



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, September 13, 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 9:35a.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. [17-2759](#) Minutes of the July 12, 2017 meeting
- Action: Committee Approval
- Attachments: [2a_07-12-2017_Prog&Allocations_Draft_Minutes.pdf](#)
-
- 2b. [17-2761](#) MTC Resolution No. 4269, Revised. Revisions to the FY 2014-15, FY 2015-16 and FY 2016-17 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.
- Action: Commission Approval
- Presenter: Drennen Shelton
- Attachments: [2b_Reso-4269_FTA_Section5310.pdf](#)
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- 2c. [17-2767](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-19.
- Action: Commission Approval
- Presenter: Adam Crenshaw
- Attachments: [2c_Reso-4275_TIP_Amendment2017-19_.pdf](#)

- 2d.** [17-2795](#) MTC Resolution No. 4289, Revised. Update the FY2017-18 State Transit Assistance (STA) Regional Coordination Program to add the Regional Transit Mapping Project.
- Action:** Commission Approval
- Presenter:** Raymond Odunlami
- Attachments:** [2d_Reso-4289_RegTransitMapping.pdf](#)
-
- 2e.** [17-2797](#) Federal Earmark Repurposing. Update on projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.
- Action:** Information
- Presenter:** Mallory Atkinson
- Attachments:** [2e_FederalEarmarkRepurposing.pdf](#)
-
- 2f.** [17-2798](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) One Bay Area Grant (OBAG 1 and 2) programs.
- Action:** Commission Approval
- Presenter:** Mallory Atkinson
- Attachments:** [2f_Resos-4035_4202_OBAG.pdf](#)
-
- 2g.** [17-2764](#) MTC Resolution No. 3721, Revised. Allocation of \$3.8 million in Regional Measure 2 (RM2) Capital funds to the Contra Costa Transportation Authority (CCTA) for the construction phase of the I-680 Southbound High-Occupancy Vehicle (HOV) Gap Closure and Express Lane Conversion project.
- Action:** Commission Approval
- Presenter:** Kenneth Kao
- Attachments:** [2g_Reso-3721_CCTA_HOV.pdf](#)
-
- 2h.** [17-2809](#) Short Range Transit Plan Funding. Short-Range Transit Plan (SRTP) Initial Funding Recommendations for FY2017-18.
- Action:** Commission Approval
- Presenter:** Christina Hohorst
- Attachments:** [2h_Short_Range_Transit.pdf](#)

3. Federal

- 3a. [17-2833](#) MTC Resolution No. 4302. Funding commitments for the BART Transbay Corridor Core Capacity Project.

Authorization of Commitment of up to \$179 million from the BART Car Replacement Funding Exchange and Reserve Account for BART's expansion railcars, to meet FTA's requirement of local fund commitment for the FTA Capital Investment Program (New Starts/Core Capacity).

Action: Commission Approval

Presenter: Glen Tepke

Attachments: [3a Reso-4302 BART TCCC Programming.pdf](#)

4. State

- 4a. [17-2765](#) MTC Resolution No. 4218, Revised. Revisions to the 2017 Regional Active Transportation Program (ATP) Cycle 3 Program of Projects.

Programming of \$16 million in Regional Active Transportation Program (ATP) Cycle 3 Augmentation funds, made available through Senate Bill 1 (SB1).

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: [4a Reso-4218 ATP .pdf](#)

5. Regional

- 5a. [17-2768](#) MTC Resolution Nos. 4279, Revised, 4284, Revised, 4285, Revised, and 4286, Revised.

Allocation of \$164 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Regional Measure 2 (RM2), and Assembly Bill 1107 (AB1107) funds, to AC Transit, Fairfield, Golden Gate Transit, Petaluma, and Santa Rosa to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [5a Resos-4279 4284 4285 4286 Allocations.pdf](#)

- 5b. [17-2762](#) MTC Resolution No 4097, Revised. Consolidated Transportation Service Agency (CTSA) Designation for Solano County, to Solano Transportation Authority.

Consolidated Transportation Service Agency (CTSA) Designation for Solano Transportation Authority in Solano County.

Action: Commission Approval

Presenter: Drennen Shelton

Attachments: [5b_Reso-4097_CTSA_Designation.pdf](#)

6. Information

- 6a. [17-2763](#) CTC Update

Update on the August 16-17, 2017 CTC meeting in Oakland, CA.

Action: Information

Presenter: Kenneth Kao

Attachments: [6a_CTC_Update.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on October 11, 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 #: 17-2759 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 7/25/2017 **In control:** Programming and Allocations Committee
On agenda: 9/13/2017 **Final action:**
Title: Minutes of the July 12, 2017 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_07-12-2017_Prog&Allocations_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the July 12, 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:

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, July 12, 2017

9:40 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum, and Commissioner Worth

Absent: 2 - Commissioner Bruins, and Vice Chair Dutra-Vernaci

Non-Voting Member Present: Commissioner Sartipi

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

Haggerty

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

2. Consent Calendar

Approval of the Consent Calendar

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

Aye: 6 - Commissioner Glover, Commissioner Kim, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

Absent: 3 - Commissioner Bruins, Vice Chair Dutra-Vernaci and Commissioner Schaaf

2a. [17-2708](#) Minutes of the June 14, 2017 meeting

Action: Committee Approval

- 2b.** [17-2613](#) Quarterly Report of Executive Director Delegated Authority Actions
 Action: Information
 Presenter: Cheryl Chi
- 2c.** [17-2532](#) MTC Resolution No. 3880, Revised. Proposition 1B - Transit - FY 2010-11 Population-based funds - Request to redirect \$2.4 million from the Solano Express Bus Replacement project to the SolTrans Bus Maintenance Facility Rehabilitation project.
 Action: Commission Approval
 Presenter: Kenneth Folan
- 2d.** [17-2717](#) MTC Resolutions Nos. 3989, Revised, 4202, Revised, and 4305. Agreement for the exchange of \$12 million in Sonoma County Measure funds with an equal amount of Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for the US 101 Marin Sonoma Narrows B2 Phase 2 project. From the exchanged funds, programming is proposed of \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management (AOM) Program. An additional \$1 million in exchange funds will be programmed through a future Commission action.
 Action: Commission Approval
 Presenter: Ross McKeown
- 2e.** [17-2619](#) MTC Resolution Nos. 4262, Revised, and 4263, Revised. Revisions to AB 664 bridge toll program and allocations for FY2016-17.
 Action: Commission Approval
 Presenter: Rob Jaques
- 2f.** [17-2620](#) MTC Resolution Nos. 4162, Revised and 4272 Revised. Revisions to the FY2014-15 and FY2016-17 through FY2019-20 Transit Capital Priorities Programs to reflect expected FY2016-17 FTA apportionments and transfers of funding between projects.
 Action: Commission Approval
 Presenter: Rob Jaques
- 2g.** [17-2718](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-16.
 Action: Commission Approval
 Presenter: Adam Crenshaw

- 2h. [17-2733](#) Federal Earmark Repurposing. Potential projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.

Action: Commission Approval

Presenter: Ross McKeown

3. Regional

- 3a. [17-2720](#) MTC Resolution Nos. 3801, Revised, and 4278, Revised. Regional Measure 2 (RM2) Program Amendments and Associated Revision to the FY2017-18 RM2 Operating Program.

A summary of public comments received and recommendation to program \$5 million annually in RM2 Operating funds to two new projects:

- \$2 million annually to Clipper for operating support
- \$3 million annually to the Transbay Transit Center for additional operating support

And, amendment to the FY 2017-18 RM2 Operating Program to include \$2 million in new funding for Clipper and \$3 million in new funding for the Transbay Transit Center.

Action: Commission Approval

Presenter: Theresa Romell

Nina Ranells of WETA was called to speak.

Jackson Eahnestock of TJPA was called to speak.

Ryan Reeves of SFMTA was called to speak.

Chris Andrichak of AC Transit was called to speak.

Veronica Sanchez of Master Mates and Pilots was called to speak.

J.B. Davis was called to speak.

Aleta Dupree was called to speak.

Upon the motion by Commissioner Glover and the second by Commissioner Schaaf, the Committee unanimously approved the referral of MTC Resolution Nos. 3801, Revised, and 4278, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

Absent: 2 - Commissioner Bruins and Vice Chair Dutra-Vernaci

- 3b.** [17-2710](#) MTC Resolution Nos. 4268, Revised, 4279, Revised, 4284, Revised, 4285, Revised, and 4286.

Revises the FY 2017-18 Fund Estimate and allocates \$271 million in FY 2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Assembly Bill 1107 (AB 1107) funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: William Bacon

Upon the motion by Commissioner Pedroza and the second by Commissioner Glover, the Committee unanimously approved the referral of MTC Resolution Nos. 4268, Revised, 4279, Revised, 4284, Revised, 4285, Revised, and 4286 to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

Absent: 2 - Commissioner Bruins and Vice Chair Dutra-Vernaci

4. State

- 4a.** [17-2719](#) MTC Resolution No. 4218, Revised. Revision of the 2017 Regional Active Transportation Program (ATP) Cycle 3 Guidelines.

Senate Bill 1 provides an additional \$16 million for programming to the Regional ATP, available in FY 2017-18 and FY 2018-19. The proposed guidelines revision addresses issues specific to this funding augmentation, and to be consistent with the state's 2017 ATP Augmentation Guidelines.

Action: Commission Approval

Presenter: Kenneth Kao

Upon the motion by Commissioner Worth and the second by Commissioner Schaaf, the Committee unanimously approved the referral of MTC Resolution No. 4218, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

Absent: 2 - Commissioner Bruins and Vice Chair Dutra-Vernaci

5. Federal

- 5a. [17-2716](#) MTC Resolution No. 4035, Revised. Transit Performance Initiative (TPI) Investment Program - North Bay Programming.

Recommendations for approximately \$2.3 million in STP/CMAQ funds through the Transit Performance Initiative (TPI) Investment program to projects in Marin, Napa, Solano, and Sonoma counties.

Action: Commission Approval

Presenter: Craig Bosman

Upon the motion by Commissioner Glover and the second by Commissioner Bruins, the Committee unanimously approved the referral of MTC Resolution No. 4035, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

Absent: 2 - Commissioner Bruins and Vice Chair Dutra-Vernaci

6. Information

- 6a. [17-2709](#) CTC Update

Update on the June 28-29, 2017 CTC meetings.

Action: Information

Presenter: Kenneth Kao

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on September 13, 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 #: 17-2761 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 7/25/2017 **In control:** Programming and Allocations Committee
On agenda: 9/13/2017 **Final action:**
Title: MTC Resolution No. 4269, Revised. Revisions to the FY 2014-15, FY 2015-16 and FY 2016-17 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Sponsors:

Indexes:

Code sections:

Attachments: [2b_Reso-4269_FTA_Section5310.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

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

Presenter:

Drennen Shelton

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2017

Agenda Item 2b

MTC Resolution No. 4269, Revised

Subject: Revisions to the 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, entered into a Memorandum of Understanding (MOU) with MTC to jointly administer the Large UA program in the Bay Area. Under the MOU, MTC is responsible for project selection in the region's large UAs.

Additional Funds for Large UAs

In April 2017, the Commission adopted 39 projects for the Bay Area's Large UAs. The amount programmed to these projects was based on the actual apportionments for FY 2015 and FY 2016, and the estimated apportionment for FY 2017. In July, the Federal Transit Administration released the actual FY 2017 apportionments, which in total, are approximately \$95,000 more than was programmed. Figure 1 below shows the additional funding available for programming in each of the Bay Area's large UA.

Figure 1. Difference between Estimated and Actual Amounts by UA

Urbanized Area	Estimated Amount	Actual Amount	Difference
Antioch	604,852	609,691	4,839
Concord	1,380,675	1,393,418	12,743
San Francisco--Oakland	7,305,358	7,360,165	54,806
San Jose	3,153,858	3,169,253	15,395
Santa Rosa	717,027	724,647	7,620
Total Large UA	\$ 13,161,770	\$ 13,257,174	\$ 95,404

In order to expedite grant submittal, Caltrans staff assigned these additional funds to eight agencies with ten projects. Generally these were scalable projects that received less funding than they requested in the original awards. Caltrans also increased MTC's administrative set aside to the 5% level. These changes are shown in Attachment A to Resolution No. 4269, attached.

Following Commission approval, staff will amend the new project amounts into the 2017 Transportation Improvement Program, and forward the revised program of projects to Caltrans. Caltrans staff, who have already submitted a grant to the FTA for the entire apportionment, will use the revised program of projects to create and enter into subrecipient agreements with the project sponsors.

Issues: None

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

Attachments: MTC Resolution No. 4269, Revised

Date: April 26, 2017
W.I.: 1512
Referred by: PAC
Revised: 09/27/17-C

ABSTRACT

Resolution No. 4269, Revised

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.

This resolution was revised on September 27, 2017, to update the 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.

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated April 12, 2017 and September 13, 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
Revised: 09/27/17-C

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 \$171,122 (a) (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 \$171,122 (a)
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 \$157,532 (a) (2) \$264,168 \$266,975 (a)
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 \$187,922 (a)
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 \$518,000 (a) (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 \$660,920 (a) (2) \$392,396 \$395,743 (a)
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 \$2,694,450 (a)
31	MTC	Coordinated Plan & Mobility Management Implementation	Support for Coordinated Plan and mobility management implementation in the San Francisco Bay Area	\$692,724 \$697,746 (a)
Total:				\$13,257,173

Notes

(a) On 9/27/17, project amounts were updated to reflect FY17 actual apportionments.

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

Attachment B
MTC Resolution No. 4269
Page 1 of 1

**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.

**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)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2767 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 8/1/2017 **In control:** Programming and Allocations Committee
On agenda: 9/13/2017 **Final action:**
Title: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-19.

Sponsors:

Indexes:

Code sections:

Attachments: [2c Reso-4275 TIP Amendment2017-19 .pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-19.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Attachments

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2017

Agenda Item 2c

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-19.

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 2017-19 makes revisions to 31 projects with a net increase in funding of approximately \$4.4 billion. Among other changes, the revision:

- Amends four new exempt, three new non-exempt, and three new non-exempt, not-regionally significant Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP and updates the funding plans of five existing STP/CMAQ funded projects to reflect changes in the One Bay Area Grant 1 (OBAG1) County Program, the OBAG2 Program, and the Transit Performance Initiative Program;
- Amends Bay Area Rapid Transit's (BART) Transbay Core Capacity Improvements project into the TIP with \$931 million in local funds and \$2.6 billion in uncommitted funds;
- Updates the funding plan of Caltrain's Positive Train Control (PTC) System project to reflect the award of approximately \$22 million in Federal Railroad Administration PTC Implementation grant funds;
- Updates the funding plans of five State Highway Operations and Protection Program (SHOPP) funded grouped listings, the Section 130 – Railroad/Highway Crossing Projects funded grouped listing, and the Highway Maintenance Program funded grouped listing to reflect the latest information from Caltrans, including the addition of \$412 million in SHOPP, \$3.8 million in Section 130 funds and \$15 million in Highway Maintenance funds; and
- Amends one new locally-funded exempt project and one new locally-funded non-exempt project into the TIP.

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

Subject to the determination of the regional Air Quality Conformity Task Force at their September 28, 2017 meeting, the revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP Revision Summary for this amendment is attached 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:

Elements of this revision are contingent upon Commission approval of programming changes included in the following Programming and Allocations Committee Items:

- Item 2f, MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG 1 and 2) programs; and
- Item 3a, MTC Resolution No. 4302. Funding commitments for the BART Transbay Corridor Core Capacity Project.

This revision also contains programming changes that are contingent upon the Regional Air Quality Conformity Task Force's concurrence on the regional air quality conformity status of the projects being added through this amendment. While staff does not expect a negative finding on these projects, the task force will not meet until September 28, 2017. If the Task Force does make a negative finding for these projects, the changes will be removed from this revision to the 2017 TIP.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-19
MTC Resolution No. 4275, Revised

TIP Revision Summary
2017-19

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA090027	Port of Oakland	7th St Grade Separation and Port Arterial Improvem	Update the funding plan to add \$278M in RTP-LRP funds	\$277,968,000	117.3%
CC-130023	Danville	Danville Various Streets and Roads Preservation	Update the project scope to include El Cerro Blvd from La Gonda Way to just east of the El Cerro Bridge and update the funding plan to reprogram CON from FY18 to FY17 and add \$852K in CON Local funds	\$851,800	80.7%
CC-130047	Richmond	37th Street Bicycle & Pedestrian Improvements	Update the project description to extend the southern limit of the road diet portion of the project from Chanslor to Center	\$0	0.0%
MRN170016	San Rafael	Francisco Blvd West Multi-Use Pathway	Amend a new exempt project into the TIP with \$962K in Other Local and \$288K in Sales Tax funds	\$1,250,000	~%
REG170011	Metropolitan Transportation Commission (MTC)	Innovative Deployments to Enhance Arterials: Cat 2	Amend a new non-exempt, not regionally significant project to the TIP with \$5M in OBAG2-STP and \$650K Other Local funds	\$5,650,000	~%
REG170012	Metropolitan Transportation Commission (MTC)	Shared Use Mobility	Amend a new non-exempt, not regionally significant project into the TIP with \$2.5M in OBAG2-STP funds. Toll credits will be used in lieu of match for federal funds	\$2,500,000	~%
REG170015	Metropolitan Transportation Commission (MTC)	Innovative Deployments to Enhance Arterials: Cat 1	Amend a new non-exempt, not regionally-significant project into the TIP with \$4M OBAG2-STP, \$4M in OBAG2-CMAQ, and \$1M in Other Local funds	\$9,037,000	~%
System: Public Lands/Trails					
CC-130024	El Cerrito	Ohlone Greenway Station Area Bike/Ped Improvements	Update the project description to remove surveillance system improvements	\$0	0.0%
System: Regional					
ALA170057	Metropolitan Transportation Commission (MTC)	I-880 Integrated Corridor Management - Central	Amend a new exempt project into the TIP with \$8.84M in OBAG2-CMAQ funds. Toll credits will be used in lieu of match for federal funds	\$8,840,000	~%
REG170004	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Commuter Parking Initiative	Update the funding plan to add \$4.6M in Other Local and \$121K in RM-2 funds, and revise amounts between years and phases	\$4,738,000	84.8%
REG170013	Metropolitan Transportation Commission (MTC)	511 Next Gen	Amend a new exempt project into the TIP with \$27M in OBAG-STP. Toll credits will be used in lieu of match for federal funds	\$26,852,000	~%
REG170014	Metropolitan Transportation Commission (MTC)	Active Operations Management	Amend a new exempt project into the TIP with \$23.7M in OBAG2-STP funds. Toll credits will be used in lieu of match for federal funds	\$23,737,000	~%
REG170016	Metropolitan Transportation Commission (MTC)	Regional Planning - PDA Implementation	Amend a new exempt project into the TIP with \$8M in OBAG2-STP funds and \$1M in Local funds	\$9,092,963	~%
System: State Highway					



**TIP Revision Summary
2017-19**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170009	Alameda County Transportation Commission (ACTC)	Widen I-680 NB and SB for EL from SR-84 to Alcosta	Update the funding plan to change the source for \$17.5M from RTP-LRP to Sales Tax, remove \$53M in RTP-LRP, and reprogram funds between years and phases	-\$53,000,000	-16.5%
CC-170023	Metropolitan Transportation Commission (MTC)	Freeway Performance Program: I-680 Corridor	Amend a new non-exempt project into the TIP with \$1.5M in OBAG2-STP and \$6.5M in OBAG2-CMAQ. Toll credits will be used in lieu of match for federal funds	\$8,000,000	~%
REG170002	Metropolitan Transportation Commission (MTC)	Transportation Management Systems	Update the funding plan to add \$16.1M in OBAG2-STP. Toll credits will be used in lieu of match for these funds; and revise the project description to clarify the scope	\$16,090,000	536.3%
REG170007	Metropolitan Transportation Commission (MTC)	Incident Management Program	Update the funding plan to add \$4.16M in OBAG2-STP and reprogram \$517K in CON STP from FY18 to FY17 to match obligation. Toll credits will be used in lieu of match for new OBAG2 funds	\$4,160,000	804.6%
SM-170011	San Mateo (City)	US 101/Peninsula Avenue Interchange Improvements	Amend a new non-exempt project into the TIP with \$2.5M in Sales Tax, \$1.9M in Other Local and \$84.6M in RTP-LRP funds	\$89,000,000	~%
SOL090015	Solano County	Redwood-Fairgrounds Dr Interchange Imps	Update the project description to include the addition of bike lanes and bus stop improvements and update the funding plan to add \$94K in OBAG1-CMAQ and remove \$10K in Local funds for PE FY17	\$84,803	0.1%
VAR170004	Caltrans	GL: Pavement Resurfacing/Rehab SHS - Highway Maint	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$15M in Highway Maintenance funding	\$15,150,000	100.6%
VAR170006	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$85.6M in SHOPP funds	\$85,598,000	13.8%
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 \$39.8M in SHOPP funds	\$39,803,000	8.7%
VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$246.6M in SHOPP funds	\$246,625,000	143.8%
VAR170010	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$35M in SHOPP funds	\$34,992,000	10.6%
VAR170015	Caltrans	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$5.17M in SHOPP funds	\$5,170,000	72.7%
VAR170021	Metropolitan Transportation Commission (MTC)	Freeway Performance Program: I-880 Corridor	Amend a new non-exempt project to the TIP with \$3M in OBAG2-STP funds. Toll credits will be used in lieu of match for federal funds	\$3,000,000	~%
VAR170023	Metropolitan Transportation Commission (MTC)	Freeway Performance Program: SR-84	Amend a new non-exempt project to the TIP with \$5M in OBAG2-STP. Toll credits will be used in lieu of match for federal funds	\$5,000,000	~%
System: Transit					
REG110030	Caltrain	Caltrain Positive Train Control System	Update the funding plan to add \$21.7M in FRA/FTA PTC Implementation grant funding and \$5.4M in Local funds	\$27,100,000	11.7%
REG170017	Bay Area Rapid Transit District (BART)	BART Transbay Core Capacity Improvements	Amend a new non-exempt project into the TIP with \$179M in operating funds, \$640M in Local funds, \$112M in Sales Tax and \$2.6B in RTP-LRP	\$3,510,700,000	~%



TIP Revision Summary 2017-19

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SON030012	Santa Rosa City Bus	Santa Rosa City Bus: Transit Enhancements	Update the project scope to include technology improvements and update the funding plan to add \$411K in TPI-CMAQ funds and \$53K in TDA funds	\$464,250	96.6%
VAR170017	Caltrans	GL: Railroad-Highway Crossing	Update the funding plan and back-up listing to reflect the latest information from Caltrans, including the addition of \$3.8M in Section 130 funds	\$3,769,875	57.4%
Total Funding Change:				\$4,412,223,691	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$66,321,372	\$1,711,773,000	\$1,090,000	\$727,145,283	\$2,506,329,655	\$1,653,749,334
Proposed:	\$211,505,677	\$2,139,111,000	\$1,211,000	\$4,566,725,669	\$6,918,553,346	\$3,183,248,025
Delta:	\$145,184,305	\$427,338,000	\$121,000	\$3,839,580,386	\$4,412,223,691	\$1,529,498,691



Date: September 28, 2016
 W.I.: 1512
 Referred by: PAC
 Revised: 12/21/16-C 02/22/17-C 03/22/17-C
 04/26/17-C 06/28/17-C 07/26/17-C
 09/27/17-C

ABSTRACT

Resolution No. 4275, Revised

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

Further discussion of the 2017 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 14, 2016, December 14, 2016, February 8, 2017, March 8, 2017, April 12, 2017, June 14, 2017, and July 12, 2017, the Planning Committee summary sheet dated July 14, 2017 and the Programming & Allocations Committee summary sheet dated September 13, 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	12	\$22,741,790	4/5/2017	4/5/2017
17-06	Amendment	11	\$68,189,237	2/22/2017	3/14/2017
17-07	Admin. Modification	15	-\$8,341,530	4/28/2017	4/28/2017
17-08	Amendment	73	\$840,375,166	3/22/2017	4/14/2017
17-09	Admin. Modification	24	\$17,810,414	6/9/17	6/9/17
17-10	Amendment	14	\$101,213,635	4/26/2017	6/8/17
17-11	Admin.	4	-\$1,360,312	7/6/2017	7/6/2017

