra Costa County	(1) Continued support for coordination of service providers, information & referral; individualized trip planning, and outreach (2) Continued operating assistance for Rides for Seniors escorted, door-through-door volunteer driver program, with expanded assistance to senior or disabled veterans	(1) \$650,740 (2) \$392,396
24	North and South of Market Adult Day Health	(1) Replacement vehicle; (2) Purchase of Equipment	(1) Purchase of 1 medium bus replacement; (2) Purchase of 1 surveillance system	(1) \$70,000 (2) \$1,025
25	On Lok Senior Health Services	Replacement vehicles	Purchase of 7 small bus replacements; Purchase of 1 minivan replacement	\$490,000
26	Peninsula Jewish Community Center	Operating Assistance: Get Up & Go program	Continued operating assistance: Get Up & Go provides staff and volunteer driven escorted transportation	\$396,000
27	Satellite Affordable Housing Associates	Service Expansion vehicle	Purchase of 1 larger bus for service expansion	\$73,000
28	San Francisco Municipal Transportation Agency	Mobility Management Center	Support for a mobility manager, one call/one click information and referral, travel training, outreach, coordination with health, dialysis and ADHC centers, non-profit vehicle donation program, taxi and ramp taxi subsidy program, and "train the trainer" travel training program	\$773,833
29	San Mateo County Transit District	Operating Assistance: Taxi voucher program	Operating assistance for a taxi voucher program offering same day transportation service	\$315,000
30	Santa Clara Valley Transportation Authority	Mobility Management: Santa Clara County	Support for coordination, management, and travel training facilities, with associated equipment	\$2,679,866
31	MTC	Coordinated Plan & Mobility Management Implementation	Support for Coordinated Plan and mobility management implementation in the San Francisco Bay Area	\$692,724
Total:				\$13,161,770

Date: April 26, 2017
W.I.: 1512
Referred by: PAC

Attachment B
MTC Resolution No. 4269
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**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
MTC's FY2014-15, FY2015-16 and FY2016-17 Application Evaluation Process
for the Small Urbanized Areas**

1. MTC notified prospective applicants of the statewide Call for Projects. Outreach activities included: 1) an email to prospective applicants and the nine county Paratransit Coordinating Councils, 2) an announcement on the MTC website, 3) presentations to the Partnership Accessibility Committee, the Transit Finance Working Group, and the Regional Mobility Management Group.
2. Each eligible Traditional 5310 project request received was evaluated using the statewide criteria, which were developed by the California Transportation Commission (CTC). The evaluation criteria are divided into the following categories: 1) ability of applicant, 2) coordination planning, 3) utilization of existing or proposed equipment, and 4) service effectiveness.
3. MTC staff reviewed each application to determine that the proposed project was included in MTC's Coordinated Public Transit—Human Services Transportation Plan.
4. MTC staff compiled all scores for the region and developed a regional priority listing. MTC staff will present the final recommendations to the Commission for adoption. Once adopted, the final list will be transmitted to Caltrans and CTC for funding consideration.

Date: April 26, 2017
W.I.: 1512
Referred by: PAC

Attachment C
MTC Resolution No. 4269
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**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
FY2014-15, FY2015-16 and FY2016-17 Program Priorities for the Small Urbanized Areas**

Applicant	County	Project Type	Description of Project	VIN	Project Score ¹	Federal Amount Requested
City of Rio Vista	Solano	Operating Assistance	Daily trip to BART and continued operations of Dial-a-Ride Delta Breeze and deviated, fixed-route service	-	-	\$854,000
City of Rio Vista	Solano	Vehicle replacement	Small bus replacement	88440	62	\$63,000
City of Rio Vista	Solano	Vehicle replacement	Small bus replacement	19176	57	\$63,000
Faith in Action	Solano	Operating Assistance	Volunteer driver program providing door-through-door, same day medical, shopping, social service and social trips	-	-	\$378,000
Livermore Amador Valley Transit Authority	Alameda	Operating Assistance	Para Taxi subsidy program	-	-	\$30,000
Livermore Amador Valley Transit Authority	Alameda	Mobility Management	Coordinated trip planning with social service transportation providers, information and referral, to expand transportation options for paratransit users	-	-	\$300,000
Napa Valley Transportation Authority	Napa	Vehicle replacement	Medium bus replacement	61206	90	\$70,000
Napa Valley Transportation Authority	Napa	Vehicle replacement	Medium bus replacement	61209	90	\$70,000
Napa Valley Transportation Authority	Napa	Vehicle replacement	Medium bus replacement	01415	90	\$70,000
Napa Valley Transportation Authority	Napa	Vehicle replacement	Medium bus replacement	01401	90	\$70,000
Pace Solano	Solano	Vehicle replacement	Small bus replacement	88440	90	\$63,000
Pace Solano	Solano	Vehicle replacement	Small bus replacement	19176	90	\$63,000
Solano Transportation Authority	Solano	Mobility Management	Countywide coordinated travel training, enhanced ADA eligibility, information and referral, intercity taxi scrip, individualized trip planning	-	-	\$1,000,000
Sonoma County Human Services Department Area Agency on Aging	Sonoma	Mobility Management	Continued support for countywide coordination: Expanded partnerships, integration of non-emergency medical trips, outreach and survey, individualized trip planning; information and referral, and travel training	-	-	\$165,291
Sonoma County Human Services Department Area Agency on Aging	Sonoma	Operating Assistance	Continued and expanded support for volunteer driver programs; operations support for travel voucher program	-	-	\$103,800
Sonoma County Human Services Department Area Agency on Aging	Sonoma	Equipment	Purchase Computer Software for travel training in Sonoma County	-	94	\$10,000

¹ Only vehicle and other equipment projects are scored locally by the Metropolitan Planning Organization (MPO)/ Regional Transportation Planning Agency (RTPA)