ABSTRACT

MTC Resolution No. 4275, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
	Modification				
17-12	Admin.	20	-\$6,802,149	8/2/2017	8/2/2017
	Modification				
17-13	Amendment	48	\$221,344,142	6/28/2017	8/3/2017
17-14	Amendment	61	\$3,846,016,088	7/26/2017	8/23/2017
17-15	Admin.	Pending	Pending	Pending	Pending
	Modification				
17-16	Amendment	13	\$19,557,138	7/26/2017	Pending
17-17	Admin.	Pending	Pending	Pending	Pending
	Modification				
17-18	Admin.	Pending	Pending	Pending	Pending
	Modification				
17-19	Amendment	31	\$4,412,223,691	9/27/2017	Pending
Net Funding Change		477	\$10,349,403,847		
Absolute Funding Change			\$10,390,282,371		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-C
04/26/17-C 06/28/17-C 07/26/17-C
09/27/17-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 9

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 an administrative modification that revises 12 projects with a net funding increase of \$22.7 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 5, 2017. Among other changes, this revision:

- Updates the funding plans of seven projects to reflect the programming of funds for FY2016-17 in the Transit Capital Priorities program;
- Updates the funding plans of two Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned obligations;
- Updates the funding plan of the Metropolitan Transportation Commission's Clipper Fare Collection System project to reflect the programming of \$7.4 million in bridge toll funds; and

- Updates the funding plan and back-up listing of the Caltrans managed State Highway Operation and Protection Program (SHOPP) Emergency Response grouped listing to reflect the latest information from Caltrans, including the addition of \$5.3 million to the SHOPP.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$5.3 million in SHOPP funds. MTC's 2017 TIP, as revised with Revision No. 2017-05, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 an administrative modification that revises 15 projects with a net funding decrease of \$8.3 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 28, 2017. Among other changes, this revision:

- Updates the funding plans of three projects to reflect the programming of funds for the Federal Highway Administration's 2016 Earmark Repurposing transfer requests;
- Updates the funding plan and back-up listing of the Caltrans managed Local Highway Bridge Program (HBP) grouped listing to reflect the latest information from Caltrans, including the addition of \$476,000 for two HBP projects in Santa Clara County;
- Updates the funding plan and back-up listing of the Caltrans managed State Highway Operation and Protection Program (SHOPP) Pavement Resurfacing/Rehabilitation grouped listing, including the removal of \$7.5 million from the SHOPP;
- Updates the funding plans of five Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations; and
- Reprograms \$20 million in Federal Transit Administration (FTA) Small Starts program funds for the Sonoma Marin Area Rail Transit Corridor project from prior years to fiscal year 2016/17 to reflect a planned FTA grant.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$20 million in FTA Small Starts funds, \$476,000 in HBP funds, and \$7.5 million in State STP funds. MTC's 2017 TIP, as revised with Revision No. 2017-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on March 29, 2017, and final federal approval was received on April 14, 2017. Among other changes, this revision:

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

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

Revision 17-09 is an administrative modification that revises 24 projects with a net funding increase of \$17.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on June 9, 2017. Among other changes, this revision:

- Updates the funding plan of the Caltrain Electrification project to reflect the award of \$100 million in Federal Transit Administration (FTA) Capital Investment funds;
- Updates the funding plans of seven Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's Standard and Small Bus Replacement Project to reflect the award of \$2.5M in FTA Low or No Emissions Vehicle Deployment Program (LoNo) funds; and
- Updates the funding plan and back-up listing of MTC's Lifeline Transportation Program 5307 Job Access and Reverse Commute Set Aside Program –Cycle 4 grouped listing to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$100 million in FTA Capital Investment funds, \$2.5 million in FTA LoNo funds, \$1.4 million in High Priority Project funds, and \$3.3 million in Low Carbon Transit Operations Program funds. MTC's 2017 TIP, as revised with Revision No. 2017-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on May 11, 2017, and final federal approval was received on June 8, 2017. Among other changes, this revision:

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

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

Revision 17-11 is an administrative modification that revises 4 projects with a net funding decrease of \$1.4 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on July 6, 2017. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions; and
- Updates the funding plan and back-up listing of the Caltrans's Section 130 – Railroad/Highway Crossing Projects grouped listing to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.4 million in Section 130 – Railroad/Highway Crossing funds. MTC's 2017 TIP, as revised with Revision No. 2017-11, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-12 is an administrative modification that revises 20 projects with a net funding decrease of \$6.8 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on August 2, 2017. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Program (STP) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of the Section 130 – Railroad/Highway Crossing Projects grouped listing to reflect the latest information from Caltrans;
- Updates the funding plan of 14 Federal Transit Administration formula funded projects to reflect changes in the fiscal year 2016/17 Transit Capital Priorities Program; and

- Updates the funding plan of one Highway Bridge Program funded project to reflect planned reimbursements for advanced construction.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.4 million in Section 130 funds. MTC's 2017 TIP, as revised with Revision No. 2017-12, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-13 is an amendment that revises 48 projects with a net funding increase of approximately \$221 million. The revision was referred by the Programming and Allocations Committee on June 14, 2017, and approved by the MTC Commission on June 28, 2017. Caltrans approval was received on July 17, 2017, and final federal approval was received on August 3, 2017. Among other changes, this revision:

- Amends 13 new exempt projects and one new non-exempt, not regionally significant project into the TIP and updates the funding plans of two existing projects to reflect the programming of Cycle 3 of the Active Transportation Program;
- Amends four new Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded exempt projects into the TIP, updates the funding plans of three other STP/CMAQ funded projects and deletes one STP/CMAQ funded project to reflect changes in the One Bay Area Grant programs;
- Amends three new grouped listings into the TIP to reflect the programming of Federal Transit Administration Section 5310, 5311 and 5311(f) funds. The FTA Section 5310 listing is contingent upon the California Transportation Commission approval on June 28 & 29, 2017;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing to reflect the latest information from Caltrans;
- Splits two projects out of the Highway Safety Improvement Program grouped listings and updates their project scopes to include road diet elements;
- Updates the scope of the City/County Association of Governments of San Mateo County's US-101 High Occupancy Vehicle/High Occupancy Toll Lane project to change the northern project limit to match the most recent cooperative agreement;
- Splits the Bay Area Rapid Transit District's Go Uptown project out of their Station Modernization Program;
- Amends one new San Francisco Municipal Transportation Agency project into the TIP to reflect the award of \$11 million in Advanced Transportation and Congestion Management Technologies Deployment Program funds;
- Amends one new exempt project into the TIP and updates the funding plan on one existing project to reflect changes in the Transit Capital Priorities program;
- Amends two additional exempt projects in the TIP; and
- Archives six projects as they have been completed.

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

Revision 17-14 is an amendment that serves to conform the 2017 TIP to Plan Bay Area 2040 and revises 61 projects with a net funding increase of approximately \$3.8 billion. The revision was

referred by the Planning Committee on July 14, 2017, and approved by the MTC Commission on July 26, 2017. Caltrans approval was received on August 2, 2017, and final federal approval was received on August 23, 2017. Among other changes, this revision:

- Revises 41 existing projects in the 2017 TIP;
- Adds 14 new projects to the 2017 TIP;
- Archives three projects as they have been completed and are not included in Plan Bay Area 2040 as ongoing projects; and
- Deletes three projects as they will not move forward.

Changes made with this revision do not conflict with the financial constraint requirements. The Transportation-Air Quality Conformity Analysis: Plan Bay Area 2040 and Amended 2017 TIP demonstrates that the TIP and Plan are consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP), as required by federal conformity regulations.

Revision 17-15 is a pending administrative modification.

Revision 17-16 is an amendment that revises 13 projects with a net funding increase of approximately \$20 million. The revision was referred by the Programming and Allocations Committee on July 12, 2017, and approved by the MTC Commission on July 26, 2017. Caltrans approval was received on August 7, 2017, and final federal approval is expected in mid-September, 2017. Among other changes, this revision:

- Adds one new exempt project, deletes one existing project and updates the funding plans of seven projects to reflect changes in the FY2016-17 Transit Capital Priorities Program;
- Updates the funding plan of the Fairfield-Suisun Intercity/Local Bus Replacement project to reflect the programming of funds available through the Transit Performance Initiative Incentive and Investment Programs; and
- Archives two projects as they have been completed.

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

Revision 17-17 is a pending administrative modification.

Revision 17-18 is a pending administrative modification.

Revision 17-19 is an amendment that revises 31 projects with a net funding increase of approximately \$4.4 billion. The revision was referred by the Programming and Allocations Committee on September 13, 2017, and approved by the MTC Commission on September 27, 2017. Caltrans approval is expected in mid-October, 2017, and final federal approval is expected in mid-November, 2017. Among other changes, this revision:

- Amends four new exempt, three new non-exempt, and three new non-exempt-not regionally significant Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects into the TIP and updates the funding plans of five existing STP/CMAQ funded projects to reflect changes in the One Bay Area Grant 1 (OBAG1) County Program, the OBAG2 Program, and the Transit Performance Initiative Program;

- Amends Bay Area Rapid Transit's (BART) Transbay Core Capacity Improvements project into the TIP with \$931 million in local funds and \$2.6 billion in uncommitted funds;
- Updates the funding plan of Caltrain's Positive Train Control (PTC) System project to reflect the award of approximately \$22 million in Federal Railroad Administration PTC Implementation grant funds;
- Updates the funding plans of five State Highway Operations and Protection Program (SHOPP) funded grouped listings, the Section 130 – Railroad/Highway Crossing Projects funded grouped listing, and the Highway Maintenance Program funded grouped listing to reflect the latest information from Caltrans, including the addition of \$412 million in SHOPP, \$3.8 million in Section 130 funds and \$15 million in Highway Maintenance funds; and
- Amends one new locally-funded exempt project and one new locally-funded non-exempt project into the TIP.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2795 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 8/8/2017 **In control:** Programming and Allocations Committee

On agenda: 9/13/2017 **Final action:**

Title: MTC Resolution No. 4289, Revised. Update the FY2017-18 State Transit Assistance (STA) Regional Coordination Program to add the Regional Transit Mapping Project.

Sponsors:

Indexes:

Code sections:

Attachments: [2d Reso-4289 RegTransitMapping.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4289, Revised. Update the FY2017-18 State Transit Assistance (STA) Regional Coordination Program to add the Regional Transit Mapping Project.

Presenter:

Raymond Odunlami

Recommended Action:

Commission Approval

Attachments

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2017

Agenda Item 2d

MTC Resolution No. 4289, Revised

- Subject:** Update the FY 2017-18 State Transit Assistance (STA) Regional Coordination Program to add the Regional Transit Mapping Project.
- Background:** In January 2017, MTC approved the Regional Transit Mapping Project. The initial project is proposed to be expanded to enable development of the transit map in ways that support a regional urban wayfinding program as requested by San Francisco, San Jose and Oakland. As the elements of the projects have come into focus through additional scoping, the need for increased funding has been identified to support the full development of the wayfinding program. This STA funding will support MTC in developing regional guidelines and design standards for urban wayfinding.
- This investment by MTC will complement and leverage the more than \$950,000 that the region's three anchor cities are investing in wayfinding this fiscal year (San Jose \$800,000, San Francisco \$150,000 and Oakland TBD). The overall goal of these projects is assisting transit users in last-mile navigation to and from transit hubs and corridors, further increasing transit usage. Therefore \$140,000 in STA funding is proposed to be added to the FY 2017-18 regional program to support the regional urban wayfinding program guidelines. The additional funding is available from unused Hub Signage program funds.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 4289, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4289, Revised

Date: June 28, 2017
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 09/27/17-C

ABSTRACT

Resolution No. 4289, Revised

This resolution establishes the FY 2017-18 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

Attachment A – FY 2017-18 STA Regional Coordination Program

Attachment B – Project Descriptions

This resolution was revised on September 27, 2017 to program funds for the Regional Transit Mapping Project.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 14, 2017 and September 6, 2017.

Date: June 28, 2017
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

RE: FY 2017-18 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4289

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 3837; and

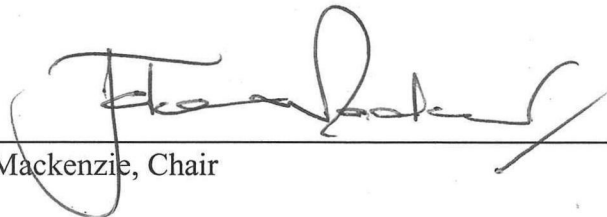
WHEREAS, MTC has provided information about the use of STA funds for the projects in FY2017-18 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on June 28, 2017.

Date: June 28, 2017
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 09/27/17-C

Attachment A
MTC Resolution No. 4289
Page 1 of 1

**STA Regional Coordination Program
FY 2017-18**

STA Regional Discretionary Funds ^(note 1)	\$ 14,490,082
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Project Name	Claimant	Amount
Clipper [®]	MTC	\$ 11,080,700
Clipper [®]	GGBHTD	\$ 10,000
511 Transit	MTC	\$ 160,000
Transit Connectivity	AC Transit	\$ 239,000
Hub Signage Program	MTC	\$ 15,000
Regional Paratransit Program	CCCTA	\$ 75,000
Bike Share Education	MTC	\$ 10,000
Community Based Transportation Plans	MTC	\$ 30,000
Transit Projects Contingency	MTC	\$ 200,000
Regional Transit Mapping	MTC	\$ 140,000
	Total	\$ 11,959,700

Notes:

1. This amount is from the FY 2017-18 STA Population-based fund estimate in MTC Resolution No. 4268, and is comprised of the sum of the estimated carryover of \$6,891,444 and new funding of \$7,598,638.

Date: June 28, 2017
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 09/27/17-C

Attachment B
MTC Resolution No. 4289
Page 1 of 3

STA Regional Coordination Program Summary FY 2017-18

STA Regional Coordination Program funds have historically supported some of MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. Many of these projects have been identified in the Commission's Transit Coordination Implementation Plan (MTC Resolution No. 3866). Specific goals include: (1) improve service to the transit customer, (2) increase system efficiency through coordination of specific functions, and (3) develop sub-regional coordination agreements between connecting agencies.

The FY 2017-18 STA Regional Coordination Program is approximately \$12 million and generally focuses on delivering Clipper®, 511 Transit, Transit Emergency Response, and Transit Connectivity consistent with the Commission's Plan Bay Area and other regional planning documents. In addition, a small amount of funds are programmed to implement other MTC regional priorities. More detail about the specific projects and the amount of STA funds programmed to each follows.

Clipper®

Programmed to MTC: \$11,080,700

Programmed to GGBHTD: \$ 10,000

Clipper® allows transit riders to pay transit fares with a reloadable Clipper® smart card. Clipper® is currently operating on AC Transit, BART, Caltrain, Golden Gate Transit and Ferry, San Francisco Municipal Transportation Agency (MUNI), SamTrans, Santa Clara VTA, Water Emergency Transportation Authority (WETA), Vacaville, Santa Rosa City Bus, Petaluma Transit, East Bay Operators, Marin Transit, Sonoma and Union City Transit.

MTC's Clipper® responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper® system and a number of other contracts related to the implementation and operation of the Clipper® system. In 2017-18, \$11,080,700 of STA will support operating costs. GGBHTD is programmed \$10,000 for assisting in the administration of Federal Transit Administration funds. Any unspent STA funds will be returned to the STA Program to reallocate in future years.

511 Transit

Programmed to MTC: \$160,000

STA funds will be used to supplement federal STP and CMAQ funds for the 511 Transit program. 511 Transit collects, maintains, updates and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners.

Transit Connectivity – Transit Information Displays

Programmed to AC Transit: \$239,000

In April 2006, MTC adopted a Transit Connectivity Plan. In July 2006, MTC adopted the funding component for the Plan (MTC Resolution No. 3771), which specifies the roles and responsibilities of MTC and the transit operators to pay for specific transit connectivity improvements at regional transit hubs. Consistent with the funding plan, MTC is investing \$10 million in initial capital improvements at 24 regional transit hubs (including three airports). The focus is to improve way finding signs, real-time transit information and static transit information at these hubs.

In addition to capital improvements, the Transit Connectivity Plan recommends a greater regional commitment to maintaining transit information in transit information displays (TIDs). MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region at a cost of \$239,000 annually. The agreement documents the scope of work in exchange for the direct allocation of STA funds. An amendment extends the period of performance through FY 2019-20 and identifies the anticipated amounts of STA funds that will be made available to AC Transit through FY2019-20, subject to Commission programming and allocation actions.

Hub Signage Program

Programmed to MTC: \$15,000

The Hub Signage Program was created to deliver transit signage and information recommendations detailed in MTC's Transit Connectivity Plan. The focus is to improve wayfinding signage, real-time transit information and static transit information at a network of 24 hubs across the region. The installation and implementation work on the project is completed. STA funds will be used for ongoing operations and maintenance cost for installed equipment.

Regional Paratransit Program

Programmed to CCCTA: \$75,000

STA funds will support a 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

Bike Share Education

Programmed to MTC: ***\$10,000***

The Bike Share Accessibility Pilot project is intended to promote bike share-transit trips by educating persons with disabilities on how to access and use bike share for their regular commute and other trips. The desired results of this pilot are to understand the bike share and transit linkage needs of the City of Oakland's persons with disabilities and to execute near term accessibility strategies alongside the Ford GoBike system.

Since bike share users tend to increase their use of transit due to improved transit access, the education effort will complement ongoing investments in transit facilities and operations, and will support the region's mode shift goals.

Community-Based Transportation Planning Program

Programmed to MTC: ***\$30,000***

Community-Based Transportation Plans (CBTP) bring local residents, community organizations, cities and transportation agencies together to identify low-income neighborhoods' most important transportation challenges and develop strategies to overcome them. Findings from these projects help guide decisions on planning, funding and implementation. Each completed plan contains:

- Demographic analysis of the area
- List of community-prioritized transportation gaps and barriers
- Strategies or solutions to address these gaps
- Identification of possible funding sources
- List of stakeholders to implement the plan
- Documented results of community outreach strategies

Transit Project Contingency

Programmed to MTC: ***\$200,000***

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional operations projects such as Clipper®, 511 Transit, Regional Transit Mapping and Park and Ride programs. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.

Regional Transit Mapping

Programmed to MTC: ***\$140,000***

The goal of the Regional Transit Mapping project is to create a mapping system that will assist transit users in last-mile navigation to and from transit hubs and corridors, thereby increasing transit usage. STA funds will be used to support the creation of regional urban wayfinding program guidelines as requested by San Francisco, San Jose and Oakland.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2797 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 8/9/2017 **In control:** Programming and Allocations Committee
On agenda: 9/13/2017 **Final action:**
Title: Federal Earmark Repurposing. Update on projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.

Sponsors:

Indexes:

Code sections:

Attachments: [2e_FederalEarmarkRepurposing.pdf](#)

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

Subject:

Federal Earmark Repurposing. Update on projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.

Presenter:

Mallory Atkinson

Recommended Action:

Information

Attachments

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2017

Agenda Item 2e

Federal Earmark Repurposing

Subject: Update on projects to receive Federal Highway Administration (FHWA) repurposed earmark funds under the earmark repurposing provision of the Consolidated Appropriations Act, 2017.

Background: At the July Programming and Allocations Committee meeting, Commissioners received an information item describing a provision included in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 that enables States to repurpose unspent earmark balances.

To repurpose funds, an earmark must be at least ten years old and either be less than 10% obligated or completed and closed out. Repurposed funds can be directed to any new or existing project that is eligible to receive Surface Transportation Block Grant Program (STBGP) funds, and is within 100 miles of the originally designated earmark.

Repurposing Process

Caltrans posted the official list of earmarks eligible for repurposing on July 27, 2017, including the fund balance available on each earmark. Caltrans requested Regional Transportation Planning Agencies (RTPAs) throughout the State to coordinate with project sponsors to develop and submit a regional repurposing recommendation by August 18, 2017. It is ultimately the State's decision on how to repurpose the earmarks.

Given the extremely short timeline, as well as a consideration of the small number and dollar amount eligible for repurposing, in July the Commission authorized the Executive Director to coordinate with project sponsors and the relevant Congestion Management Agencies (CMAs) to develop a repurposing recommendation for the region, and submit the recommendation directly to Caltrans.

Bay Area Repurposed Earmarks

Over the last few weeks, staff worked with CMAs and project sponsors to develop the list of earmarks recommended for repurposing and to identify projects to receive repurposed earmark balances. Earmark repurposing requests submitted by Alameda County Transportation Commission (ACTC) and San Mateo City/County Association of Governments (C/CAG) are provided as **Attachment A**.

In its submittal to Caltrans, MTC staff recommended repurposing \$610,000 of the approximately \$2.8 million in unspent earmark apportionment and obligation authority that are available for repurposing. The remaining \$2.2 million is not recommended for repurposing at this time, as the project sponsors are actively working towards obligating the funds consistent with the originally designated earmarks. MTC's submittal letter to Caltrans is provided as **Attachment B**.

Table 1 below, details the recommendation from staff that was submitted to Caltrans on August 18, 2017.

Table 1. Bay Area Repurposed Earmarks, 2017

Original Earmarks			Projects to Receive Repurposed Earmarks		
Sponsor	Earmark Description	Balance	Sponsor	Project	Amount
ACTC	Install emergency vehicle preemption equipment along major arterials in the I-880 corridor, Alameda County	\$21,000	Port of Oakland	GoPort	\$21,000
Hayward	Upgrade Industrial Parkway Southwest between Whipple Rd. and improved segment of the parkway, Hayward	<\$1,000			
ACTC/ San Leandro	Replace 880 overpass at Davis St. in San Leandro	\$540,000	City of Dublin	Dublin Blvd Extension	\$540,000
Menlo Park	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	\$14,000	San Mateo C/CAG	SM US101 Managed Lanes	\$48,000
SFDPW	Implement SFgo Van Ness Corridor Improvements	<\$1,000			
Santa Clara County	Oregon-Page Mill expressway Improvements between U.S. 101 and SR 82, Palo Alto	\$34,000			
			Total Repurposed		\$610,000

Issues: None.

Recommendation: Information.

Attachments: Attachment A – ACTC, C/CAG earmark repurposing request letters
Attachment B – MTC’s Earmark Repurposing Recommendation Letter to Caltrans, submitted 8/18/17



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Executive Director
Arthur L. Dao

August 4, 2017

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
The Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: 2017 Federal Earmark Repurposing – Alameda County Projects

Dear Mr. Heminger,

At the July 26, 2017 meeting of the MTC Commission, staff presented a list of projects within the region with balances available for repurposing subject to the provisions contained in the 2017 Consolidated Appropriations Act. In response, the Alameda County Transportation Commission (Alameda CTC) recommends the following actions for the \$561,304 available for repurposing from the projects within Alameda County from the following projects:

Sponsor	Earmark Description	Balance	Notes
ACTC	Install emergency vehicle preemption equipment along major arterials in the I-880 corridor.	\$20,975	Project completed and closed.
Hayward	Upgrade Industrial Parkway Southwest between Whipple Rd. and improved segment of the parkway, Hayward	\$389	Project completed and closed.
San Leandro	Replace 880 overpass at Davis St. in San Leandro	\$539,940	Earmark is not yet obligated.

Alameda CTC is requesting the repurposing of the above earmark funds to the following two projects: (1) Dublin Boulevard Extension to North Canyons Parkway, and (2) 7th Street Grade Separation/Global Opportunities at the Port of Oakland (GoPort) projects, as detailed on page 2.

These two projects are within the vicinity of the three original earmarks and both projects will obligate the repurposed funds by the September 2020 deadline established in the 2017 Consolidated Appropriations Act. From a readiness perspective, these projects are both currently in the Environmental (ENV) phase and are ready to start the National Environmental Policy Act (NEPA) process during FY 2017-18, following approval of the repurposing action and after the funds have been added to the projects in the TIP.

These projects will have a significant regional, state and national impact on congestion relief, goods movement, jobs and associated economic benefits. The reprogramming is requested because federalizing these projects during the ENV phase is needed to advance the delivery strategy which is to obtain NEPA clearance for both projects so that they will be eligible to pursue federal funding opportunities for future phases.

The current and proposed programming for the Dublin Boulevard Extension to North Canyons Parkway project, TIP ID ALA150003, is detailed in the below tables:

Current Programming				
Project/Phase	Federal Earmark	Local Match	Measure BB	Total
I-880 Davis Street I/C (PS&E, CON)	\$539,940	\$135,000	-	\$674,940
Dublin Blvd. Extension (PS&E)	-	\$1,043,000	\$5,914,000	\$6,957,000
Total	\$539,940	\$1,178,000	\$5,914,000	\$7,631,940

Proposed Programming				
Project/Phase	Federal Earmark	Local Match	Measure BB	Total
I-880 Davis Street I/C (PS&E, CON)	-	\$135,000	\$539,940	\$674,940
Dublin Blvd. Extension (PS&E)	\$539,940	\$1,043,000	\$5,374,060	\$6,957,000
Total	\$539,940	\$1,178,000	\$5,914,000	\$7,631,940

The remaining \$21,364 available is proposed to be reprogrammed to the 7th Street Grade Separation/Global Opportunities at the Port of Oakland (GoPort) project, TIP ID ALA090027.

Alameda CTC has obtained concurrence from the cities of Dublin, San Leandro and Hayward regarding this proposal and we look forward to your response. If you or your staff have any questions or need additional information, please do not hesitate to contact Vivek Bhat, Director of Programming and Project Controls, at (510) 208-7430.

Sincerely,



ARTHUR L. DAO
Executive Director

cc: Alix Bockelman, Deputy Executive Director, Policy, MTC
Sylvia Fung, Chief, Office of Local Assistance, Caltrans District 4
Obaid Khan, Transportation and Operations Manager, City of Dublin
Abhishek Parikh, City Traffic Engineer, City of Hayward
Michael Stella, Principal Engineer, City of San Leandro
Trinity Nguyen, Director of Project Delivery, Alameda CTC
Vivek Bhat, Director of Programming and Project Controls, Alameda CTC

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

August 9, 2017

Mr. Steve Heminger
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Request for additional repurposed earmark for the US 101 Managed Lane Project

Mr. Heminger:

City/County Association of Governments (C/CAG) of San Mateo County, the Congestion Management Agency (CMA) for San Mateo County, is requesting an augmentation of funds for the US 101 Managed Lanes Project.

The "US 101 Managed Lanes" project is the highest priority project in San Mateo County. It is a project with large countywide and regional impacts. This segment of the US 101 corridor connects the Silicon Valley and San Francisco, with SFO and two bridges connecting to the East Bay in between. It is arguably the backbone corridor for the most economically productive area in the State. In recent years, this corridor has experienced a drastic increase in congestion. If it is not fixed in a timely manner, it will result in severe negative impacts to our local community as well as enormous negative regional and statewide economic impacts.

C/CAG, the San Mateo County Transportation Authority, the Metropolitan Transportation Commission, and California Department of Transportation (Caltrans) have been collaborating on this project for several years to-date. C/CAG appreciates the effort that MTC has taken to help direct \$9.4 million in 2016 repurposed earmark to this project.

This project would be able to further utilize the \$48,440 available in 2017 repurposed earmark and will be able to obligate the funds before September 20, 2020. I thank you and your staff very much for your consideration of this project. Please feel free to contact my staff Jean Higaki, at (650) 599-1462 or jhigaki@smcgov.org with any questions or concerns.

Sincerely,


Sandy Wong, Executive Director
City/County Association of Governments of San Mateo County

cc: Alix Bockelman, Deputy Executive Director, Policy
Anne Richman, Director of Programming and Allocations



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
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August 15, 2017

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Transportation Agency

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Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Mr. Bijan Sartipi
District Director
Caltrans, District 4
P.O. Box 23660
Oakland, CA 94623-0660

RE: Earmark Repurposing – Bay Area Earmarks

Dear Mr. Sartipi,

The Metropolitan Transportation Commission (MTC) has developed a list of Bay Area earmarks to repurpose, as well as the projects recommended to receive those repurposed funds. Specifically, MTC recommends directing approximately \$610,000 in unobligated balances to 3 projects as shown in **Attachment 1**. The supporting documentation, or “fact sheets,” for the official transfer requests has been submitted to the Office of Local Assistance electronically.

MTC’s recommendation is based on the latest project information from Caltrans and project sponsors. Should there be changes to the amounts available for repurposing on any earmarks subject to this provision, please coordinate with our staff to ensure that all available balances from the region are directed onto eligible projects, consistent with this recommendation.

We appreciate the efforts that have been taken to collaborate with the regions and project sponsors throughout this process. If you have any questions on this matter, please contact Anne Richman, Director of Programming and Allocations at 415-778-6722.

Sincerely,

Steve Heminger
Executive Director

Attachment
SH:ma

cc: Malcolm Dougherty, Caltrans Headquarters
John Hoole, Local Assistance
Sylvia Fung, Local Assistance

MTC Earmark Repurposing Recommendation, 2017

8/15/2017

Attachment 1

Bay Area Earmarks Recommended for Repurposing

Sponsor	Demo ID	Earmark Description	Balance Available	MTC Recommendation
ACTC	CA497	Install emergency vehicle preemption equipment along major arterials in the I- 880 corridor, Alameda County	\$20,975	Repurpose to new project: Port of Oakland, GoPort Total: \$21,364
Hayward	CA161	Upgrade Industrial Parkway Southwest between Whipple Rd. and improved segment of the parkway, Hayward	\$389	
ACTC/ San Leandro	CA394	Replace 880 overpass at Davis St. in San Leandro	\$539,940	Repurpose to new project: City of Dublin, Dublin Blvd Extension Total: \$539,940
Menlo Park	CA628	Modifies 9 traffic signals between Willow Road and Middlefield Road and Hamilton Avenue, Menlo Park	\$14,126	Repurpose to new project: San Mateo C/CAG, US 101 Managed Lanes Total: \$48,440
SFDPW	CA661	Implement SFgo Van Ness Corridor Improvements	\$561	
Santa Clara County	CA539	Oregon-Page Mill expressway Improvements between U.S. 101 and SR 82, Palo Alto	\$33,754	
Total:			\$609,744	

Do Not Repurpose (shown for informational purposes only)

Sponsor	Demo ID	Earmark Description	Balance Available	Proposal
San Jose	CA449	Coyote Creek Trail Project- Story Road to Montague Expressway	\$1,799,800	Do not repurpose Keep on project for next phase
Solano County	CA547 CA720	Construct I-80 HOV lanes and interchange in Vallejo	\$424,212	Do not repurpose, Currently programmed to Redwood- Fairgrounds Dr Interchange Imps
Total:			\$2,224,012	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2798 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 8/9/2017 **In control:** Programming and Allocations Committee

On agenda: 9/13/2017 **Final action:**

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

Sponsors:

Indexes:

Code sections:

Attachments: [2f_Resos-4035_4202_OBAG.pdf](#)

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

Subject:

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

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Attachments

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2017

Agenda Item 2f

MTC Resolution Nos. 4035, Revised and 4202, Revised

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

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

This month, staff recommends the following changes to the regional and county programs:

1. Regional Active Operational Management Program

Within the OBAG 2 Regional Program:

a. Freeway Performance Program

Identify three additional corridors within the Freeway Performance Program (FPP) to implement effective operational strategies for congestion mitigation and demand management. The new corridors and funds programmed are detailed below. There is a \$27 million remaining balance for FPP that will be programmed through future Commission action.

Corridor	County	Amount millions
I-880	Alameda, Santa Clara	\$3
I-680	Contra Costa, Alameda, Santa Clara	\$8
SR 84	Alameda, San Mateo	\$5
Total Programmed		\$16

b. Incident Management

Program \$4.2 million for Incident Management Implementation and \$8.8 million to MTC's I-880 Integrated Corridor Mobility (ICM) Central project. The I-880 ICM Central project builds on the work being completed in the northern segment of the I-880 corridor, to identify how existing and planned incident management strategies and operations can be better coordinated and integrated across networks and jurisdictional boundaries along the I-880 corridor from San Leandro to Union City.

c. Connected Vehicles / Shared Mobility

Split this \$5 million program into two distinct line items, with \$2.5 million programmed to Connected Vehicles/Automated Vehicles programs and \$2.5 million to Shared Use Mobility programs.

d. Next Generation Arterial Operations Program

Change the program name to Innovative Deployment for Enhanced Arterials, or IDEA, to reflect the additional focus area of connected and automated vehicle technology.

2. Solano County Program

Within the OBAG 1 County Program, Redirect \$94,000 in cost savings from Dixon's West A Street Preservation project to Solano County's Redwood-Fairgrounds Drive Interchange Bike/Transit Improvements project.

Issues: None.

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

Attachments: MTC Resolution No. 4035, Revised, Attachment B-2
MTC Resolution No. 4202, Revised, Attachment B-1

J:\SECTION\ALLSTAFF\Resolution\TpEMP-RES\MTC\RES-4202_ongoing\tmp-4202_9-27-17.docx

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

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 Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

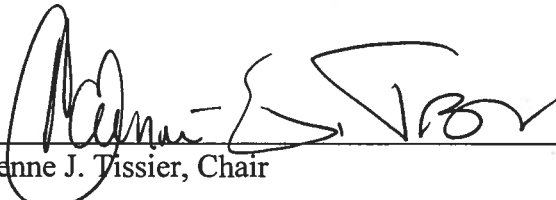
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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 05/24/17-C 06/28/17-C
07/27/17-C 09/27/17-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
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	\$1,693,000	\$0	\$1,693,000
Fremont City Center Multi-Modal Imps	Fremont	\$6,267,000	\$0	\$6,267,000
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
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>				
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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 05/24/17-C 06/28/17-C
07/27/17-C 09/27/17-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
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>				
CMA Base Planning Activities - Napa	TBD			
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
Napa City North/South Bike Connection	NCTPA	\$720,000	\$0	\$720,000
California Boulevard Roundabouts	Napa (City)	\$300,000	\$0	\$300,000
Silverado Trail Phase "H" Preservation	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
	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
Carolan Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000
Millbrae Various Streets and Roads 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
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

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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 05/24/17-C 06/28/17-C
07/27/17-C 09/27/17-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
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
Montague Expressway Pedestrian Bridge at Milpitas BART	Milpitas	\$3,440,000	\$0	\$3,440,000
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
Almaden Ave & Vine St Safety Imps.	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	\$7,799,072	\$0	\$7,799,072
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$8,285,928	\$0	\$8,285,928
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	\$1,352,935	\$0	\$1,352,935
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$918,065	\$0	\$918,065
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY	TOTAL:	\$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

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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 05/24/17-C 06/28/17-C
07/27/17-C 09/27/17-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
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	\$490,000	\$0	\$490,000
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
Redwood-Fairgrounds Dr Interchange - Bike/Transit Imps	Solano County	\$94,000	\$0	\$94,000
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 - FY18-22 Supplemental	SCTA	\$50,000	\$0	\$50,000
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	\$2,196,000	\$0	\$2,196,000
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
TBD - Unprogrammed balance	SCTA	\$364,000	\$0	\$364,000
SONOMA COUNTY TOTAL:		\$22,363,000	\$1,396,000	\$23,759,000
Cycle 2 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_9-27-17.xlsx)\Attach B-2 9-27-17

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 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

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

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

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

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, and September 13, 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-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
September 2017

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

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ	Exchange
OBAG 2 REGIONAL PROGRAMS*			\$475,905,000	\$11,000,000*
1. REGIONAL PLANNING ACTIVITIES				
Regional Planning	Regionwide	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION				
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000	
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES				
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART Multi-Use Pathway - 2nd to Anders Marin		San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT				
AOM Projects TBD	Regionwide	MTC		\$2,800,000
AOM Implementation	Regionwide	MTC	\$23,737,000	
511 Next Gen	Regionwide	MTC	\$27,249,000	
511 Implementation	Regionwide	MTC	\$8,729,000	
Rideshare				
Rideshare Implementation	Regionwide	MTC	\$720,000	
Carpool Program	Regionwide	MTC	\$7,280,000	
Vanpool Program	Regionwide	MTC	\$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	\$674,000	
Commuter Benefits Program	Regionwide	MTC	\$1,111,000	
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
Columbus Day Initiative (CDI)				
Freeway Performance Program	Regionwide	MTC	\$27,000,000	
FPP: I-880	Various	MTC	\$3,000,000	
FPP: I-680	Various	MTC	\$8,000,000	
FPP: SR 84	Various	MTC	\$5,000,000	
US 101/Marin Sonoma Narrows B2 Phase 2	Sonoma	SCTA	\$1,000,000	
US 101/Marin Sonoma Narrows B2 Phase 2 (fund exchange)	Sonoma	SCTA	\$3,800,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Next Gen Arterial Operations Program (NGAOP) Innovative Deployment	Regionwide	MTC	\$13,000,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Connected Vehicles/Shared Use Mobility	Regionwide	MTC	\$2,500,000	
Transportation Management System				
TMS Implementation	Regionwide	MTC	\$2,910,000	
Performance-Based ITS Device Maintenance & Rehabilitation	Regionwide	MTC	\$5,940,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$4,000,000	
Detection Technology Pilot	Regionwide	MTC	\$5,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Central	Alameda	MTC	\$8,840,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$177,000,000	\$2,800,000
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	\$110,000,000	
GGB Suicide Deterrent (BART Car Exchange)	SF/Marin	GGBH&TD	\$40,000,000	
Clipper	Regionwide	MTC	\$24,000,000	
Unprogrammed Balance			\$15,283,000	
6. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000	
7. PRIORITY CONSERVATION AREA (PCA)				
Regional Peninsula, Southern and Eastern Counties PCA Program				

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

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

OBAG 2 Regional Programs Project List

OBAG 2 Regional Programs Project List			TOTAL	
PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	STP/CMAQ	Exchange
OBAG 2 REGIONAL PROGRAMS*			\$475,905,000	\$11,000,000*
US 101/Marin Sonoma Narrows B2 Phase 2 (fund exchange)	Sonoma	SCTA	\$8,200,000	
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC		\$8,200,000
Local Northbay PCA Program				
Marin PCA Program	Marin	TAM	\$2,050,000	
Napa PCA Program	Napa	NCTPA	\$2,050,000	
Solano PCA Program	Solano	STA	\$2,050,000	
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000	
7. PRIORITY CONSERVATION AREA (PCA)			TOTAL:	\$16,400,000 \$8,200,000
8. LOCAL HOUSING PRODUCTION INCENTIVE				
Local Housing Production Incentive	TBD	TBD	\$30,000,000	
8. LOCAL HOUSING PRODUCTION INCENTIVE			TOTAL:	\$30,000,000
OBAG 2 REGIONAL PROGRAMS			TOTAL:	\$475,905,000 \$11,000,000*

*Additional \$1 million in exchange funds will be committed to specific projects or programs through a future Commission action.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2764 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 8/1/2017 **In control:** Programming and Allocations Committee
On agenda: 9/13/2017 **Final action:**
Title: MTC Resolution No. 3721, Revised. Allocation of \$3.8 million in Regional Measure 2 (RM2) Capital funds to the Contra Costa Transportation Authority (CCTA) for the construction phase of the I-680 Southbound High-Occupancy Vehicle (HOV) Gap Closure and Express Lane Conversion project.

Sponsors:

Indexes:

Code sections:

Attachments: [2g_Reso-3721_CCTA_HOV.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3721, Revised. Allocation of \$3.8 million in Regional Measure 2 (RM2) Capital funds to the Contra Costa Transportation Authority (CCTA) for the construction phase of the I-680 Southbound High-Occupancy Vehicle (HOV) Gap Closure and Express Lane Conversion project.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Attachments

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2017

Agenda Item 2g

MTC Resolution No. 3721, Revised

Subject: Allocation of \$3.8 million in Regional Measure 2 (RM2) Capital funds to the Contra Costa Transportation Authority (CCTA) for the construction phase of the I-680 Southbound High-Occupancy Vehicle (HOV) Gap Closure and Express Lane Conversion project.

Background: The CCTA requests allocation of \$3.8 million in RM2 funds for the construction phase of the I-680 Southbound HOV Lane Gap Closure project between Treat Blvd. and Rudgear Road, and the I-680 Express Lane Conversion from Marina Vista Blvd. to Rudgear Road in Contra Costa County.

The total project cost of both the HOV Lane Gap Closure project and the Express Lane Conversion project is estimated at \$110 million. The project is fully funded by local sales tax (Measure J), state (STIP), and regional funds. CCTA expects construction to begin in early 2018.

The total amount of RM2 funds available to the project is \$19.4 million, which includes \$5.4 million in RM2 fund savings from the Caldecott Tunnel project that was moved to this project through a public hearing process in April 2014. This action would fully allocate the RM2 funds on the project.

Issues: The project includes funding from the Bay Area Infrastructure Financing Authority (BAIFA) for the Express Lanes portion of the project. BAIFA will consider allocation of those funds this month as well.

Recommendation: Refer MTC Resolution No. 3721, Revised to the Commission for approval.

Attachments: MTC Resolution No. 3721, Revised.

Date: November 16, 2005
W.I.: 1255
Referred by: PAC
Revised: 04/27/11-C 07/24/13-C
11/19/14-C 07/22/15-DA
07/26/17-DA 09/27/17-C

ABSTRACT

MTC Resolution No. 3721, Revised

This resolution approves the allocation of Regional Measure 2 funds for the I-680 HOV Lane Connector/ Gap Closure Study sponsored by Central Contra Costa Transit Authority (CCCTA) and implemented (fiscally managed) by Contra Costa Transportation Authority (CCTA) and the I-680 HOV Lane Connector/ Gap Closure Project sponsored by the CCTA.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of the sponsors' Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised by Commission Action on April 27, 2011 to allocate \$4.8 million in RM2 funds for the environmental document and preliminary engineering phase of the I-680 Southbound HOV Lane Gap Closure Project from North Main to Livorna.

This resolution was revised by Commission Action on July 24, 2013 to allocate \$1.9 million in RM2 funds for the environmental document and preliminary engineering phase of the I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion project, and to expand the scope of Allocation #11-3721-03 (approved on April 27, 2011) to include I-680 Express Lane Conversion environmental document and preliminary engineering work as eligible for reimbursement.

This resolution was revised by Commission Action on November 19, 2014 to allocate \$8.3 million in RM2 funds for the environmental document and final design phases of the I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion project.

ABSTRACT

MTC Resolution No. 3721, Revised

Page 2

This resolution was revised by Delegated Authority on July 22, 2015 to rescind \$317,717 in RM2 funds from the I-680 HOV Lane Connector/ Gap Closure Study, as the study is now complete.

This resolution was revised by Delegated Authority on July 26, 2017 to allocate \$205,000 in RM2 funds for final design phase of the I-680 Southbound HOV Lane Gap Closure project, and to allocate \$341,000 in RM2 funds for the right-of-way phase of the same project.

This resolution was revised by Commission Action on September 27, 2017 to allocate \$3,819,000 in RM2 funds for the construction phase of the I-680 Southbound HOV Lane Gap Closure project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated November 2, 2005, April 13, 2011, July 10, 2013, November 12, 2014, and September 13, 2017.

Date: November 16, 2005
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the I-680 HOV Lane Connector/
Gap Closure Study and Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3721

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, I-680 HOV Lane Connector/ Gap Closure Study and Project is identified as capital project number 12 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Central Contra Costa Transit Authority (CCCTA) is the project sponsor and Contra Costa Transportation Authority (CCTA) is the implementing agency for fiscal purpose of the I-680 HOV Lane Connector/ Gap Closure Study; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) is the project sponsor of the I-680 HOV Lane Connector/ Gap Closure Project; and

WHEREAS, each project sponsor or implementing agency will submit an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval for each project allocation request; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the project sponsor or implementing agency 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 for each project sponsor or implementing agency; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of each project sponsor’s or implementing agency’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 the attachments are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

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

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

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

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of 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 and/or implementing agency.

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 November 16, 2005.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion
Sponsor: CCTA
Implementing Agency: CCTA
Project Number: 12.2

Allocation No. 1					
Activities to be funded with Allocation #1:					
This allocation will fund the environmental document and related studies and preliminary engineering for the I-680 Southbound HOV Lane Gap Closure project. Note: This allocation scope was amended on July 24, 2013 to include environmental document and related studies, and preliminary engineering for the I-680 Express Lane Conversion as eligible for reimbursement.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
11372103	27-Apr-11	\$ 4,800,000	Environmental	FY 2010-11	\$ 4,800,000

Allocation No. 2					
Activities to be funded with Allocation #2:					
This allocation will fund the environmental document and related studies and preliminary engineering for the I-680 Southbound HOV Lane Gap Closure project and the I-680 Express Lane Conversion project.					
Funding Information for Allocation #2:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
14372104	24-Jul-13	\$ 1,942,000	Environmental	FY 2013-14	\$ 6,742,000

Allocation No. 3					
Activities to be funded with Allocation #3:					
This allocation will fund the environmental document and related studies for the I-680 Express Lane Conversion project (Allocation 15372105), and the final design phase for the I-680 Southbound HOV Lane Gap Closure project (Allocation 15372106).					
Funding Information for Allocation #3:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
15372105	19-Nov-14	\$ 2,207,000	Environmental	FY 2014-15	\$ 8,949,000
15372106	19-Nov-14	\$ 6,111,000	Final Design	FY 2014-15	\$ 15,060,000

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion
Sponsor: CCTA
Implementing Agency: CCTA
Project Number: 12.2

Allocation No. 4						
Activities to be funded with Allocation #4:						
This allocation will provide additional funds for the final design phase of the I-680 Southbound HOV Lane Gap Closure project (Allocation 18372107), and provide funds for the right-of-way phase of the same Gap Closure project (Allocation 18372108).						
Funding Information for Allocation #4:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18372107	26-Jul-17	\$ 205,000	Final Design	FY 2017-18	\$	15,265,000
18372108	26-Jul-17	\$ 341,000	Right-of-Way	FY 2017-18	\$	15,606,000

Allocation No. 5						
Activities to be funded with Allocation #5:						
This allocation will fund the construction phase of the I-680 Southbound HOV Lane Gap Closure project and the I-680 Express Lane Conversion project.						
Funding Information for Allocation #5:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
18372109	27-Sep-17	\$ 3,819,000	Construction	FY 2017-18	\$	19,425,000

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion
Sponsor: CCTA
Implementing Agency: CCTA
Project Number: 12.2

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

There are no project specific conditions. The general RM2 program conditions remain applicable.

RM2 Project Number: 12.2

I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion

Lead Sponsor Contra Costa Transportation Authority	Other Sponsors(s) N/A	Implementing Agency (if applicable) Contra Costa Transportation Authority
Legislated Project Description Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. Following adoption of the preferred alternative funds may be expended either to fund the preferred alternative or to extend the High-Occupancy Vehicle Lane as described.		
RM2 Legislated Funding (in \$1,000) \$19,425		Total Estimated Project Cost (in \$1,000) \$110,037
Project Purpose and Description As a result of the study completed under RM2 Project 12.1, County Connection and CCTA have adopted the I-680 Southbound HOV Lane Gap Closure as the preferred alternative. The purpose of adding an HOV lane in this segment of I-680 is to connect the existing HOV lanes in the SB I-680 corridor (from Treat to Rudgear), and encourage carpool and express bus usage. The addition of an HOV lane would increase highway capacity, improve HOV traffic flow on the corridor in southbound direction, and reduce peak-hour traffic delays. In addition, the project proposes to convert existing HOV lanes from Marina Vista Ave. to Rudgear Rd. to Express Lanes, utilizing the available capacity for single occupancy vehicles paying a toll electronically.		
Funding Description Committed Funds: The project has RM2, STIP, and Measure J funds committed. There are also Express Lane Capital Funds, through BAIFA. Uncommitted Funds: None. Operating Capacity: Caltrans will be the owner/operator of the HOV facility.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Planning Study (Environmental)	04/2011	08/2015	\$8,949
2	Plans, Specifications and Estimates	01/2015	08/2017	\$8,424
3	Right-of-Way	10/2015	09/2017	\$1,559
4	Construction	02/2018	11/2020	\$91,105
Total:				\$110,037

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion	Project No. 12.2
Lead Sponsor	CCTA	

Fund Source	Phase	Prior	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17+	Total
Committed										
RM2	ENV		4,800			1,942	2,207			8,949
RM2	PS&E						6,111		205	6,316
Express Lanes Capital Funds	PS&E						2,108			2,108
RM2	ROW								341	341
Express Lanes Capital Funds	ROW						1,218			1,218
RM2	CON								3,819	3,819
Measure J	CON								36,955	36,955
STIP (CC Share)	CON								15,557	15,557
Express Lanes Capital Funds	CON								34,774	34,774
Total:		0	4,800	0	0	1,942	11,644	0	91,651	110,037
Uncommitted										
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17+	Total
Total:		0	4,800	0	0	1,942	11,644	0	91,651	110,037

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: I-680 Southbound HOV Lane Gap Closure and Express Lane Conversion
Sponsor: CCTA
Implementing Agency: CCTA
Project No.: 12.2

RM2 Project # 12.1	PRIOR	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	Future	TOTAL
RM2 Funds Total	4,800,000	1,942,000	8,318,000	-	-	4,365,000	-	19,425,000
Environmental (ENV)	4,800,000	1,942,000	2,207,000	0	0	0	0	8,949,000
RM2	4,800,000	1,942,000	2,207,000					8,949,000
								0
								0
								0
Final Design (PS&E)	0	0	6,111,000	2,108,000	0	205,000	0	8,424,000
RM2			6,111,000			205,000		6,316,000
Express Lanes Capital				2,108,000				2,108,000
								0
								0
Right of Way	0	0	0	1,218,000	0	341,000	0	1,559,000
RM2						341,000		341,000
Express Lanes Capital				1,218,000				1,218,000
								0
								0
Construction	0	0	0	0	0	91,105,000	0	91,105,000
RM2						3,819,000		3,819,000
Measure J						36,955,000		36,955,000
STIP						15,557,000		15,557,000
Express Lanes Capital						34,774,000		34,774,000
TOTAL FUNDING								
Environmental	4,800,000	1,942,000	2,207,000	0	0	0	0	8,949,000
Final Design (PS&E)	0	0	6,111,000	2,108,000	0	205,000	0	8,424,000
Right of Way	0	0	0	1,218,000	0	341,000	0	1,559,000
Construction	0	0	0	0	0	91,105,000	0	91,105,000
PROJECT TOTAL	4,800,000	1,942,000	8,318,000	3,326,000	0	91,651,000	0	110,037,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2809 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 8/14/2017 **In control:** Programming and Allocations Committee

On agenda: 9/13/2017 **Final action:**

Title: Short Range Transit Plan Funding. Short-Range Transit Plan (SRTP) Initial Funding Recommendations for FY2017-18.

Sponsors:

Indexes:

Code sections:

Attachments: [2h Short Range Transit.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Short Range Transit Plan Funding. Short-Range Transit Plan (SRTP) Initial Funding Recommendations for FY2017-18.

Presenter:

Christina Hohorst

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2017

Item Number 2h

Short Range Transit Plan Funding Request

Subject: Short-Range Transit Plan (SRTP) Initial Funding Recommendations for FY2017-18.

Background: MTC provides Federal Transit Administration Section 5303 funding to transit operators to support the development of SRTPs. These plans assist agencies with operations and capital planning in the interest of meeting federal planning requirements related to the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

For FY2017-18, staff recommends funding six of the seven largest operators in the region to produce SRTPs. The amounts recommended for each agency are listed in the table below. Santa Clara Valley Transportation Authority (SCVTA) is the only large operator not recommended to receive funding in this cycle. SCVTA is completing its SRTP with funds provided during the FY2015-16 cycle; the plan is scheduled to be completed in the winter of 2017.

Transit Operator	Funding		Total Contract Amount
	Section 5303 (88.53%)	11.47% In-Kind	
AC Transit	\$ 42,857	\$ 5,553	\$ 48,410
BART	\$ 42,857	\$ 5,553	\$ 48,410
GGBHTD	\$ 42,857	\$ 5,553	\$ 48,410
PCJPB (Caltrain)	\$ 42,857	\$ 5,553	\$ 48,410
SamTrans	\$ 42,857	\$ 5,553	\$ 48,410
SFMTA	\$ 42,857	\$ 5,553	\$ 48,410
Totals:	\$ 257,143	\$ 33,316	\$ 290,460

These funds are included in the MTC budget for FY2017-18. MTC Resolution No. 4276 provides the guidelines for FY2017-18 SRTPs.

In FY2018-19, staff will request funding for small and medium-sized operators to complete their SRTP's.

Issues: None.

Recommendation: Authorize staff to enter into funding agreements with operators based on funding levels listed above.

Attachments: MTC Resolution No. 4276 (information only, no revisions proposed)

Date: March 22, 2017
W.I.: 1517
Referred by: PAC

ABSTRACT

Resolution No. 4276

This resolution adopts the Short Range Transit Plan Guidelines.

Further discussion of these actions is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017.

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

RE: Short Range Transit Plan Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4276

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 (MPO) for the San Francisco Bay Area, charged with carrying out the metropolitan transportation planning and fund programming processes required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, the federal Fixing America's Surface Transportation Act (FAST) requires MPOs to work cooperatively with the state and public transit operators to develop regional transportation plans and Transportation Improvement Programs (TIP) for urbanized areas of the state; and

WHEREAS, MTC has developed, in cooperation with the State, and with public transit operators in the region, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area is annually prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP describes MTC's annual unified work program to achieve the goals and objectives of the Regional Transportation Plan (RTP); and

WHEREAS, in accordance with the goals and objectives of the RTP, MTC's Transportation Improvement Program (TIP) includes funds programmed for projects sponsored by public transit operators in the MTC region; and

WHEREAS, MTC, in cooperation with the FTA Region IX office requires that public transit operators in the MTC region which are FTA grantees prepare and regularly update a Short Range Transit Plan (SRTP) as input to regional transportation planning programming activities; and

WHEREAS, MTC enters into a funding agreement with each public transit operator required to prepare and update an SRTP; and

WHEREAS, MTC desires to promulgate detailed SRTP guidelines that more precisely explain the scope of work included in the SRTP funding agreement, and which are in accord with and supportive of the planning, fund programming and policy requirements of MTC's Transit Capital Priorities Process and Criteria, the TIP and the RTP; now, therefore, be it

RESOLVED, that MTC does hereby adopt the "Short Range Transit Plan Guidelines," attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was adopted 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.: 1517
Referred by: PAC

Attachment A
Resolution No. 4276
Page 1 of 15

METROPOLITAN TRANSPORTATION COMMISSION SHORT RANGE TRANSIT PLAN GUIDELINES

BASIS OF THE SRTP REQUIREMENT

Federal statutes require that the Metropolitan Transportation Commission (MTC), in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC.

Transit operators are required by MTC to prepare an SRTP every four years in order to remain eligible to receive federal funding. Under normal circumstances, MTC requires that operators prepare an SRTP on a two year cycle, alternating years between large operators and small-to-medium sized operators. In FY 2014-15, SRTP development was focused on small and medium-sized operators. For FY2016-17, MTC has made the development of an SRTP for small and medium sized operators optional, in recognition of the recently implemented Federal Transit Administration (FTA) requirement that all agencies engaged in the provision of public transit service develop a Transit Asset Management (TAM) plan by September 1, 2018. MTC intends to use FTA 5303 planning funds set aside in FY 2016-17 to assist operators with SRTP development, to instead provide assistance to operators in the development of initial TAM plans. Small to medium sized operators that wish to develop an SRTP, may also receive funding assistance on a case by case basis.

These guidelines are focused on small and medium-sized transit operators in the region that have opted to develop SRTPs in FY 2016-17, and the seven largest transit operators that are due to develop SRTPs in FY 2017-18.

These guidelines describe the purpose, planning horizon and frequency of updates for the SRTP, and provide detail relative to the tasks and subtasks outlined in the funding agreement.

SRTP PURPOSE

- A. To serve as a management and policy document for the transit operator, as well as a means of providing FTA and MTC with information necessary to meet regional fund programming and planning requirements.
- B. To clearly and concisely describe and justify the transit operator's capital and operating budgets.

- C. To submit requests for federal, state, and regional funds for capital and operating purposes through MTC's Transit Capital Priorities, and in the MTC TIP.
- D. To assess an operator's financial capacity to carry out proposed levels of operations and the associated capital improvement plan.
- E. To regularly provide MTC with information on projects and programs of regional significance, which include: funding and scheduling of expansion projects included in MTC Resolution No. 3434 or in the Regional Transportation Plan, provision of paratransit service to persons with disabilities, older adults and others; compliance with federal Title VI reporting requirements; Environmental Justice outreach and public participation, and related service planning; results of the most recent FTA Triennial Review and related corrective actions.
- F. To assess an operator's progress implementing recommendations provided through the Transit Sustainability Project, MTC Resolution 4060.

THE SRTP AND THE OPERATOR'S GOALS, OBJECTIVES AND STANDARDS

Goals should reflect the major areas of concern for public transit operators, for example:

- scheduling and route planning
- service reliability
- system effectiveness
- system efficiency
- safety and security
- funding and reserve policies
- customer service
- statutory and regulatory compliance

Objectives should be comprehensive (there can be several objectives under each goal). Service standards should be specific, measurable and quantified where feasible. Goals, objectives and standards should reflect the basis under which new service would be deployed and existing service increased or reduced.

PLANNING HORIZON

The planning horizon is a minimum of ten years. However, a longer planning horizon may be required if necessary to reflect significant capital replacement and/or rehabilitation that would not fall within the ten year period (e.g., railcars, ferryboats, bus subfleet). A longer planning horizon may also be required if necessary to capture the capital or operating budget implications of significant changes in service (e.g., rail extension coming on line).

FREQUENCY OF UPDATES

MTC requires that large operators update their SRTPs every two years and that small- to medium-sized operators update their SRTPs at least once every four years. The scope of the SRTP is explained below.

REFERENCES TO MTC RESOLUTIONS

These guidelines make reference in certain sections to the following MTC Resolutions:

- MTC Resolution No. 3176: "Procedures for Evaluating Transit Efficiency Improvements."
- MTC Resolution No. 3434, Revised: "Regional Transit Expansion Policy."
- MTC Resolution No. 4242: Transit Capital Priorities Process and Criteria for FY 2016-17 through FY 2019-20.

- MTC Resolution No. 3866, Revised: “MTC Transit Connectivity Plan.”
- MTC Resolution No. 4060, Revised: “MTC Transit Sustainability Project.”

MTC staff will e-mail electronic copies of these resolutions to interested parties upon request.

ONBOARD SURVEY

In 2010, MTC began a regional transit passenger survey by collecting data from transit operators on a rolling basis, surveying a few operators every year, with the goal of completing all operators within five to seven years. The first data collection survey cycle will likely be completed in 2017, with a new cycle initiating, thereafter. You can find a chronology of completed and planned surveys here, by year and season:

<http://data.mtc.ca.gov/onboard-surveys/schedule/>

The purpose of the survey is twofold: (1) to collect demographic and trip origin/destination data used to support future local and regional transit planning efforts; (2) to fulfill data collection requirements stipulated by Circular 4702.1B of the Title VI Requirements and Guidelines for Federal Transit Administration Recipients. MTC and operators coordinate to develop survey instruments that meet these two goals and to provide survey takers access to their transit systems. To further these efforts, coordination requirements applicable to transit rider surveys were adopted in July 2015 in MTC Resolution 3866, Revised.

SCOPE OF THE SRTP

The SRTP must contain at least the information described in this section.

1. Title Page

The title page must include the words “Short Range Transit Plan,” the fiscal years covered by the plan, the official name of the transit operator, the date approved by the governing board, and the following statements:

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

2. Overview of Transit System

- A. Brief History (e.g., year of formation, facilities and fleet development, changes in service focus areas, key milestones and events).
- B. Governance.
 - 1. Type of unit of government (e.g., city, joint powers authority, transit district).
 - 2. Composition and nature of representation of governing body:
 - a. Number of members;
 - b. Elected or appointed (if appointed, how, and what agencies and/or groups do members represent (e.g., cities, county, general public);
 - c. Current members and terms.
- C. Organizational Structure (use graphic format).
 - 1. Management and staff positions.
 - 2. Reporting relationships.
 - 3. Contracted transportation services (name of contractor(s), length of current contract(s)).
 - 4. Labor unions representing agency employees and length of current contract(s).
- D. Transit Services Provided and Areas Served —Describe fixed route, demand responsive, and connecting services and areas served, and the number of vehicles required for each type of service.
 - 1. Fixed Route (includes bus and rail):
 - a. Local;
 - b. Express;
 - c. Other commuter service (e.g., subscription service, shuttles);
 - d. Services provided in partnership with others (funding contributions or policy oversight);
 - e. Accommodation of bicycles.
 - 2. Demand responsive (includes operator-provided services and services provided under partnership agreements):
 - a. General public;
 - b. Americans With Disabilities Act (ADA);
 - c. Persons with disabilities (non-ADA);
 - d. Older adults.
 - 3. Connecting services provided by others.
- E. Fare Structure — Describe fare structure for fixed route and demand responsive services, and for interoperator transfers.
 - 1. Fixed Route Fares:
 - a. Single fare (adults, seniors, student/youth);
 - b. Discounted and/or multi-ride fares (adults, seniors, student/youth);
 - c. Recent changes in fares;

2. Demand Responsive Fares:
 - a. Single fare;
 - b. Discounted and/or multi-ride fares;
 - c. Recent changes in fares (include the year(s) in which the change(s) took place);
 3. Interoperator Transfer Arrangements and Fares
 - a. ClipperSM (if currently deployed);
 - b. Other proof of transfer;
- F. Revenue Fleet — Provide a general description of the revenue vehicle/vessel fleet. Identify MTC Regional Express Buses separately. The description can be in narrative or graphic format, or a combination of both. (This description differs from the detailed inventory required under Section 6 of these guidelines.) Include the following information:
1. Types of vehicles/vessels operated (e.g., standard bus (any length), trolley bus, articulated bus, over-the-road coach, cutaway van, standard van, minivan, cable car, passenger ferryboat, heavy rail, light rail);
 2. Number of each type of vehicle/vessel;
 3. Recognizing that each type of vehicle might be used in multiple types of service, type(s) of service in which each type of vehicle is used (e.g., local, express, commuter, demand responsive).
- G. Existing Facilities — Describe individual or grouped facilities, according to the categories listed below.
1. Administrative (locations, age, functions located within);
 2. Maintenance and Fueling (type, locations, age);
 3. Vehicle/Vessel Storage/Staging (locations, age, capacity);
 4. Park-and-Ride (locations, age, capacity);
 5. Stations and Stops (type, locations, age, basic amenities);
 6. Right-of-Way, Track or Guideway;
 7. Bicycle Facilities.

3. Goals, Objectives and Standards

- A. Describe the process for establishing, reviewing, and updating goals, objectives, and standards. Goals and objectives should be comprehensive and address all major areas of operator activities, including principles and guidelines under which new service would be implemented. Performance standards should address both the efficiency and effectiveness of the services provided by the operator.
- B. Portray and discuss new or revised goals and related objectives and standards; and identify changes from prior SRTP.
- C. For SRTPs composed during FY2016-17, portray and discuss plans to implement service, paratransit or institutional recommendations, or any similar coordination efforts, as discussed in the Transit Sustainability Project MTC Resolution 4060, Revised, and discuss the monitoring process established to assess the performance of these programs.

- D. For SRTPs composed during FY2017-18, portray and discuss the Transit Sustainability Project performance measures, targets, and the monitoring process established in MTC Resolution 4060. Building on the TSP Strategic Plan revisions submitted in 2017, discuss strategies to achieve TSP targets.

4. Service and System Evaluation

- A. Evaluate route-level and system-wide performance against current service standards (if illustrative, portray local, express or commuter service, or other intercity service separately). Describe the evaluation process. Evaluate the most recent year for which complete data is available. At a minimum, evaluate performance measures relating to effectiveness and efficiency. Key performance measures could include passengers per revenue vehicle hour, passengers per revenue vehicle mile, percent of capacity used, revenue-to-total vehicle hours, operating cost per revenue vehicle hour, operating cost per passenger, and on-time performance. A retrospective portrayal of performance (e.g., prior five to ten years) may be warranted to exemplify trends. Where the evaluation identifies deviations from service standards, describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted.
- B. Provide a three-year retrospective of revenue service hours, revenue service miles, and patronage. Evaluate and discuss significant changes.
- C. Describe and discuss equipment and facility deficiencies, and describe proposed remedies.
- D. Describe any involvement in MTC's "Community-based Transportation Planning Program" ("CBTP"). Describe any specific fixed-route solutions to transit gaps recommended through the CBTP process and the status of their implementation. Describe any services funded specifically to address low-income transportation needs and the source(s) of funding (e.g., the Lifeline Transportation Program).
- E. Identify paratransit services provided in compliance with the paratransit provisions of the Americans with Disabilities Act (ADA). Reference planned new activities, major service changes, or procurement of capital equipment to support ADA or other paratransit, dial-a-ride or demand responsive services. Identify other paratransit services with which services are coordinated, and any proposed revisions or improvements to fixed route services intended to enhance their usage by seniors and/or by persons with disabilities.
- F. Provide the date of the agency's most recent federal Title VI analysis and report, and discuss any service deficiencies identified in the report. Generally describe the process used for complying with FTA Circular C4702.1B (updated October 1, 2012). Please reference the most recent triennial Title VI report, plus any subsequent Title VI reports.
- G. Provide the date of the agency's most recent FTA Triennial Review, and describe related remedial actions undertaken or currently underway in response to the review.

5. Operations Plan and Budget

A. Operations Plan

The operations plan sets forth the intentions to provide fixed route and paratransit services over the SRTP period. Document the ongoing evaluation of services and systems with respect to

adopted goals, objectives and standards, and legal and regulatory requirements, subject to financial constraints.

1. Describe the modes and types of transit services to be operated over the plan period. Separately identify service provided in partnership with others:
 - a. For the continuation of existing service, refer to or summarize the descriptions provided under Section 2, Subsection “D”, Transit Services Provided and Areas Served;
 - b. For the deployment of new service, identify the mode, and describe the service characteristics using the format used in Section 2, Subsection “D,” above. Separately identify new service(s) contained in MTC Resolution No. 3434.
2. Separately describe planned new activities or service changes relative to paratransit services provided in accordance with the Americans with Disabilities Act (ADA service).
3. Separately describe any proposed revisions or improvements to fixed route services intended to enhance their usage by persons with disabilities and older adults.
4. Where reductions in service levels are required in order to achieve a balanced operating budget, describe the reductions and assess their impact on the affected service areas and communities.
5. Portray the levels of service planned — Use a table (or other graphic format) to portray planned levels of service hours and service miles. Separately identify the following:
 - a. Fixed route modes by type (e.g. local, express/commuter);
 - b. Demand responsive modes by type (e.g., ADA, non-ADA older adult);
 - c. Expansion service included in MTC Resolution No. 3434 and other major planned service expansions.

The table (or other graphic format) shall clearly identify service expansion and/or reduction by the year of planned deployment (expansion) and/or elimination (reduction). There shall be a rational relationship between the information portrayed and the “Service and System Evaluation” section of the SRTP.
6. Describe and discuss planned (not yet implemented or underway) service changes in response to the most recent federal Title VI report and/or FTA Triennial Review.

B. Operations Budget

Demonstrate that planned level of transit service over the planning period, including rehabilitation and replacement of capital assets, is sustainable. Take into consideration expense forecasts, regional and local revenue projections, fare policies, labor or service agreements, competitive demands on funding, regional priorities and policies. The budget should reflect a “baseline” level of service, taking into consideration the existing level of service at the time of publication of the SRTP. Committed service changes must also be defined, with their expenses and revenue separately identified in the operating and capital financial plan tables. Provide sufficient detail to allow a reviewer of the SRTP to evaluate costs of implementing the operating and capital plans, and compare the total with anticipated revenues available during the study period.

The narrative must specifically explain, and the spreadsheet clearly isolate in the appropriate year, by mode, any major change in service hours and miles due to deployment of new service or major service reductions.

The narrative must specifically explain, and the spreadsheet clearly isolate by year (e.g., through individual line items) the following:

- Change in fare revenue due to a fare increase or decrease.
- Change in fare revenue due to a change in the level of service.
- Change in expenses due to a change in the level of service.
- Change in expenses due to a labor or service contract change.

All operations expenses and revenues are to be stated in year of expenditure dollars, with the assumed escalation factors stated. All sources of revenue shown in the operations and in the capital financial plan should be identified individually. All assumptions that relate to expenditure and revenue estimates must also be documented, including specification of ridership or sales growth (if appropriate) separately from inflation forecasts.

1. The operations budget must be sustainable and generally balanced each year over the period of the SRTP, using currently available or reasonably projected revenues.
2. Where increases in local revenues (e.g., fares, sales taxes, general fund revenues) are required in order to sustain existing service levels, describe and discuss the steps and timelines needed to achieve the revenue increases, and the contingent policies and actions that will be taken if the proposed revenue increases do not materialize.
3. Fixed route and demand responsive services may be portrayed separately or in a single budget; however, the expenses and revenue for each must be separately identifiable if portrayed in a single budget.
4. Describe planned fare increases and/or decreases, and/or changes in fare policies, including the year(s) these changes are planned to take effect. Describe planned changes in interoperator transfer arrangements and/or fares (this pertains to interoperator fares themselves, not to the means of fare collection; i.e., ClipperSM) Note: as set forth in MTC Resolution No. 3176, fare and local discretionary revenue contributions are expected to keep pace with inflation, and fare structure shall comply with regional policy on fare coordination (Resolution No. 3866).
5. Separately identify funding sources and amounts to support operating budgets for ADA service, and any other paratransit or demand responsive services available to older adults and/or persons with disabilities.
6. Separately identify and describe funding contributions (expended or received) for services provided in partnership with others.
7. The multi-year operating budget shall utilize MTC projections of regional operating revenues. Local funding sources (e.g., transportation sales tax) that will expire during the period covered by the plan shall not be assumed to continue beyond their expiration dates, unless specific renewals have been approved. In order to portray the operating budget:

- a. Forecast operating costs shall be portrayed in a manner that distinguishes significant expansion and/or contraction of existing service, and the introduction of new service;
 - b. The basis for the operating cost forecasts shall be clearly portrayed (e.g., cost per service hour and service hours);
 - c. The forecast escalation rates (revenue and expenses) must be clearly portrayed;
 - d. Indicate reserves available for operations and changes to reserves over the period of the SRTP, including anticipated unallocated TDA reserves;
 - e. Budget levels must correlate with the changes in service identified in the "Operations Plan." The operations budget should not show a deficit.
 - f. Identify sources of operating revenue:
 - i. Fares;
 - ii. Property taxes (directly levied, levied by others);
 - iii. Bridge tolls (directly levied (e.g., GGT), MTC 2% toll revenues, MTC 5% unrestricted general fund, MTC Regional Measure 2);
 - iv. Sales tax (AB 1107, directly levied (e.g., transit district), levied by others (e.g., county sales tax measure (identify Measure)));
 - v. Contributions from JPA partner funding agencies;
 - vi. Federal (FTA section 5307 Operating Assistance, FTA section 5307 Preventive Maintenance, FTA section 5311, other);
 - vii. Regional (MTC Lifeline, Air District);
 - viii. Advertising;
 - ix. Earned interest;
 - x. BART coordination funds (TDA, STA, BART district funds);
 - xi. TDA (directly apportioned, contributed by others);
 - xii. State Transit Assistance [(directly apportioned, contributed by others) – Revenue-Based, Population-Based (Small Operators, Northern Counties, Regional Paratransit)].
 - xiii. California Cap and Trade Program
- C. In addition to future year forecasts, the SRTP should include a three-year retrospective of audited (if available) operating expenses and revenue.

6. Capital Improvement Program

Describe and discuss the capital programs (vehicles, facilities and equipment) required to carry out the operations and services set forth in the operating plan and budget. The Capital Improvement Plan (CIP) should provide the basis for requests for federal, state and regional funding for capital replacements, rehabilitation, and expansion projects. While the CIP does not have to be financially constrained to the extent that the operations budget does, it should reflect the operator's reasonable expectation of funding, particularly as outlined in MTC's Regional Transportation Plan.

A. Basis for Revenue Vehicle/Vessel Projects and/or Proposals, for Replacement, Rehabilitation, and Expansion.

1. Describe and discuss policies (or basis), and justification for vehicle replacement:
 - a. Life cycle considerations (current vehicles/vessels);
 - b. Passenger amenity considerations (vehicles to be acquired);
 - c. Mode of power and/or emissions considerations (vehicles/vessels to be acquired);
 - d. Other considerations (e.g., safety, lack of availability of service parts for current vehicles/vessels)
2. Describe and discuss policies (or basis), and justification for rehabilitation/retrofit:
 - a. Life cycle considerations;
 - b. Passenger amenity considerations;
 - c. Emissions considerations;
 - d. Other considerations.
3. Describe and discuss policies (or basis), and justification for proposed fleet expansion (or contraction):
 - a. Relationship to fixed route or demand responsive operations plan;
 - b. Basis for type(s) of vehicles/vessels desired (expansion).
 - c. Number and type(s) of vehicles to be removed from service (contraction), including intended disposition (e.g., sale, placed for lease, salvaged).
4. Current Revenue Vehicle/Vessel Fleet Inventory: Identify items "a" through "k" below individually or by subfleet. Identify MTC Regional Express Buses separately.
 - a. Manufacturer;
 - b. Year of manufacture;
 - c. Identification number (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, standard van, cutaway van, standard motorbus, articulated motorbus, trolley bus, articulated trolleybus, over-the-road coach, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. In fixed route service or demand responsive service;

- i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Has major rehabilitation of the vehicle(s)/vessel(s) been performed; if yes, how many years of service life were added;
 - k. Year the vehicle(s)/vessel(s) will be retired from service (even if this is beyond the time horizon of the SRTP);
5. Vehicle/Vessel Replacement: Identify items “a” through “k” below individually or by subfleet, showing the number of replacement vehicles/vessels to be placed in service per year over the planning horizon.
- a. Number of vehicles/vessels to be replaced;
 - b. Anticipated year of manufacture of replacement vehicle(s)/vessel(s);
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of replacement vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for replacement vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
6. Vehicle/Vessel Rehabilitation (if applicable): Identify items “a” through “m” below individually or by subfleet, showing the number of vehicles/vessels to be rehabilitated per year over the planning horizon.
- a. Manufacturer;
 - b. Year of manufacture;
 - c. Identification number, (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).

- i. Year of planned rehabilitation (even if this falls outside the time horizon of the SRTP);
 - j. Years of service life to be added;
 - k. Rehabilitation to be performed in-house or contracted, if known;
 - l. Estimated cost of rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - m. Sources and amounts of funding for rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “l” above), with annual escalation rates clearly portrayed.
7. Vehicle/Vessel Expansion (if applicable): Identify items “a” through “k” below individually or by subfleet.
- a. The number of expansion vehicle(s)/vessel(s) to be placed in service per year over the planning horizon of the SRTP;
 - b. Anticipated year of manufacture;
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of expansion vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for expansion vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
8. Summary of Revenue Vehicle/Vessel Fleet Inventory:
- a. Total number of fixed route vehicles in active fleet (identified by type; e.g., see item 7.g. above);
 - b. Total number of fixed route vehicles in reserve fleet;
 - c. Spare ratio of fixed route vehicles (at maximum pullout);
 - d. Total number of vessels in active fleet;
 - e. Total number of vessels in reserve fleet;
 - f. Spare ratio of vessels (at maximum pullout);
 - g. Total number of demand responsive vehicles in active fleet (identified by type; e.g., see item 7. g. above);
 - h. Total number of demand responsive vehicles in reserve fleet;

- i. Spare ratio of demand responsive vehicles (at maximum pullout)
- j. Useful life of revenue vehicles;
- k. Next rehabilitation or replacement of vehicles and vessels, even if beyond the SRTP horizon.

B. Non-Revenue Vehicle Projects and/or Proposals: Replacement, Rehabilitation, and Expansion or Contraction.

1. Discuss replacement, and/or expansion or contraction of non-revenue vehicle fleet:
 - a. Briefly, describe uses of non-revenue vehicles;
 - b. Briefly, discuss policies or basis, and justification for replacement (e.g., life cycle, obsolescence, safety considerations);
 - c. Briefly discuss policies or basis, and justification for expansion and/or contraction.
2. Non-Revenue Vehicle Fleet Inventory: Identify items “a” through “n” below, showing the number of vehicles per year over the planning horizon.
 - a. Manufacturer (current vehicles);
 - b. The year of manufacture (or anticipated year of manufacture for replacement and expansion vehicles);
 - c. The years the vehicle(s) will remain in service;
 - d. Year vehicle(s) will be retired from service;
 - e. The year replacement vehicle(s) will be placed in service;
 - f. Estimated cost of replacement vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - g. Replacement vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - h. The year expansion vehicle(s) will be placed in service;
 - i. Estimated cost of expansion vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - j. Expansion vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
 - k. Vehicle type;
 - l. Mode of power;
 - m. Has rehabilitation of the vehicle(s) been performed or is it planned;
 - n. Total number of vehicles in non-revenue fleet.

Operators with non-revenue vehicles which are not proposed for replacement with regionally programmed funds may choose to provide less detailed information.

C. Major Facilities Replacement, Rehabilitation, Upgrade, and Expansion projects of the types listed below. Identify the locations of new or expanded facilities. Provide project budget, including costs, sources of funds and amounts from each source, identifying funds that have

been programmed, allocated or received, and funds that have not been secured. Separately describe security projects. Specify if replacement and rehabilitation of facilities and equipment results in an asset that differs from the existing asset, and how it differs.

1. Administrative;
 2. Maintenance and Fueling;
 3. Vehicle/Vessel Storage/Staging;
 4. Park-and-Ride;
 5. Stations and Stops;
 6. Right-of-Way, Track, or Guideway;
 7. Bicycle Facilities (e.g., lockers).
- D. Tools and Equipment: Replacement and/or Upgrade. Discuss current and/or proposed projects. Combine projects into a lump sum and indicate costs, sources of funds and amounts.
- E. Asset Management: Describe efforts to employ a systemic asset management program. Include current/past achievements and plans to upgrade or improve management (e.g. software tools, applications, business processes, integration into decision making processes).

7. Other Requirements

- A. Provide the following information on expansion projects included in MTC Resolution No. 3434, or on major expansion projects included in MTC's Regional Transportation Plan (RTP), if applicable:
1. Portray the project's current capital cost, providing explanation where costs differ from the portrayal in MTC Resolution No. 3434, or the RTP.
 2. Capital Funding:
 - a. Discuss and describe secured funding, including fund programming and/or allocation actions, conditions imposed on the use of funds, fund sources and amounts;
 - b. Explain any changes in secured or anticipated funding, providing explanation where funding differs from the portrayal in MTC Resolution No. 3434, or the RTP;
 - c. Portray and discuss the project's cash flow needs, including any anticipated difficulties, and approved or anticipated decisions on bond financing.
 3. Project Schedule. Provide the most current schedule for the project, showing key milestones completed, and anticipated milestone completion dates.
 4. Operating Costs. Provide operating expense and revenue projections (including sources of funds).
 5. Discuss any activities related to changes in land use planned or anticipated in association with the project, including:
 - a. Participation in the development of local land use policies;

- b. Policies and/or planning pertaining to, and/or development adjacent to transit stations;
 - c. Descriptions of land that the transit agency currently owns or controls adjacent to transit stop/stations (use a map if desired to show locations).
6. Discuss any current or anticipated policy, planning, funding or operating issues associated with the project, not reflected in responses to items 1 through 5, above.
- B. Describe the agency's public outreach and involvement process relative to environmental justice goals. Describe the most recent outcomes from this process.
- C. In the event the operator intends to use FTA section 5303 funds to contract out for the authoring of the SRTP, the MTC SRTP Program Manager must have the option to review the description or scope of work before publication of the RFP. In addition, the SRTP Program Manager is to be invited to participate in or at least observe the consultant selection for work to be performed under contract. MTC may or may not be able to actually participate in the consultant selection process, depending upon scheduling and other commitments, but transit operators are to extend the invitation in a timely manner.

SCHEDULE AND TRANSMITTAL

1. Submit one (1) hard copy and an electronic copy of the draft SRTP to MTC staff for review according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.
2. Submit one (1) hard copy and an electronic copy of final SRTP to MTC according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.

Deliverable

FY2016-17:

Draft FY2018-27 SRTP

Final FY2018-27 SRTP

FY2017-18:

Draft FY2019-28 SRTP

Final FY2019-28 SRTP

Delivery Dates

October 1, 2017

February 1, 2017

June 1, 2018

September 1, 2018

REQUIRED APPROVALS

The operator's governing body must adopt the SRTP.

MINOR REVISIONS TO THESE GUIDELINES

Modifications to these guidelines may be approved by the Programming and Allocations Committee.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2833 **Version:** 1 **Name:**
Type: Resolution **Status:** Federal
File created: 8/30/2017 **In control:** Programming and Allocations Committee
On agenda: 9/13/2017 **Final action:**
Title: MTC Resolution No. 4302. Funding commitments for the BART Transbay Corridor Core Capacity Project.

Authorization of Commitment of up to \$179 million from the BART Car Replacement Funding Exchange and Reserve Account for BART's expansion railcars, to meet FTA's requirement of local fund commitment for the FTA Capital Investment Program (New Starts/Core Capacity).

Sponsors:

Indexes:

Code sections:

Attachments: [3a Reso-4302 BART TCCC Programming.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4302. Funding commitments for the BART Transbay Corridor Core Capacity Project.

Authorization of Commitment of up to \$179 million from the BART Car Replacement Funding Exchange and Reserve Account for BART's expansion railcars, to meet FTA's requirement of local fund commitment for the FTA Capital Investment Program (New Starts/Core Capacity).

Presenter:

Glen Tepke

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2017

Agenda Item 3a

MTC Resolution No. 4302

Subject: Funding commitments for the BART Transbay Corridor Core Capacity Project.

Background: BART's Transbay Corridor Core Capacity (TCCC) Project is a coordinated package of investments that will increase capacity between San Francisco and Oakland by more than 30%. These investments include upgraded train control systems, Phase 2 of the Hayward Maintenance Center expansion, enhanced traction power systems, and 306 additional railcars. The total cost of the project is \$3.5 billion.

BART is applying for \$1.25 billion in Federal Transit Administration (FTA) Capital Investment Grant (CIG) funds as part of the funding plan for the TCCC project. In order to be considered for inclusion in the Administration's FY2018-19 recommendations for CIG funding, FTA is requiring BART to demonstrate that up to 50% of the non-CIG funds in the funding plan for the portion of the project that is eligible for CIG (\$730 million) is committed to the project.

In 2013 the Commission adopted the Core Capacity Challenge Grant Program (MTC Resolution 4123, Revised), which committed \$7.5 billion in federal and regional funds to a suite of transit capital projects designed to increase the capacity and state of good repair of transit in the urban core of the region. This included \$335 million for BART expansion railcars and train control modernization that are now part of the TCCC project. In order for MTC's contribution to count toward the 50% committed funds requirement, FTA has requested that the Commission take an action to commit the funds that identifies specific funding sources for each project, and that programs the funds in the regional Transportation Improvement Program (TIP).

To assist in meeting the commitment requirement, this item proposes to commit a total of \$179 million to the TCCC project from the BART Car Replacement Exchange Account funds for the expansion railcars, which would be programmed in the TIP in Item 2c on this agenda. The proposed amount is consistent with the commitments MTC previously made in Resolution 4123. The balance of MTC's \$335 million commitment would be programmed in future years based on the cash flow needs of the TCCC project.

The BART Car Replacement Exchange Account was established in 2006 under an agreement with BART authorized by MTC Resolution 3738, Revised. Under the agreement, MTC has programmed federal formula funds to BART's preventive maintenance program, and BART has deposited an equal amount of its local funds into the exchange account, which is reserved for future expenditure on BART's railcar procurement program.

BART has also committed approximately \$480 million of its capital allocation funds to the TCCC project. BART plans to identify other sources to cover the remaining 10% of the FTA requested commitment.

BART TCCC Funding Commitments (\$millions)	
Costs	
Program Total	3,511
CIG-Eligible Cost Total	2,710
Funding for CIG-Eligible Portion	
CIG	1,250
Other Funds	1,460
FTA-Requested Commitment	730
Funding Commitment in This Action	
MTC – Exchange Account	179
BART Capital Allocation Funds	480
State TIRCP or Other Sources TBD	71
<i>Total</i>	<i>730</i>

Issues: None.

Recommendation: Refer MTC Resolution No. 4302 to the Commission for approval.

Attachments: MTC Resolution No. 4302

Date: September 27, 2017
W.I.: 1512
Referred by: PAC

ABSTRACT

MTC Resolution No. 4302

This resolution makes a commitment of up to \$179 million from the BART Car Replacement Funding Exchange Account to BART for the costs of new railcars included in BART's Transbay Corridor Core Capacity Project (TCCC Project), to support the advancement of the TCCC Project for funding through the Federal Transit Administration's Capital Investment Grant Program.

Further discussion of these actions is contained in the Programming and Allocations Committee summary sheet dated September 13, 2017.

Date: September 27, 2017

W.I.: 1512

Referred by: PAC

RE: Commitment of up to \$179 million from the BART Car Replacement Funding Exchange Account to BART for the costs of new railcars included in BART's Transbay Corridor Core Capacity Project (TCCC project), to support the advancement of the TCCC Project for funding through the Federal Transit Administration's Capital Investment Grant Program.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4302

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, in 2006 MTC adopted Resolution 3738 which authorized an agreement between MTC and the Bay Area Rapid Transit District (BART) to help fund BART's car replacement program by exchanging federal, state, and local funds for BART local funds and establishing a reserve for such funds, the BART Car Replacement Funding Exchange Account (Exchange Account); and

WHEREAS, in 2013 MTC adopted Resolution 4123, which committed \$7.5 billion in federal and regional funds to a suite of transit capital projects designed to increase the capacity of the transit system in the urban core of the region, including funds for expansion of BART's railcar fleet and modernization of BART's train control system; and

WHEREAS, BART has proposed a Transbay Corridor Core Capacity Project (TCCC Project), a comprehensive and coordinated package of investments, including expansion of BART's railcar fleet and modernization of BART's train control system, that will increase capacity between San Francisco and Oakland by more than 30 percent; and

WHEREAS, the funding plan for the TCCC Project includes funds committed by MTC in Resolution 4123 for expansion of BART's railcar fleet and modernization of BART's train control system; and

WHEREAS, BART is seeking \$1.25 billion for the TCCC project from the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) Program; and

WHEREAS, FTA has required BART to demonstrate that up to 50% of the non-CIG funds in the funding plan for the TCCC Project are committed to the project before FTA will consider including a recommendation of CIG funding for the TCCC Project in FTA's annual CIG program recommendations for FY2019; and

WHEREAS, the Exchange Account currently has a balance of approximately \$382 million, which is unencumbered and available for expenditure, and which is sufficient to meet MTC's commitment to expansion cars included in the TCCC Project; and, in combination with other regional funds, to meet MTC's commitments to help fund BART's railcar replacement program;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Transportation Commission hereby approves the commitment of up to \$179 million from the Exchange Account to the TCCC Project, and authorizes BART to request the withdrawal of up to \$179 million from the Exchange Account for the cost of expansion cars included in the TCCC Project, so that the Exchange Account as a whole is committed to BART's railcar procurement program, including replacement cars, expansion cars and the costs of financing the procurement of BART railcars; and be it further

RESOLVED, that the Executive Director or his designee is authorized to execute any necessary documents, and to take any additional actions necessary, to give effect to this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on September 27, 2017.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2765 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/1/2017 **In control:** Programming and Allocations Committee
On agenda: 9/13/2017 **Final action:**
Title: MTC Resolution No. 4218, Revised. Revisions to the 2017 Regional Active Transportation Program (ATP) Cycle 3 Program of Projects.

Programming of \$16 million in Regional Active Transportation Program (ATP) Cycle 3 Augmentation funds, made available through Senate Bill 1 (SB1).

Sponsors:

Indexes:

Code sections:

Attachments: [4a Reso-4218 ATP .pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4218, Revised. Revisions to the 2017 Regional Active Transportation Program (ATP) Cycle 3 Program of Projects.

Programming of \$16 million in Regional Active Transportation Program (ATP) Cycle 3 Augmentation funds, made available through Senate Bill 1 (SB1).

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Attachments

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2017

Agenda Item 4a

Resolution No. 4218, Revised

Subject: Revision to the 2017 Regional Active Transportation Program (ATP) Cycle 3 Program of Projects

Background: Senate Bill 1 provides \$100 million annually in additional revenue to the ATP starting in FY 2017-18. The California Transportation Commission (CTC) approved revised statewide guidelines for the 2017 ATP Augmentation. The augmentation to the Cycle 3 ATP totals \$200 million and covers two early years FY 2017-18 and FY 2018-19. The original Cycle 3 program covered two later years FY 2019-20 and FY 2020-21. The new augmentation funding includes:

- \$100 million for a statewide competitive program; and
- \$16 million for an MTC regional competitive program.

Under the revised CTC guidelines, CTC and MTC can advance projects selected in ATP Cycle 3, and award augmented early year funding to projects not selected in ATP Cycle 3.

In July 2017, MTC approved the revised guidelines for the Regional ATP Cycle 3 to reflect the SB1 augmentation, with applications due on August 1, 2017. MTC's program of projects is due to CTC on October 19, 2017.

Statewide Competitive ATP Results

CTC released its staff recommendations for the Statewide ATP Augmentation in late August. The recommendations include advancing three Bay Area projects and funding five new projects for \$10.1 million (about 10% of available funds from the state), and are listed in Attachment 2. The CTC will adopt the 2017 ATP Statewide Augmentation list of projects on October 18, 2017.

Regional Project Selection Process

MTC received 38 applications totaling \$99 million in response to the 2017 Regional ATP Augmentation Call for Projects. MTC received a sufficient number of high-scoring projects that had applied in the original Cycle 3 to use the new augmentation funds, thus a supplemental call for new applications was unnecessary. Based on MTC's revised guidelines, staff used the projects' original Cycle 3 ATP score. Based on the applications, eight projects are able to advance to make use of the earlier augmentation funds, creating \$3.9 million in new capacity for the later fiscal years 2019-20 and 2020-21.

Staff recommends fully funding four projects and partially funding an additional four projects for a total of \$16.1 million. Staff also recommends adopting a list of contingency projects totaling \$29 million, ranked in order based on the project's evaluation score. MTC would fund projects on the contingency list if there are any project failures, ineligibility determinations, or savings in the Cycle 3 Regional ATP Augmentation. The recommended projects are listed in Attachment 1. In summary:

- 71% of Regional Augmentation funds would benefit Communities of Concern, greatly exceeding the 25% target; and
- 17% of Regional Augmentation funds would benefit Safe Routes projects.

MTC's recommendation includes one project that requested less than \$1 million to meet MTC's funding target for smaller projects. Based on MTC's ATP Guidelines, MTC may select a project scoring within five points under the lowest scoring project to meet the 20% target for smaller projects. As a result, staff recommends funding Napa County's Safe Routes to School project, which scored 77 (five less than the lowest scoring funded project of 82).

Issues:

1. Later Year Funding: MTC has about \$3.9 million available in the later two years (FY 2019-20 and FY 2020-21), as a result of existing projects advancing. Staff proposes to program the later year funding to two projects:

- Suisun City's McCoy Creek Trail project: \$2.4 million to fully fund the original Cycle 3 project request
- Oakland's Crossing to Safety project: \$1.9 million. Staff expects Oakland to make up the \$0.4 million remaining need, to fully fund construction.

2. Partial Funding: Staff recommends funding three projects at less than their requested amount due to lack of funding:

- Concord's Downtown Corridors Bike/Ped Improvement project: \$0.6 million for pre-construction only.
- Corte Madera's Central Marin Regional Pathways Gap Closure project: \$0.4 million for pre-construction only.
- Alameda County Transportation Commission (ACTC)'s I-80 Gilman Interchange Bike/Ped Overcrossing project: \$4.1 million (partial funding), with ACTC using other funds to fully fund construction.

CTC and MTC expect project sponsors to deliver all project benefits identified in the project application, even if the project is partially funded. Projects funded for pre-construction only may apply for construction in future ATP cycles.

3. Caltrans Eligibility Determination Pending: Caltrans will review project eligibility and deliverability. MTC's proposed funding amounts are subject to this review, and MTC and CTC may amend project descriptions and amounts.

4. Counties with No Regional Cycle 3 Funds: Both Santa Clara and Sonoma Counties did not receive any ATP Cycle 3 funds in the regional program (though both received ATP Cycle 3 funds from the State). Staff is investigating and working with the relevant staff to ensure all counties benefit from the funds over time.

Recommendation: 1) Refer MTC Resolution No. 4218, Revised to the Commission for approval; 2) Direct staff to transmit the recommended project list to the CTC.

Attachments:
Attachment 1: Recommended 2017 Regional ATP Augmentation Program of Projects and Contingency Projects
Attachment 2: CTC Recommended Statewide ATP Augmentation Projects
Attachment 3: List of Applications Received
MTC Resolution No. 4218, Revised: Attachment B

Attachment 1: Recommended 2017 Regional ATP Augmentation Program of Projects (Alphabetical Order)

County	Sponsor	Project	Requested Amount (\$1,000s)	Project Description
ALA	ACTC	I-80 Gilman I/C Bike/Ped Over-crossing & Access Imps (Partial Funding)	\$4,152	Bicycle and pedestrian components of I-80/Gilman interchange project including new overcrossing structure and segments of Class I trail and Class IV bikeway that provide access to overcrossing. Project connects adjacent neighborhoods to San Francisco Bay Trail, waterfront recreation, and job centers. The full project reconfigures interchange as double roundabout.
ALA	Oakland	Oakland SRTS: Crossing to Safety (Design and Partial Construction)	\$1,895	This project will provide sidewalks, shorter crossings, and a High-Intensity Activated Crosswalk (HAWK) beacon at the Park Blvd. intersections; a HAWK beacon on 98th Ave.; and a road diet to create bike lanes and enhanced pedestrian crossings on Fruitvale Ave. including a Rectangular Rapid Flashing Beacon (RRFB). All of these locations are high-volume, high-speed corridors.
CC	Concord	Downtown Corridors Bike/Ped Improvement (Pre-Construction Only)	\$623	Installs buffered bicycle lanes on Oak and Salvio Streets, a contraflow bicycle lane on Grant St., widens sidewalk, constructs curb extensions, improves curb corners and ramps, adds high-visibility crosswalks, and installs pedestrian-oriented lighting to fill gaps.
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure (Environmental and Design Only)	\$415	Project includes separated pedestrian and bicycle facilities including protected bikeway, sidewalk and a pedestrian refuge island with walkway, barrier, and RRFB for transit stop access. The project lies adjacent to Highway 101 and regional roadways, and provides the crucial connection that is missing between the convergences of five regional pathways.
NAP	Napa COE	Napa County SRTS	\$437	The Napa County SRTS Program will evaluate existing transportation conditions surrounding 38 Napa County schools (impacting 21,002 students), identify necessary infrastructure improvements, provide comprehensive programming to 8 identified high need schools (impacting 4,103 students), and raise community awareness regarding safety of walking and biking.
SF	SFMTA	Vision Zero SF Safer Intersections	\$2,002	Vision Zero program, targets unsafe left turns in intersections, which are responsible for 28% of auto collisions with pedestrians and 16% bicyclists in San Francisco. The SFMTA will use media and direct engagement with drivers to make left turns and intersections safer, encouraging active transit modes.
SM	San Carlos	Route 101 Holly Street Bike/ Ped Overcrossing	\$4,200	The new overcrossing bridge will be a grade-separated multipurpose path that will connect pedestrian and bicyclist on the west side of US-101 to the east side of US-101.
SOL	Suisun City	McCoy Creek Trail (Remaining Amount)	\$2,367	Install a concrete Class I bikeway, a pedestrian/bike bridge, fencing, railing, site furnishings, monument entrance signs, wayfinding signs, educational kiosk signs, roadway signs, striping, chokers, rectangular rapid flashing beacons, utility infrastructure, landscaping and shaded vista areas.
Total			\$16,091	

Staff Recommendations for MTC 2017 Regional ATP Augmentation – Contingency List (Descending Score Order)

County	Sponsor	Project	Requested Amount (\$1,000s)
CC	CCCPW	Appian Way Complete Streets	\$10,265
SF	SFDPW	Jefferson Street Improvements Phase II	\$9,024
ALA	Fremont	Walnut Ave Complete Street Improvement	\$4,175
ALA	ACPWA	Royal Ave SRTS	\$456
ALA	Piedmont	Ped Safety and Bike Lane Implementation	\$2,933
SM	Belmont	Belmont & San Carlos - Four Corners School Safety Corridor	\$2,031
Total			\$28,884

Attachment 2

CTC Recommended 2017 Statewide ATP Augmentation Projects in the Bay Area

County	Agency	Project	Funded Amount (\$1,000s)
SF	SFMTA	Geneva Avenue Bike Ped Safety Improvement	\$2,350
SCL	Sunnyvale	Sunnyvale SRTS	\$1,889
ALA	EBRPD	Doolittle Dr Bay Trail – Martin Luther King, Jr. Shoreline, Oakland	\$4,000
CC	Pittsburg	Pittsburg Active Transportation & Safe Routes Plan (WalkBikePittsburg2035)	\$312
ALA	Berkeley	Sacramento Street Complete Streets Improvements	\$1,542
Total			\$10,093

Metropolitan Transportation Commission
2017 Regional Active Transportation Program - Cycle 3 Augmentation

List of Applications Received - Scores (Descending Score Order)

Color Key

White on Black: Projects Funded by the Statewide ATP Augmentation

Black on Green: Projects Recommended in the Regional ATP Augmentation

Italics on Gray: Projects recommended for funding year advancement in ATP Augmentation

Co	Agency	Project Title	Project Cost (\$1,000s)	Request (\$1,000s)	MTC Reg'l Score
ALA	Alameda County Public Works / Public Health	Active Oakland Comprehensive SRTS Program	\$ 977	\$ 977	96.0
ALA	Alameda County Public Works	Fairview Elementary School SRTS	\$ 3,366	\$ 542	92.0
ALA	Alameda County Public Works	Somerset Ave School Corridor SRTS	\$ 3,652	\$ 630	90.0
ALA	Berkeley	SRTS Improvements for John Muir Elementary	\$ 336	\$ 264	88.7
SF	SFMTA	Vision Zero SF Safer Intersections	\$ 2,062	\$ 2,002	87.0
SOL	Suisun City	McCoy Creek Trail (Remainder of Partial Funding Recommended, \$2,367)	\$ 4,287	\$ 4,137	87.0
CC	Concord	Downtown Corridors Bike/Ped Improvement (Partial Funding Recommended, \$623)	\$ 4,349	\$ 3,718	85.0
ALA	Alameda County Public Works	Lewelling Blvd SRTS	\$ 3,065	\$ 400	84.7
SM	Woodside	Woodside Elementary School Student Pathway Phase 3	\$ 755	\$ 528	84.7
SM	San Carlos	Route 101 Holly Street Bike Ped Overcrossing	\$ 5,250	\$ 4,200	84.3
ALA	Oakland	Oakland SRTS: Crossing to Safety (Partial Funding Recommended, \$1,895)	\$ 4,071	\$ 3,714	84.0
CC	Contra Costa County Public Works	Pacheco Blvd Sidewalk Gap Closure Phase 3	\$ 1,239	\$ 619	83.3
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure (Partial Funding Recommended, \$415)	\$ 2,968	\$ 2,626	82.7
ALA	ACTC	I-80/Gilman Interchange Bike/Ped Over-crossing (Partial Funding \$4,152)	\$ 33,016	\$ 14,500	82.0
ALA	Emeryville	Bike/Ped Greenway Safety & Connectivity Improvement Project	\$ 330	\$ 265	80.0
ALA	Berkeley	Sacramento Street Complete Streets Improvements	\$ 1,814	\$ 1,542	79.3
SCL	Sunnyvale	Sunnyvale SRTS	\$ 2,362	\$ 1,889	79.0
SF	SFMTA	Geneva Avenue Bike Ped Safety Improvement	\$ 9,987	\$ 2,350	78.0
CC	Contra Costa County Public Works	Appian Way Complete Streets	\$ 12,182	\$ 10,265	77.0
NAP	Napa County Office of Education	Napa County SRTS	\$ 542	\$ 437	77.0
SF	San Francisco Public Works	Jefferson Street Improvements Phase 2	\$ 14,847	\$ 9,024	76.0
ALA	Fremont	Walnut Ave Complete Street Improvement	\$ 5,864	\$ 5,189	75.0
CC	Pittsburg	Pittsburg Active Transportation & Safe Routes Plan (WalkBikePittsburg2035)	\$ 312	\$ 312	74.0
SM	Belmont	Belmont and San Carlos 4 Corners School Safety Corridor Improvements	\$ 2,781	\$ 2,031	73.0
SCL	Palo Alto	San Antonio Ave Enhanced Bikeway	\$ 2,180	\$ 1,744	72.7
ALA	Alameda County Public Works	Proctor Elementary School SRTS	\$ 6,040	\$ 600	71.0
ALA	Hayward	Tennyson Rd. Ped and Bike Bridge	\$ 1,164	\$ 931	68.0
CC	Contra Costa County Public Works	San Miguel Dr. Complete Streets Improvements	\$ 1,570	\$ 1,160	68.0
SCL	Cupertino	SR25 Creating Safer Schools, Streets, and Sidewalks for Students (CSSSSS)	\$ 2,554	\$ 2,116	67.0
CC	Lafayette	Pleasant Hill Rd Complete Street Project	\$ 3,967	\$ 3,480	64.0
MRN	SMART	SMART San Rafael McInnis to Smith Ranch	\$ 2,468	\$ 2,050	64.0
CC	East Bay Regional Parks District	LoneTree Point Bay Trail, Hercules to Rodeo	\$ 3,359	\$ 2,493	62.0
CC	Walnut Creek	Walnut Blvd Bike/Ped Improvements at Walnut Heights Elementary School	\$ 540	\$ 478	61.0
ALA	Alameda County Public Works	Heyer Ave School Corridors SRTS	\$ 1,990	\$ 290	57.3
ALA	East Bay Regional Parks District	Doolittle Dr Bay Trail, MLK Regional Shoreline	\$ 7,950	\$ 4,000	54.3
SM	South San Francisco	South SF Bicycle Trail and Connectivity Imp. Project	\$ 1,276	\$ 1,126	51.0
CC	Oakley	Laurel Rd and Rose Ave Intersection and Gap Closure Improvements	\$ 1,272	\$ 952	44.0
SM	Belmont	Ralston Ave Corridor Improvements Segments 3 & 4	\$ 8,337	\$ 5,280	35.0
ALA	Oakland	14th Street: Safe Routes in the City	(Statewide Only)	(Statewide Only)	N/A
ALA	Oakland	Fruitvale Alive Gap Closure Project	(Statewide Only)	(Statewide Only)	N/A
CC	El Cerrito	San Pablo Ave. Cycle Tracks and Ped Imps. Project	(Statewide Only)	(Statewide Only)	N/A
SM	Redwood City	101/Woodside Bikeway	(Statewide Only)	(Statewide Only)	N/A
SON	City of Petaluma	Safe Routes to School Infrastructure Project	(Statewide Only)	(Statewide Only)	N/A
SON	SMART	Petaluma Pathway	(Statewide Only)	(Statewide Only)	N/A
38	Applications Received.	Totals	165,081	98,861	

Date: February 24, 2016
W.I.: 1515
Referred by: PAC
Revised: 05/25/16-ED 01/25/17-C
07/26/17-C 09/27/17-C

ABSTRACT

Resolution No. 4218, Revised

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

This resolution includes the following attachments:

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

This resolution was revised via Executive Director Authority on May 25, 2016 to update the funding targets identified in Attachment A, Appendix A-2, to reflect the adopted 2017 Active Transportation Program Fund Estimate adopted by the California Transportation Commission on May 18, 2016.

This resolution was amended via Commission Action on January 25, 2017 to include Attachment B, Regional Active Transportation Program of Projects, and to update various appendices in Attachment A, Guidelines: Policies, Procedures, and Project Selection Criteria.

This resolution was amended via Commission Action on July 26, 2017 to update Attachment A, Guidelines: Policies, Procedures, and Project Selection Criteria to reflect the funding augmentation resulting from the passage of Senate Bill 1 (2017).

This resolution was amended via Commission Action on September 27, 2017 to update Attachment B, Regional Active Transportation Program of Projects to reflect the 2017 ATP Augmentation.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 10, 2016, January 11, 2017, July 12, 2017, and September 13, 2017.

Date: February 24, 2016

W.I.: 1515

Referred by: PAC

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

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4218

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B
Metropolitan Transportation Commission
2017 Active Transportation Program (ATP)
Cycle 3 and Cycle 3 Augmentation
FY 2017-18 through FY 2020-21
Regional ATP Cycle 3 List of Projects
September 2017

MTC Resolution No. 4218
Attachment B
Adopted: 02/24/16-C
Revised: 05/25/16-ED
01/25/17-C
09/27/17-C

Regional ATP Cycle 3 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	ACTC	I-80 Gilman I/C Bike/Ped Over-crossing & Access Imps	\$ 4,152,000
Alameda	Alameda County PWA	Active Oakland Comprehensive SRTS Program	\$ 977,000
Alameda	Alameda County PWA	Fairview Elementary School SRTS	\$ 542,000
Alameda	Alameda County PWA	Somerset Ave School Corridor SRTS	\$ 330,000
Alameda	Alameda County PWA	Lewelling Blvd SRTS	\$ 400,000
Alameda	Berkeley	SRTS Improvements - John Muir Elementary	\$ 270,000
Alameda	Emeryville	Bike/Ped Greenway Safety & Connectivity Imp. Project	\$ 265,000
Alameda	Oakland	Oakland SRTS: Crossing to Safety	\$ 1,895,000
Contra Costa	Concord	Downtown Corridors Bike/Ped Improvement	\$ 623,000
Contra Costa	Contra Costa County PW	Fred Jackson Way First Mile/ Last Mile Connection	\$ 3,298,000
Contra Costa	Contra Costa County PW	Pacheco Blvd Sidewalk Gap Closure Phase 3	\$ 619,000
Marin	Corte Madera	Central Marin Regional Pathways Gap Closure	\$ 415,000
Marin	San Rafael	Francisco Blvd East Ave Bridge Bike Ped Connectivity	\$ 4,025,000
Napa	City of Napa	SR-29 Bike/Ped Undercrossing	\$ 531,000
Napa	Napa Co. Off. of Education	Napa County SRTS	\$ 437,000
San Francisco	SFMTA	Powell Street Safety Project	\$ 4,400,000
San Francisco	SFMTA	Vision Zero SF Safer Intersections	\$ 2,002,000
San Mateo	San Carlos	Route 101 Holly Street Bike Ped Overcrossing	\$ 4,200,000
San Mateo	Woodside	Woodside ES Student Pathway Ph. 3	\$ 528,000
Solano	Suisun City	McCoy Creek Trail	\$ 4,137,000
Solano	Vallejo	Bay Trail/Vine Trail Gap Closure	\$ 4,216,000
TOTAL:			\$38,262,000

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Regional ATP Cycle 3 Augmentation Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Contra Costa	CCCPW	Appian Way Complete Streets	\$10,265,000
San Francisco	SFDPW	Jefferson Street Improvements Phase II	\$9,024,000
Alameda	Fremont	Walnut Ave Complete Street Improvement	\$4,175,000
Alameda	ACPWA	Royal Ave SRTS	\$456,000
Alameda	Piedmont	Ped Safety and Bike Lane Implementation	\$2,933,000
San Mateo	Belmont	Belmont & San Carlos - Four Corners School Safety Corridor	\$2,031,000
TOTAL:			\$28,884,000

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2768 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 8/1/2017 **In control:** Programming and Allocations Committee
On agenda: 9/13/2017 **Final action:**
Title: MTC Resolution Nos. 4279, Revised, 4284, Revised, 4285, Revised, and 4286, Revised.

Allocation of \$164 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Regional Measure 2 (RM2), and Assembly Bill 1107 (AB1107) funds, to AC Transit, Fairfield, Golden Gate Transit, Petaluma, and Santa Rosa to support transit operations and capital projects in the region.

Sponsors:

Indexes:

Code sections:

Attachments: [5a Resos-4279 4284 4285 4286 Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4279, Revised, 4284, Revised, 4285, Revised, and 4286, Revised.

Allocation of \$164 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Regional Measure 2 (RM2), and Assembly Bill 1107 (AB1107) funds, to AC Transit, Fairfield, Golden Gate Transit, Petaluma, and Santa Rosa to support transit operations and capital projects in the region.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Attachments

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 13, 2017

Agenda Item 5a

MTC Resolution Nos. 4279, Revised, 4284, Revised, 4285, Revised, and 4286, Revised

Subject: Allocation of \$164 million in FY2017-18 Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, Regional Measure 2 (RM2), and Assembly Bill 1107 (AB1107) funds, to AC Transit, Fairfield, Golden Gate Transit, Petaluma, and Santa Rosa to support transit operations and capital projects in the region.

Background: This month's proposed actions continue the annual allocation process of these funds for FY2017-18. Entities requesting TDA, STA, AB1107 and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1.0 million are approved separately through the Executive Director's Delegated Authority process. The allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4268, Revised for TDA, STA and AB1107 funds) and the RM2 Operating Program (MTC Resolution 4278). Allocation requests, greater than \$1.0 million, are summarized below:

Transit Operator/ Claimant	TDA Resolution No. 4284	STA Resolution No. 4285	AB 1107 Resolution No. 4286	RM2 Resolution No. 4279	Total
AC Transit	\$ 70,915,153	\$ 7,633,993	\$ 42,420,000	\$ 12,578,503	\$ 133,547,649
Fairfield	\$ 3,538,392	\$ -	\$ -	\$ -	\$ 3,538,392
GGBHTD	\$ 13,087,080	\$ 3,775,956	\$ -	\$ 2,130,612	\$ 18,993,648
Petaluma	\$ 1,737,984	\$ -	\$ -	\$ -	\$ 1,737,984
Santa Rosa	\$ 5,871,237	\$ -	\$ -	\$ -	\$ 5,871,237
Total	\$ 95,149,846	\$ 11,409,949	\$ 42,420,000	\$ 14,709,115	\$ 163,688,910

Information regarding the operating budgets of the above operators is provided in Attachment A. As reported in June and July, most operators are seeing a reduction in ridership leading to a loss of farebox revenue. At the same time, the costs of labor and fringe benefits are increasing faster than inflation, particularly as pension and other post-employment benefit (e.g. health care) costs continue to increase rapidly. Small operators are facing increased costs for purchased transportation (contracted service) due to contract terms and also the need to attract and retain drivers. In addition, operators continue to budget conservatively for fuel and diesel prices that are expected to increase somewhat due to passage of Senate Bill 1.

The final payment from the State for FY2016-17 STA revenue was received in early August and total revenue was higher than projected. Despite this higher revenue, about \$600,000 in rescissions were necessary. One rescission for AC Transit in the amount of \$570,000 accounts for most of this amount. AC Transit's rescission is necessary because their allocation was made before later updates to the Fund Estimate were made. Eight other operators had fairly minor rescission amounts.

Issues:

- 1) With the exception of AC Transit, the annual operating cost increases at over 5% for this group of operators are well in excess of the service percentage increases.

By the end of FY2016-17, the seven largest seven transit operators are required to achieve a five percent cost reduction in one of three performance measures—Cost per Revenue Hour, Cost per Passenger or Cost per Passenger Mile—as approved in the Transit Sustainability Project (TSP). Staff will report on the progress of these operators toward achieving the reductions in Fall 2017; however, due to a one-year lag in data, the results for FY2016-17 will not be known until next summer.

- 2) The FY2017-18 Fund Estimate (MTC Res. 4268, Revised) will not be updated this month as is typical due to outstanding information on the State Transit Assistance (STA) program that is needed from the State Controller's Office (SCO). The next revision of the FY 2017-18 Fund Estimate will likely include increased revenue expected for the STA Revenue-Based program as a result of SB 1.

Recommendation: Refer MTC Resolution Nos. 4279, Revised, 4284, Revised, 4285, Revised, and 4286, Revised to the Commission for approval

Attachments: Attachment A – Transit Operator Budget Summary.
MTC Resolution Nos. 4279, Revised, 4284, Revised, 4285, Revised, and 4286, Revised

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
AC Transit	\$424,447,564	\$447,669,095	5.5%	4.7%	\$135,776,225	30.3%	<ul style="list-style-type: none"> AC Transit implemented half of the planned service increases approved as part of AC Go funded through Measure BB in Alameda County and accounting for two-thirds of the budget increase. Ridership was higher on routes with investments and productivity was only a little less than routes that did not receive additional investment. AC Transit will not implement Phase 3 of the AC Go recommended service increases in March 2018 as planned due to other efforts that require staff focus. The remaining one-third of the budget increase is due to higher wage and benefit costs.
Fairfield	\$ 10,707,037	\$ 11,701,878	9.3%	3.0%	\$4,340,146	37.1%	<ul style="list-style-type: none"> Fairfield's addition of staff to assist with Transit Program administration accounts for 15% of the budget increase. The Fairfield Vacaville Train Station will open later this year and a new bus route will be added to serve the station, accounting for one-third of the budget increase. In order to raise wages for contracted bus operators to improve retention and service reliability, FAST increased the hourly payment for revenue hours of service, accounting for one-third of the budget increase.
GGBHTD (transit only)	\$101,866,306	\$111,924,500	9.9%	0.3%	\$ 20,270,593	18.1%	<ul style="list-style-type: none"> Increases in the cost of wages and benefits account for half the budget increase. Projected fuel costs comprise one-third of the budget increase. GGBHTD began operation of the Tiburon Ferry service and the budget includes a whole year of operating costs and is accounted for in the labor and fuel costs. Golden Gate bus and ferry fares increased as part of the first year of a five-year fare program.

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

Operator	FY2016-17 Operating Budget	FY2017-18 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2017-18 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2017-18 Budgets
Petaluma	\$ 2,544,022	\$ 2,690,304	5.8%	-4.8%	\$ 1,946,855	72.4%	<ul style="list-style-type: none"> Petaluma is trying to “right size” their service. Ending service at 8:40 pm instead of until 10:10 pm, changing more holidays to holiday service, and other changes are leading to an overall decline in revenue vehicle hours. Service is being added to serve the SMART station and slightly offsets the service reduction. Increase in labor costs and recruitment for a new transit manager each account for one-third of the cost increase.
Santa Rosa	\$ 12,724,341	\$ 13,689,890	7.6%	0%	\$ 6,753,636	49.3%	<ul style="list-style-type: none"> Santa Rosa Transit is facing a structural deficit and the city will explore opportunities to address this deficit in the coming year. The City left open three vacant positions last year as a cost-savings measure. Santa Rosa implemented a redesign of the bus network in May 2017 which was approved early in August 2016. Santa Rosa will receive \$411K of Transit Performance Initiative funds to support implementation of the network redesign (see July 2017 staff report for more information).

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

Date: June 28, 2017
W.I.: 1255
Referred by: PAC
Revised: 07/26/17-C
09/27/17-C

ABSTRACT

Resolution No. 4279, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2017-18.

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

This resolution was revised on July 26, 2017 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA),

This resolution was revised on September 27, 2017 to allocate funds to AC Transit and Golden Gate Bridge, Highway and Transit District (GGBHTD).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017, July 12, 2017, and September 13, 2017.

Date: June 28, 2017
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4279

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

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

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

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

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further


RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on June 28, 2017.

Date: June 28, 2017
W.I.: 1255
Referred by: PAC
Revised: 07/26/17-C
09/27/17-C

Attachment A
MTC Resolution No. 4279
Page 1 of 1

**FY 2017-18 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING**

Funding for each route is limited to the amount identified in the FY2017-18 RM2 Operating Program (MTC Resolution 4278). All routes are required to meet performance standards identified in MTC's RM2 Policies and Procedures (MTC Resolution 3636) except for WETA's South San Francisco Ferry service which was given seven years (until FY 2018-19) to meet RM2 standards when MTC Res. 4228 was adopted on June 22, 2016.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement	Org Key
WETA	Planning and Administration	3,000,000	01	06/28/17	11	n.a.	801851400
WETA	Ferry Operations	16,500,000	02	06/28/17	6	40% Peak service, 30% All Day Service	801850900
SFMTA	Metro 3rd Street Extension	2,500,000	03	07/26/17	8	n.a.	801851100
AC Transit	Express Bus Service	5,427,904	04	09/27/17	4	30% Peak, 20% All Day	801850400
AC Transit	Dumbarton Bus	2,816,976	05	09/27/17	5	20% All Day	801850500
AC Transit	Owl Bus Service	1,333,623	06	09/27/17	7	10%	801851000
AC Transit	Enhanced/Rapid Bus Service	3,000,000	07	09/27/17	9	n.a.	801851200
GGBHTD	Route 40	2,130,612	08	09/27/17	1	20% All Day	801850100
Total		36,709,115					

Date: June 28, 2017
W.I.: 1514
Referred by: PAC
Revised: 07/26/17-C
09/27/17-C

ABSTRACT

Resolution No. 4284, Revised

This resolution approves the allocation of fiscal year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA), TriDelta (Eastern Contra Costa Transit Authority), LAVTA (Livermore Amador Valley Transit Authority), and Vacaville.

This resolution was revised on July 26, 2017 to allocate funds to Napa Valley Transportation Authority, San Francisco Municipal Transportation Agency (SFMTA), SolTrans, Sonoma County Transit, Santa Clara Valley Transportation Authority (VTA), and WestCAT (WCCTA).

This resolution was revised on September 27, 2017 to allocate funds to AC Transit, Fairfield, Golden Gate Bridge, Highway and Transit District (GGBHTD), Petaluma, Santa Rosa.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017, July 12, 2017, and September 13, 2017.

Date: June 28, 2017
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4284

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2017-18 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2017-18 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

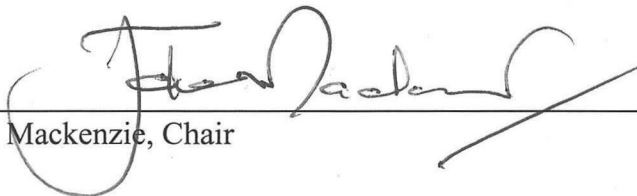
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2017-18 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 28, 2017.

Date: June 28, 2017
 Referred by: PAC
 Revised: 07/26/17-C
 09/27/17-C

Attachment A
 MTC Resolution No. 4284
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2017-18

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Transit Operations	3,617,066	19	09/26/17	Alameda County	
	Subtotal	3,617,066				
5802 - 99260A Transit - Operations						
LAVTA	Transit Operations	9,778,570	01	06/28/17	LAVTA	
CCCTA	Transit Operations	19,877,894	02	06/28/17	CCCTA	
ECCTA	Transit Operations	10,284,989	03	06/28/17	ECCTA	
Vacaville	Transit Operations	1,130,551	04	06/28/17	Vacaville	1
SFMTA	Transit Operations	2,413,293	17	07/26/17	San Francisco County	2
SFMTA	Transit Operations	45,852,571	18	07/26/17	SFMTA	
WCCTA	Transit Operations	2,714,320	07	07/26/17	WCCTA	
SolTrans	Transit Operations	4,919,435	08	07/26/17	Vallejo/Benicia	1
Sonoma County	Transit Operations	6,985,631	09	07/26/17	Sonoma County	
Sonoma County	Transit Operations	207,476	09	07/26/17	Petaluma	
VTA	Transit Operations	99,692,671	10	07/26/17	VTA	
VTA	Transit Operations	5,246,983	11	07/26/17	Santa Clara County	2
NVTA	Transit Operations	4,530,669	12	07/26/17	NVTA	
AC Transit	Transit Operations	48,203,711	20	09/26/17	AC Transit Alameda D1	
AC Transit	Transit Operations	12,666,018	21	09/26/17	AC Transit Alameda D2	
AC Transit	Transit Operations	6,428,358	22	09/26/17	AC Transit Contra Costa	
Santa Rosa	Transit Operations	5,871,237	23	09/26/17	Santa Rosa	
GGBHTD	Transit Operations	7,507,125	24	09/26/17	GGBHTD (Marin)	
GGBHTD	Transit Operations	5,579,955	25	09/26/17	GGBHTD (Sonoma)	
Petaluma	Transit Operations	1,737,984	26	09/26/17	Petaluma	
Fairfield	Transit Operations	555,902	27	09/26/17	Fairfield	3
Fairfield	Transit Operations	840,531	27	09/26/17	Suisun City	3
	Subtotal	303,025,874				
5803 - 99260A Transit - Capital						
LAVTA	Transit Capital	4,072,282	05	06/28/17	LAVTA	
Vacaville	Transit Capital	1,329,000	06	06/28/17	Vacaville	1
Soltrans	Transit Capital	3,025,171	13	07/26/17	Vallejo/Benicia	
NVTA	Transit Capital	1,919,000	14	07/26/17	NVTA	
Fairfield	Transit Capital	2,141,959	28	09/27/17	Fairfield	3
	Subtotal	12,487,412				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operating	2,174,320	15	07/26/17	Sonoma County	
Sonoma County	Transit Operating	41,495	15	07/26/17	Petaluma	
	Subtotal	2,215,815				
5812 - 99400D Planning & Admin - Operating						
NVTA	Planning and Administration	1,726,700	16	07/26/17	NVTA	
	Subtotal	1,726,700				
		TOTAL			323,072,867	

Note:

- (1) Allocation subject to approval of the County TDA Matrix by the Solano Transportation Authority on 6/14/17.
- (2) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.
- (3) Allocation subject to approval of the County TDA Matrix by the Solano Transportation Authority on 9/13/17.

Date: June 28, 2017
Referred by: PAC

Attachment B
Resolution No. 4284
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2017-18
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.

Date: June 28, 2017
W.I.: 1514
Referred by: PAC
Revised: 07/26/17-C
09/27/17-C

ABSTRACT

Resolution No. 4285, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2017-18.

This resolution allocates funds to County Connection (CCCTA), Tri Delta Transit (ECCTA), and MTC.

This resolution was revised on July 26, 2017 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA), Santa Clara Valley Transportation Authority (VTA), and WestCAT (WCCTA).

This resolution was revised on September 27, 2017 to allocate funds to AC Transit, and Golden Gate Bridge, Highway and Transit District (GGBHTD).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017, July 12, 2017, and September 13, 2017.

Date: June 28, 2017
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4285

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2017-18 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2017-18 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4249, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

WHEREAS, the California State Legislature is currently considering revisions to the TDA, which may change the administration of STA funds; now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2017-18 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on June 28, 2017.

Date: June 28, 2017
Referred by: PAC
Revised: 07/26/17-C
09/27/17-C

Attachment A
MTC Resolution No. 4285
Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2017-18

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
CCCTA	Transit Operations	1,612,760	01	06/28/17	CCCTA
ECCTA	Transit Operations	1,069,516	02	06/28/17	ECCTA
Subtotal		2,682,276			
5820 - 6730A Operating Costs - Revenue-based					
ECCTA	Transit Operations	2,624,596	03	06/28/17	BART
WCCTA	Transit Operations	2,353,641	07	07/26/17	BART
SFMTA	Transit Operations	31,943,432	05	07/26/17	SFMTA
VTA	Transit Operations	10,093,131	06	07/26/17	VTA
AC Transit	Transit Operations	7,633,993	08	09/27/17	AC Transit
GGBHTD	Transit Operations	3,775,956	09	09/27/17	GGBHTD
Subtotal		58,424,749			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	11,080,700	04	06/28/17	MTC
Subtotal		11,080,700			
TOTAL		72,187,725			

Date: June 28, 2017
Referred by: PAC

Attachment B
Resolution No. 4285
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2017-18 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and
5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and
7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and
8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code (“Pull Notice Program”), as required by PUC § 99251; and
9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and
10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC’s Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: July 26, 2017
WI: 1514
Referred by: PAC
Revised: 09/27/17-C

ABSTRACT

Resolution No. 4286

This resolution approves the allocation of fiscal year 2017-18 AB 1107 half-cent sales tax funds to San Francisco Municipal Transportation Agency (SFMTA).

This resolution was revised on September 27, 2017 to allocate funds to AC Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 12, 2017 and September 13, 2017.

Date: July 26, 2017
Referred by: PAC

Re: Allocation of Fiscal Year 2017-18 “AB 1107” Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4286

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

WHEREAS, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as “AB 1107” funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency (“SFMTA”) and to the Alameda-Contra Costa Transit District (“AC Transit”), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2017-18 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2017-18 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California


Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2017-18 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on July 26, 2017.

Date: July 26, 2017
Referred by: PAC
Revised: 09/27/17-C

Attachment A
MTC Resolution No. 4286
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2017-18

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY 15-16	FY 17-18			
SFMTA	Transit Operations	84.9%	85.1%	50% of deposits to MTC's AB 1107 account.	1	07/26/17
AC Transit	Transit Operations	79.7%	80.5%	50% of deposits to MTC's AB 1107 account.	2	09/27/17

Date: July 26, 2017
Referred by: PAC
Revised: 09/27/17-C

Attachment B
Resolution No. 4286
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2017-18
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

	<i>SFMTA</i>	<i>AC Transit</i>
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	<i>YES</i>	<i>YES</i>
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	<i>YES</i>	<i>YES</i>
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2015-16 and included in the proposed FY 2017-18 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue.	<i>YES</i>	<i>YES</i>



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2762 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 7/25/2017 **In control:** Programming and Allocations Committee
On agenda: 9/13/2017 **Final action:**
Title: MTC Resolution No 4097, Revised. Consolidated Transportation Service Agency (CTSA) Designation for Solano County, to Solano Transportation Authority.

Consolidated Transportation Service Agency (CTSA) Designation for Solano Transportation Authority in Solano County.

Sponsors:

Indexes:

Code sections:

Attachments: [5b Reso-4097 CTSA Designation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No 4097, Revised. Consolidated Transportation Service Agency (CTSA) Designation for Solano County, to Solano Transportation Authority.

Consolidated Transportation Service Agency (CTSA) Designation for Solano Transportation Authority in Solano County.

Presenter:

Drennen Shelton

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

September 13, 2017

Agenda Item 5b

Resolution No. 4097, Revised

Subject:	Consolidated Transportation Service Agency (CTSA) Designation for Solano Transportation Authority in Solano County.
Background:	<p>In 1979, the California Legislature enacted AB 120, the Social Service Transportation Improvement Act, which mandated improvements to social services transportation, and led to the creation and designation of Consolidated Transportation Service Agencies (CTSAs). MTC's 2013 update to the Coordinated Public Transit – Human Services Transportation Plan (“Coordinated Plan,” MTC Resolution No. 4085), included descriptions of, and steps for designating CTSA's within the Bay Area.</p> <p>CTSAs are a mechanism for promoting the concept of mobility management. By law, CTSAs in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area.</p> <p>In June 2017, MTC received a request from the Solano Transportation Authority for CTSA re-designation (attached), which also provided materials to support their request, including a description of their services and coordination activities. Solano Transportation Authority was first designated as a CTSA for Solano County in 2014. The current designation expires on September 30, 2017.</p> <p>Since 2013, the Solano Transportation Authority has actively planned and implemented successful coordination activities that improve mobility for Solano County's transportation disadvantaged populations. Solano Transportation Authority is currently in the process of updating the countywide mobility plan for seniors and people with disabilities, and has implemented initiatives, including the in-person ADA eligibility assessment program, the Solano Mobility Call Center, the Safe Senior Driver Program, and a countywide travel training program.</p> <p>In accordance with the Coordinated Plan, MTC notified the Solano County Board of Supervisors, Solano County Paratransit Coordinating Council, Fairfield – Suisun Transit (FAST), Vacaville City Coach, Dixon Redit-Ride, Rio Vista Delta Breeze, and Solano Transit of Solano Transportation Authority's request for redesignation. The Paratransit Coordinating Council submitted a letter of support for this designation (attached); no other responses were received.</p> <p>Staff recommends approving CTSA status to the Solano Transportation Authority until September 30, 2022 with the condition that the Authority will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded through MTC's Lifeline Transportation Program or for similar purposes to support CTSA-related activities, or as previously eligible per California Public Utilities Code 99233.12 for countywide transit planning and coordination purposes.</p>
Issues:	None.
Recommendation:	Refer MTC Resolution No. 4097, Revised to the Commission for approval.
Attachments:	Solano Transportation Authority CTSA Request Letter Solano Paratransit Coordinating Council letter MTC Resolution No. 4097, Revised

Date: May 22, 2013
W.I.: 1311
Referred By: PAC
Revised: 09/24/14-C
09/27/17-C

ABSTRACT

Resolution No. 4097, Revised

This resolution adopts Consolidated Transportation Service Agency (CTSA) Designations for the San Francisco Bay Area.

The following attachments are provided with this resolution:

Attachment A — Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

Attachment B — Designations of Consolidated Transportation Service Agencies (CTSAs) within the San Francisco Bay Area

This resolution was revised on September 24, 2014, to add the Solano Transportation Authority as a CTSA, subject to conditions listed on Attachment B.

This resolution was revised on September 27, 2017, to redesignate the Solano Transportation Authority as a CTSA, subject to conditions listed on Attachment B.

Further discussion of this action is included in the Programming and Allocations Summary sheet dated May 8, 2013, September 10, 2014, and September 13, 2017.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Re: Consolidated Transportation Service Agency (CTSA) Designation for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4097

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, the California Legislature enacted the Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979) (hereafter referred to as AB 120) with the intent to improve transportation service required by social service recipients; and

WHEREAS, AB 120 requires that each transportation planning agency shall prepare, adopt and submit to the Secretary of the Business, Transportation and Housing Agency an Action Plan for coordination of social service transportation services in their respective geographic area (Government Code Section 15975); and

WHEREAS, the Action Plan must include the designation of one or more Consolidated Transportation Service Agency(ies) within the geographic area of jurisdiction of the transportation planning agency (Government Code Section 15975(a)); and


WHEREAS, the Metropolitan Transportation Commission adopted the MTC Regional Action Plan for the coordination of Social Service Transportation (MTC Resolution 1076, Revised); and

WHEREAS, the Coordinated Public Transit—Human Services Transportation Plan Update (MTC Resolution No. 4085) includes the steps for designating Consolidated Transportation Service Agencies within the San Francisco Bay Area; now, therefore, be it

RESOLVED, that MTC designates the agency(ies) listed on Exhibit B, which is incorporated herein as though set forth at length, as Consolidated Transportation Service Agency(ies); and be it further

RESOLVED, that the Executive Director may forward this resolution to the California Department of Transportation (Caltrans), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 22, 2013.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Attachment A
Resolution No. 4097
Page 1 of 1

**Consolidated Transportation Service Agency (CTSA) Designation Process
for the San Francisco Bay Area**

MTC's process and conditions for designating CTSA's are set forth in the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area, MTC Resolution 4085. The process is as follows:

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the Paratransit Coordinating Councils (PCCs), and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

Under this process, MTC's evaluation of CTSA candidates take into account various factors, including but not limited to:

- Past CTSA designations and performance; relevance of activities to current coordination objectives.
- Scale of geography covered by designation request.
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders aimed at improving mobility and transportation coordination for transportation-disadvantaged populations.
- The applicant's existing and potential capacity for carrying out mobility management functions described in this chapter as well as other requirements of CTSA's as defined by statute.
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC
Revised: 09/24/14-C
09/27/17-C

Attachment B
Resolution No. 4097
Page 1 of 1

**Designations of Consolidated Transportation Service Agencies (CTSAs)
within the San Francisco Bay Area**

Date of Designation	Period of Designation	Name of Agency	Geographic Area
5/22/2013	7/1/2013 – 6/30/2017	Outreach & Escort, Inc. ¹	Santa Clara County
9/24/2014	10/1/2014 – 9/30/2017	Solano Transportation Authority ²	Solano County
9/27/2017	10/1/2017 – 9/30/2022	Solano Transportation Authority ³	Solano County

¹ This designation was approved for a four-year period ending June 20, 2017. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Outreach & Escort, Inc. to only claim STA funds programmed as part of MTC's Lifeline program. Access to Transportation Development Act (TDA) funds and other STA funds is not permitted. Other benefits available to CTSAs are granted through this designation.

² This designation was approved for a three-year period ending September 30, 2017. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Solano Transportation Authority to only claim STA funds or TDA programmed as part of MTC's Lifeline program or as previously eligible per California Public Utilities Code 99233.12 for countywide transit planning and coordination purposes. Other benefits available to CTSAs are granted through this designation.

³ This designation was approved for a five-year period ending September 30, 2022. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Solano Transportation Authority to only claim STA funds or TDA programmed as part of MTC's Lifeline program or for similar purposes to support CTSA-related activities, or as previously eligible per California Public Utilities Code 99233.12 for countywide transit planning and coordination purposes. Other benefits available to CTSAs are granted through this designation.



Solano Transportation Authority

...working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074

Email: info@sta.ca.gov • Website: sta.ca.gov

June 20, 2017

Page 1 of 2

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
375 Beale St #800
San Francisco, CA 94105

RE: STA's CTSA Re-Designation Request for Solano County

Dear Mr. ^{Steve}~~Heminger~~:

I am writing on behalf of the Solano Transportation Authority (STA) Board to request the Metropolitan Transportation Commission (MTC) re-designate the Solano Transportation Authority (STA) as the Consolidated Transportation Services Agency (CTSA) for Solano County. On June 14, 2017, the STA Board unanimously took action to request the CTSA re-designation by MTC for Solano County (see attachment A).

Since STA was designated the CTSA for Solano County in September 2014, the STA has been actively planning and implementing a number of mobility management programs to help meet the mobility needs of our growing population of seniors, people with disabilities and low income residents. The Solano Mobility programs implemented were identified in the Solano Transportation Study for Seniors and People with Disabilities (2011). The Solano Mobility Management Plan (2014) outlined a number of programs that STA, our partner agencies, non-profits and advisory committees prioritized for implementing. Attached is the list of accomplishments completed by the CSTA for Solano County.

STA is in the process of updating the Solano Mobility Plan for Seniors and People with Disabilities. The last study was completed in 2011. As one of the outreach efforts to receive feedback from the community on transportation challenges, STA is hosting Mobility Summits for Seniors and People with Disabilities in each of the cities located in Solano County. At these Mobility Summits, the STA is seeking public input to help identify the challenges Solano Seniors and People with Disabilities face getting around within their communities and beyond. The STA is also informing participants of the current Solano Mobility programs.

The plan, once adopted by the STA/CTSA will guide actions and investments to improve mobility for Seniors and People with Disabilities in Solano County as funding allows. The plan is estimated to be completed by June 2018.

As part of both One Bay Area Grant (OBAG) 1 and 2, the STA, in its role as the CTSA for Solano County, has programed OBAG funds for Solano Mobility Programs.

We look forward to MTC approving the STA's request to be re-designated the CTSA for Solano County and to continue to work together with MTC and our local partners to successfully sustain and advance

STA Comment Letter to S.Heminger, MTC dated June 20, 2017
RE: STA's CTSA Re-Designation Request for Solano County

mobility management programs in Solano County. Please contact me at (707) 424-6075, if you have any questions.

Sincerely,



Daryl K. Halls
Executive Director

Attachments:

- A. Solano County CTSA Accomplishments
- B. CTSA Re-designation Staff Report from STA Board Meeting of June 14, 2017
- C. Solano Mobility Programs Brochure

Cc: STA Board Members
Solano County Board of Supervisors
Honorable Congressman Mike Thompson
Honorable Congressman John Garamendi
Honorable Senator Bill Dodd
Honorable Assemblymember Cecilia Aguiar-Curry
Honorable Assemblymember Jim Frazier
Honorable Assemblymember Tim Grayson
Alix Bockelman, MTC
Drennen Shelton, MTC
Lorie Tinfow, City Manager, City of Benicia
Jim Lindley, City Manager, City of Dixon
Janet Koster, Dixon Redit-Ride
David White, City Manager, City of Fairfield
Nathan Atherstone, Transit Manager, Fairfield and Suisun Transit
Robert Hickey, City Manager, City of Rio Vista
John Harris, Interim Transit Manager, Rio Vista Delta Breeze
Interim, General Manager, Solano County Transit
Suzanne Bragdon, City Manager, City of Suisun City
Jeremy Craig, City Manager, City of Vacaville
Brian McLean, Transit Manager, Vacaville City Coach
Dan Keen, City Manager, City of Vallejo
Birgitta Corsello, County Administrator, County of Solano
Gerald Huber, Director, Solano County Public Health
Ernest Rogers, Solano PCC Chair
Daryl Halls, STA Executive Director
Liz Niedziela, STA Transit Manager

Solano County CTSA Accomplishments

Solano Mobility Programs	Date Implemented
In Person ADA Eligibility Assessment Program	July 2013
CTSA Designation	September 2014
Solano Mobility Call Center	November 2014
Solano Intercity Taxi Scrip Phase 1 (took over the administration of program per Solano County's request)	February 2015
Travel Training	May 2015
Contract with Faith In Action to provide medical trips to seniors	July 2015
CTSA Advisory Committee first meeting	July 2015
Solano Mobility Website	December 2015
Senior Safe Driver Information	December 2015
STA Board approves CTSA Workplan	January 2016

Agenda Item 10.I

June 14, 2017



Solano Transportation Authority

DATE: June 3, 2017
 TO: STA Board
 FROM: Liz Niedziela, Transit Program Manager
 RE: Mobility Management: Consolidated Transportation Services Agency (CTSA)
 Re-Designation

Background:

History of and what is a Consolidated Transportation Service Agencies (CTSA)

In 1979, the State of California passed AB120, sometimes known as the Social Services Transportation Improvement Act, which allowed county or regional transportation planning agencies to designate one or more organizations within their areas as Consolidated Transportation Services Agencies (CTSAs). CTSAs are intended to promote the coordination of social service transportation for the benefit of human service clients including the elderly, people with disabilities and people with low income. An effective CTSA functions as a proactive facilitator of transportation coordination among multiple agencies creating solutions to travel needs. This could be done by directly providing services or through cooperative agreements to coordinate and/or share funding, procurement, training, services, capital assets, facilities and other functions.

In the Bay Area, the Metropolitan Transportation Commission (MTC) is the agency responsible for designating county CTSAs. MTC describes mobility management as a strategic, cost-effective approach to connecting people needing transportation to available transportation resources within a community. Its focus is the person, the individual with specific needs, rather than a particular transportation mode.

To strengthen mobility management in the Bay Area, the Coordinated Plan (March 2013) identifies three major points:

- Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts.
- Providing information and manage demand across a family of transportation services.
- Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities.

MTC also incorporated seven regional priority strategies from the 2011 Transit Sustainability Project ADA Paratransit Study. The strategies include Travel Training and promotion to seniors, enhanced ADA paratransit certification process such as in-person eligibility and subregional mobility managers such as CTSAs.

STA's Solano Mobility Efforts

In July 2012, STA began working with consultants and the transit operators to develop a Mobility Management Plan for Solano County. The development of a Mobility Management

Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan identified existing services and programs, explored potential partnerships, and analyzed how to address mobility needs in Solano County in a cost effective manner.

In April 2014, the STA Board approved the Solano Mobility Management Plan. The Plan identified four key strategies to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. These four strategies are:

- One Stop Transportation Call Center
- Travel Training
- Countywide In-Person ADA Eligibility and Certification Process
- Older Driver Safety Information.

As part of the Solano Mobility Management Plan, the formation of a Consolidated Transportation Services Agency (CTSA) was raised, discussed and evaluated. Based on this evaluation, a CTSA Proposal was developed by the STA and reviewed and discussed by the PCC Transit Operators, Seniors and People with Disabilities Advisory Committee, and unanimously approved by the STA Board. MTC Commission approved the designation of the Solano Transportation Authority as CTSA for Solano County in August 2014. This designation is valid through September 30, 2017.

Discussion:

Since the CTSA designation in 2014, the CTSA has managed and implemented the following:

1. In July 2013, Countywide in-person eligibility ADA assessment process
2. Developed a CTSA Advisory Committee which meets regularly to evaluate, discuss and monitor Solano Mobility issues.
3. In November 2014, STA staff began the implementation of a Mobility Management Call Center as an expansion of the STA's Solano Napa Commuter Information (SNCI) program. The Call Center launched a complementary Mobility Management website that includes Senior Safe Driver Information.
4. In February 2015, the STA starting administering the existing Intercity Taxi Scrip Program per Solano County's request.
5. In May 2015, STA began working with local non-profits and transit operators to expand and complement their existing Travel Training programs so that they complement Travel Training countywide and duplication of services is avoided.
6. In 2017, the STA Board authorized new service approach for Intercity Taxi Scrip Program

If the STA Board approves seeking re-designation as CTSA for Solano County, a letter requesting the re-designation will be submitted to MTC which begins the re-designation process. This process includes MTC sending out notification letters to the Solano County Board of Supervisors, the PCC and the transit operators, and will include a comment period. The request will be taken to the MTC Programming and Allocations Committee, and then to the Commission for approval.

Fiscal Impact:

Designation as a CTSA by MTC has the potential to open up future funding opportunities as mobility management is becoming a higher priority at the regional, state, and national level. It is recommended CTSA functions to be funded through grants and revenue sources excluding transit operators' TDA, FTA 5307 and 5339 funds unless an agreement has been established with the transit operator(s).

Recommendation:

Approve the following:

1. Approval of the STA being re-designated as the CTSA for Solano County; and
2. Authorize the Executive Director to submit a letter to MTC requesting CTSA Re-Designation.

Attachment:

- A. CTSA Proposal for Solano County

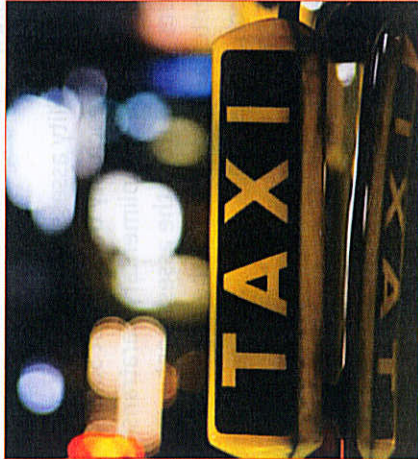
Intercity Taxi Scrip

The Solano County Intercity Taxi Scrip program is available to ambulatory ADA-certified riders who reside within Solano County.

This service is provided by taxi operators and provides curb-to-curb same day transportation at a reduced cost between cities within Solano County. Riders with mobility devices must be able to fold them and put them into the trunk of the taxi. Riders must have a Solano County ADA Card in order to purchase scrip and utilize the program.

For more information, please call:

800-535-6883



Senior Safe Driving

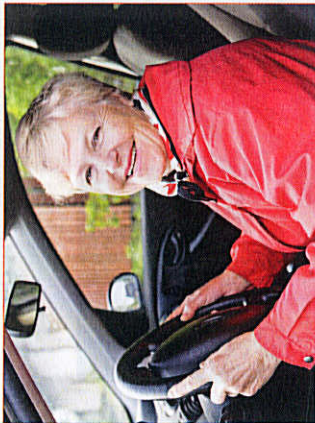
For many older adults, being able to drive is the most convenient way to travel from place to place and maintain independence.

To help drivers remain safely behind the wheels of their own vehicles, there are several in-person programs and online tutorials available on the Solano Mobility website for Solano residents.

In-Person and Online Programs Include:

- AARP Driver Safety
- AAA Safe Driving for Mature Operators
- Mature Driver Improvement Courses
- CA DMV - Senior Driver Self Assessment
- ...and more

Visit www.solanomobility.org to find the program that fits your needs.



Website

Your **online one-stop shop** for transportation resources and tools that will aid with your mobility options both in Solano County and the greater Bay Area.



www.solanomobility.org

GETTING AROUND

Find Your Ride tool: an interactive page where your transportation options are displayed according to the criteria you enter.



PROGRAMS & SERVICES

Find Mobility Programs & Services Tool: an interactive page where mobility and social service programs are displayed according to the criteria you enter.



For document translation please call:

Para la llamada de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalalin:

707-399-3239

Solano Mobility Programs



www.solanomobility.org
800-535-6883

Providing mobility options in Solano County and beyond!

May 2016

Solano Mobility Call Center 800-535-6883

The Solano Mobility Call Center provides transportation information and options for Solano County and surrounding regions.

The Solano Mobility Call Center is here to empower you with FREE information and tools you need to successfully navigate Solano County and beyond.

Why Call Us?

The Solano Mobility Call Center has all the information on the family of transportation resources in Solano County.



Solano Mobility Call Center

Phone: 800-535-6883

Address: One Harbor Center, Ste. 140
Suisun City, CA 94585

Website: www.solanomobility.org

Hours: 8 a.m. to 5 p.m.
Monday - Friday

Services

- FREE Live Transit Trip Planning
- Mobility options for Seniors and People with Disabilities
- Personalized Car and Vanpool Matchlists
- Regional Transit Connection (RTC) Discount Card Applications
- Clipper Card Sales*
- Bikelink Locker Card Sales
- FasTrak Toll Tag Applications

Information

- Local and Regional Bus Systems
- Discount Transit Tickets
- Local and Intercity Taxi Scripts
- Senior Safe Driving Information
- Non-Profit Transportation
- Volunteer Driver Program
- Private Transportation
- Amtrak (Capitol Corridor)
- Ferry Schedules
- Airport Shuttles
- Bicycle Facilities and Maps
- High Occupancy Vehicle (HOV) Lanes
- Park and Ride Lots
- Commuter Emergency Ride Home Program
- Commute Incentive Programs

Travel Training

Travel Training is a FREE service that teaches the skills necessary to navigate public transit in a safe and independent manner to ALL Solano County residents.

One-On-One Training

Personalized one-on-one instruction to and from a specific location is available.

Group Training & Presentations

Group presentations on transportation options and mobility programs can be arranged.

Rider's Guides

Call the Solano Mobility Call Center at **800-535-6883** to request a Rider's Guide and one will be mailed to you free of charge.

Do-it-yourself videos

Travel Training videos are available at solanomobility.org.



Countywide ADA In-person Eligibility

What is Americans with Disabilities Act (ADA) paratransit service?

ADA Paratransit is a shared ride, advanced reservation, origin-to-destination service for people with disabilities who are unable to use fixed route public transit service because of their disability.



The ADA in-person assessment is a FREE service process where a qualified professional interviews applicants and, if needed, assesses the applicant's physical and functional ability to use fixed route transit.

ADA eligibility assessment centers are located in each city throughout Solano County, and complimentary paratransit rides to and from the assessment center are provided for the applicant upon request.

Contact the Solano ADA Eligibility Center to schedule an assessment (707) 541-7184

July 21, 2017

Via Electronic Mail

Drennen Shelton
Metropolitan Transportation Commission
375 Beale Street #800
San Francisco, CA 94105

RE: PCC's Support for STA's CTSA Re-Designation for Solano County

Dear Ms. Shelton:

I am writing on behalf of the Solano Paratransit Coordinating Council in support of Solano Transportation Authority being re-designated as the Consolidated Transportation Services Agency (CTSA) for Solano County. On July 20, 2017, the PCC unanimously took action to support the STA's CTSA re-designation by MTC for Solano County.

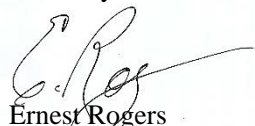
Since STA was designated the CTSA for Solano County in September 2014, the STA has been actively planning and implementing a number of mobility management programs to help meet the mobility needs of our growing population of seniors, people with disabilities and low income residents. The Solano Mobility programs implemented were identified in the Solano Transportation Study for Seniors and People with Disabilities (2011). The Solano Mobility Management Plan (2014) outlined a number of programs that STA, partner agencies, non-profits and advisory committees prioritized for implementing. The CTSA's accomplishment for Solano County are listed in Attachment A.

STA is in the process of updating the Solano Mobility Plan for Seniors and People with Disabilities. The last study was completed in 2011. As one of the outreach efforts to receive feedback from the community on transportation challenges, STA is hosting Mobility Summits for Seniors and People with Disabilities in each city throughout Solano County. At these Mobility Summits, the STA will seek public input to help identify the challenges Solano Seniors and People with Disabilities face getting around within their communities and beyond. The STA will also present progress and information on Solano Mobility programs and developing programs to the PCC for review and feedback.

STA is also in the process of expanding of the Solano Intercity Taxi Scrip Program. Currently the Solano Intercity Taxi Scrip Program provides a subsidized taxi services for Solano County ADA certified individuals that are able to get and out of a taxi without any assistance. The expansion would provide service to non-ambulatory ADA certified Solano County residence through a new service delivery model. The PCC has been supported of the Solano Intercity Taxi Scrip Program Phase 2 and is excited about the implementation.

We look forward to MTC approving the STA's request to be re-designated the CTSA for Solano County and to continue to work together with MTC, local partners and advisory committees to successfully sustain and advance mobility management programs in Solano County.

Sincerely,



Ernest Rogers
Solano PCC Chair

Attachment A: Solano CSTA's Accomplishments

Cc: Debbie McQuilkin, STA
Liz Niedziela, STA
PCC Members

Solano CTSA's Accomplishments

Solano Mobility Programs	Date Implemented
In Person ADA Eligibility Assessment Program	July 2013
CTSA Designation	September 2014
Solano Mobility Call Center	November 2014
Solano Intercity Taxi Scrip Phase 1 (took over the administration of program per Solano County's request)	February 2015
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Senior Safe Driver Information	December 2015
STA Board approves CTSA Workplan	January 2016



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2763	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	7/25/2017	In control:		Programming and Allocations Committee	
On agenda:	9/13/2017	Final action:			
Title:	CTC Update				

Update on the August 16-17, 2017 CTC meeting in Oakland, CA.

Sponsors:

Indexes:

Code sections:

Attachments: [6a CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

CTC Update

Update on the August 16-17, 2017 CTC meeting in Oakland, CA.

Presenter:

Kenneth Kao

Recommended Action:

Information

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 13, 2017

Agenda Item 6a

California Transportation Commission Update

Subject: Update on the August 2017 California Transportation Commission Meeting.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

August CTC Meeting (August 16-17, Oakland, California)

The CTC met and took the following actions:

2018 STIP Fund Estimate and Guidelines Adoption

CTC adopted the final 2018 State Transportation Improvement Program (STIP) Fund Estimate and STIP Guidelines. The STIP fund estimate provides over \$290 million for programming in the Bay Area, subject to CTC approval. This is a dramatic increase from the 2016 STIP, thanks to SB 1. MTC's Regional Transportation Improvement Program (RTIP) Policies and Procedures are expected to be presented next month for consideration. The Bay Area's RTIP will be considered by the Commission in December.

Senate Bill 1 Implementation Update

CTC staff presented updates on various programs created by SB 1. MTC staff continues to participate in the meetings and workshops related to the implementation of SB 1. Below is a list of SB 1-related items on the CTC's agenda.

- Adoption of the Local Streets and Roads Reporting Guidelines. MTC provided a comment letter (attached).
- Draft Local Partnership Program Guidelines. CTC released draft guidelines in mid-August, and MTC staff will likely prepare a comment letter.
- Overview of SB 1 Planning Grant Program. MTC provided comments (attached) on the discussion draft guidelines for both the transportation planning and adaptation planning grant programs. Applications are due in October.
- Discussion Draft 2018 Transit and Intercity Rail Capital Program Guidelines. MTC provided comments on the discussion draft guidelines (attached). Another round of draft guidelines with opportunity to comment is expected in September. The California Transportation Agency will release a call for projects in October.

In addition, MTC, along with California's other Large Metropolitan Planning Organizations, provided an overall comment letter on SB 1 Program Guidelines. This comment letter is also attached.

Other CTC Actions / Items

- **TCIF Baseline Amendment.** CTC approved a baseline amendment for the US-101 Marin-Sonoma Narrows project, Segment B2 Phase 2, in Sonoma County. Caltrans and SCTA requested updating the project funding plan and schedule.
- **Airspace Lease Agreement.** CTC approved an airspace lease agreement with the Transbay Joint Powers Authority to create park space in Caltrans-owned right-of-way in downtown San Francisco.
- **Other Actions.** CTC approved various allocations for STIP and ATP projects.

The next CTC meeting is scheduled for October 18-19, 2017 in Modesto.

Issues: None.

Recommendation: Information. No action required.

Attachments: Senate Bill 1 Comment Letters

- Local Streets and Roads Reporting Guidelines – July 14, 2017
- SB 1 Planning Grants Program (Transportation and Adaptation Planning) – July 25, 2017
- TIRCP Discussion Draft Guidelines – August 18, 2017
- Large MPO SB1 Implementation – August 16, 2017



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Sonoma County and Cities

Scott Haggerty, Vice Chair
Alameda County

Alicia C. Aguirre
Cities of San Mateo County

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U.S. Department of Housing
and Urban Development

Jeannie Bruins
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Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Nick Josefowitz
San Francisco Mayor's Appointee

Jane Kim
City and County of San Francisco

Sam Liccardo
San Jose Mayor's Appointee

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Napa County and Cities

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Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

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San Mateo County

James P. Spering
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

July 14, 2017

Ms. Laura Pennebaker, Associate Deputy Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Comments on Draft Reporting Guidelines for Road Repair and Accountability Act
of 2017 Local Streets and Roads Funding

Dear Ms. Pennebaker,

The Metropolitan Transportation Commission (MTC) appreciates the opportunity to comment on the Draft Reporting Guidelines for the Road Repair and Accountability Act of 2017 Local Streets and Roads Funding program. MTC has been a long-time champion and facilitator of asset management for local streets and roads in the Bay Area and statewide.

MTC concurs with the need for transparency and accountability in the expenditure of public funds and in general, supports the overall structure of the draft guidelines. That said, MTC believes the guidelines would benefit from some further definition of key terms as well as strengthening and clarification of certain requirements.

The following comments were developed in consultation with local jurisdictions in our region:

- 1.) Please provide a definition for "useful life". This term is currently open for interpretation and as such, may not be a meaningful performance measure. Consider defining useful life as an "estimate of the number of years the asset is likely to remain in service and meeting its original objective." Alternatively, or in addition to "useful life", consider requiring a performance measure such as the "reduction of maintenance backlog" that the proposed projects will accomplish, or other meaningful measure.
- 2.) For jurisdictions that claim a Pavement Condition Index (PCI) that meets or exceeds 80, explain how the Commission will verify this, particularly for those jurisdictions that do not have a pavement management system. Also, please clarify whether or not jurisdictions that have a PCI that meets or exceeds 80, are still required to submit a list of projects to the Commission.

- 3.) As a condition for funding, consider requiring that all jurisdictions implement and use a pavement management system that can calculate PCI, maintenance backlog, and the impact of proposed maintenance and rehabilitation projects on the condition and serviceable life of candidate streets and roads.
- 4.) For the Maintenance of Effort (MOE) requirement, please clarify how jurisdictions should identify one-time allocations so that they will be excluded from the MOE calculation. Further guidance in general, as to how the State Controller will calculate the MOE, would be helpful.
- 5.) Please reconsider the schedule for FY 2017-18. We appreciate and support the desire to put SB1 fund to work as soon as possible; however, the requirement to submit project lists by September 15th is aggressive given that adoption of guidelines will not occur until mid-August and project lists must be approved by city councils/boards of supervisors. Further, the time-frame for submitting future project lists (March – May), is problematic considering local jurisdictions typically do not approve their city budgets until June.

Thank you for your consideration, we look forward to working with the Commission to implement this important program. Should you have any questions, please contact Theresa Romell at tromell@mtc.ca.gov or (415) 778-6772.

Sincerely,



Alix A. Bockelman
Deputy Executive Director, Policy



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375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700



Association of
Bay Area Governments

Bay Area Metro Center
375 Beale Street, Suite 700
San Francisco, CA 94105
415.820.7900

July 25, 2017

Mr. Malcolm Dougherty, Director
California Department of Transportation
Attn: Chris Schmidt, Division Chief
Division of Transportation Planning MS-32
P.O. Box 942874
Sacramento, CA 94274-0001

Email: Regional.Planning.Grants@dot.ca.gov

RE: Caltrans Sustainable Transportation Planning Grant Program Comments

Dear Mr. Dougherty:

Thank you for the opportunity to comment on the Caltrans Sustainable Transportation Planning Grant Program. The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) view this program as a tremendous opportunity to implement the vision and actions included in Plan Bay Area 2040, the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The Plan is scheduled for adoption this month.

As Caltrans develops the guidelines ("Grant Guides") over the next month, MTC and ABAG offer the following comments for consideration:

Formula Program

MTC and ABAG appreciate the 50% formula component to the program— these dollars will help further the implementation of our SCS in local communities and on our congested corridors. We request further expansion and clarification of the formula program as follows:

- Consider an expansion of the formula program to 75% of the total program, to reflect that MPOs contribute a commensurate percentage of the state's population, economic output, and proposed greenhouse gas emission reductions. The MPOs are best positioned to identify the planning needs within their regions that advance the implementation of the RTP/SCS.
- Clarify the process for applying for and using formula funds. We support the OWP amendment process and consultation with Caltrans District and Planning staff. As written, however, it appears that some of the grant application process included in the Grant Guides applies both to the formula and competitive programs. Maximum flexibility should be provided to the formula funds as long as the funds advance SCS implementation.

Competitive Program

We also request modifications and clarifications to the competitive grant program as follows:

- Increase the maximum grant amount to \$2 million to help foster planning efforts supportive of CTP2040 at a larger geographical scale and encourage participation from multiple stakeholders.
- Clarify the role of MPOs and RTPAs in the facilitation of “a fair and open competitive application and outreach process.” If our recommendation to expand the formula program to 75% is accepted, we recommend a very modest role for MPOs/RTPAs in the competitive program. Instead, we favor a strong role by Caltrans to select the most critical projects to advance statewide planning objectives.
- Clarify whether MPOs *require* a subapplicant in order to be eligible as primary applicants for the competitive grants. We recommend maximum flexibility for applicants so the state can choose the projects that best advance statewide objectives. The focus should be on collaboration and coordination to further regional, inter-regional, and megaregional planning efforts and not overly prescriptive on applicant and subapplicant relationships.

Example Project Types and Eligible Activities

MTC and ABAG also recommend that example project types and the list of eligible and ineligible activities be modified to reflect the following priorities:

- The example project types should include model development, data analysis, and technical activities critical to support RTP/SCS implementation. For example, past state funds have encouraged the improvement of MPO land use and transportation modeling capacity in preparation for the SB 375 era.
- Eligible activities should be expanded to include high-priority statewide and megaregional planning work including an emphasis on better and more consistent models/tools to help with SB743 implementation, identifying the needs of disadvantaged communities, planning and designing megaregional and statewide freight and passenger rail improvements, and economic forecasting and development across MPO boundaries – to name a few areas of strategic focus.
- In the “Grant Program Considerations,” please add a reference to the ARB Sustainable Freight Action Plan to encourage the inclusion of planning efforts focused freight impact reductions and zero or near-zero emissions technologies.

Thank you for your consideration of MTC’s comments on the Caltrans Planning Grant programs. Should you have questions regarding our comments, please contact Matt Maloney, Assistant Planning Director, at 415-778-5220.

Best regards,


Steve Heminger
Executive Director

cc: Bill Higgins, CALCOG



METROPOLITAN
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Association of
Bay Area Governments



San Francisco Bay
Conservation and
Development
Commission

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San Francisco, CA 94105
415.778.6700

Bay Area Metro Center
375 Beale Street, Suite 700
San Francisco, CA 94105
415.820.7900

455 Golden Gate Avenue,
Suite 10600
San Francisco, CA 94102-7019
Phone: 415.352.3600

July 25, 2017

Mr. Malcolm Dougherty, Director
California Department of Transportation
Attn: Chris Schmidt, Division Chief
Division of Transportation Planning MS-32
P.O. Box 942874
Sacramento, CA 94274-0001

Email: Regional.Planning.Grants@dot.ca.gov

RE: Caltrans Adaptation Planning Grant Comments

Dear Mr. Dougherty:

Thank you for the opportunity to comment on the Caltrans Planning Grant programs. Senate Bill 1 authorized additional funding to the existing programs, and funded a new Adaptation Planning Grant program for three years. MTC/ABAG staff, as well as our partners, the Bay Area Regional Collaborative (BARC) and the Bay Conservation and Development Commission (BCDC), attended the workshop in Sacramento on June 27.

As Caltrans finalizes the Grant Application Guides, MTC/ABAG, BARC and BCDC offer the following comments for consideration:

Increase maximum grant from \$1M to \$2.5M

Larger grant sizes will allow for more integrative and innovative proposals, and increase the opportunity for multi-jurisdictional applications. Adapting our infrastructure to a changing climate requires a robust and coordinated approach among a wide range of stakeholders including the regional agencies, cities and counties, special districts, property owners, community residents, businesses, the design communities, among others. Because our infrastructure systems are largely interdependent, they require coordinated approaches that recognize the interconnected nature of the Bay Area region. Our past and current resiliency planning initiatives – Adapting to Rising Tides and A Resilient Transportation System for Safe and Sustainable Communities – illustrate the significant resources needed to scale planning efforts to address multi-jurisdictional adaptation challenges and integrate those into a regional adaptation strategy.

Prioritize Climate Change Adaptation for the San Francisco Bay

The San Francisco Bay Area is facing severe vulnerabilities both along the coastline, and along the 400-mile-long San Francisco Bay shoreline where the region has concentrated much of its high-density development, transportation facilities and other critical infrastructure. There are many communities and assets at risk from flooding and sea level rise. These include:

- 16 cities with at-risk communities were identified that have areas vulnerable to flooding at only 12 inches of water, which is within the range of a 1-year storm event that has a probability of occurring every year. This will worsen with rising sea levels – a daunting reality for many Bay Area communities that already face flooding year to year. Some examples of neighborhoods that are exposed to flooding at 12 inches include Bayview-Hunter's Point in San Francisco, Canal District in San Rafael, and East Oakland. Additionally, these are communities that have socio-economic characteristics that make them even more vulnerable to climate impacts.
- A significant number of transportation assets are at risk from flooding due to sea level rise, including but not limited to: San Francisco and Oakland International Airports; the San Francisco-Oakland Bay Bridge; the Hayward-San Mateo Bridge; Bay Area Rapid Transit (BART); Interstates 80, 580, 880 and 980; State Routes 37, 92, 61, 185 and 238; passenger and freight rail; the Oakland, Alameda, and Harbor Bay Island Ferry Terminals; AC Transit local and transbay bus routes; arterials, collectors, and local streets; the Webster and Posey Tubes; local bridges to the City of Alameda; the San Francisco Bay Trail; and maintenance yards.
- All five Bay Area oil refineries are located near the shoreline and are either directly at risk from sea level rise or could have critical linkages or services disrupted. The refineries are all located along the shoreline because they rely on marine oil terminals. Temporary or permanent disruption of refinery operations, due to on-site flooding or access to the refinery (roads or rail) being disrupted, would have significant impacts locally, regionally, and statewide.

The Climate Change Adaptation Planning Grant program will provide MTC/ABAG, BARC and BCDC, with planning resources to combat the threat of flooding, sea level rise, and additional climate change impacts. Thank you for your consideration of our comments on the Caltrans Planning Grant programs. Should you have questions regarding our comments, please contact Ken Kirkey, Planning Director, at 415-778-6790.

Best regards,



Steve Heminger
Executive Director
Metropolitan Transportation Commission



Larry Goldzsband
Chief Deputy Director
SF Bay Conservation & Development Commission

SH:AB:MG



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August 18, 2017

Mr. Brian C. Annis
Undersecretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Transit and Intercity Rail Capital Program

Dear Undersecretary Annis:

The Metropolitan Transportation Commission — the metropolitan planning organization for the nine-county San Francisco Bay Area — respectfully offers the following comments on the draft 2018 guidelines for the Transit and Intercity Rail Capital Program (TIRCP). We submit these comments based on the discussion draft guidelines.

MTC supports the program objectives, as detailed through the primary evaluation criteria, to fund projects that reduce greenhouse gas emissions, expand and improve transit service, integrate rail service, and improve safety. To that end, MTC has developed a \$3 billion TIRCP framework to strategically invest in key transformative projects in our region such as an updated train control system for BART and fleet expansions for AC Transit, BART and San Francisco Muni. We look forward to your continued support of this framework.

MTC encourages the state to commit to multiyear funding agreements with projects such as BART to San Jose Phase 2. Additionally, MTC encourages the use of Letters of No Prejudice to accelerate project delivery.

Finally, MTC encourages the state to leverage funding across Senate Bill 1 transportation funding programs, including TIRCP, where possible. For example, allowing for the inclusion of uncommitted funds in a TIRCP application from other competitive programs, similar to the recently adopted 2018 STIP Guidelines. With the arrival of major new and ongoing funding sources, we look forward to partnering with you to fund transformative projects across multiple competitive programs.

Thank you for giving these recommendations your thorough consideration.

Sincerely,

Anne Richman
Director, Programming and Allocations

SH:KF

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August 16, 2017

Mr. Bob Alvarado
Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Item 18: Update on the Implementation of the Road Repair and Accountability Act of 2017 (Senate Bill 1)

Dear Chair Alvarado:

The Metropolitan Transportation Commission (MTC), Southern California Association of Governments (SCAG), Sacramento Area Council of Governments (SACOG), and San Diego Association of Governments (SANDAG) are submitting this joint letter in response to the CTC's preliminary implementation proposals for various Senate Bill 1 (SB 1) funding programs.

Collaborative Process

The passage of SB 1 presents the CTC and its transportation partners statewide with a significant opportunity to begin to address the \$139 billion backlog in deferred maintenance on the state highway system and local streets and roads. We appreciate the CTC's commitment to implement the various new and expanded funding programs through a collaborative process, including the series of workshops with regional partners, local agencies and other interested stakeholders. These workshops have been invaluable for regions to provide comments and feedback on SB 1 program development.

We urge the CTC to consider adopting the following improvements to ensure that SB 1's increased revenues are directed to the state's highest transportation needs.

No Large MPO Limitations for Congested Corridors

We recommend the CTC add a "geographic consideration" to the Solutions for Congested Corridors program evaluation criteria, similar to the Proposition 1B Corridor Mobility Improvement Account (CMIA) program. The CMIA program considered geographic and congestion metrics for project recommendations, allowing for flexibility to strategically invest throughout the state.

The straw man proposal discussed at the Friday, July 21 workshop currently proposes a 50% target for MPOs over 1 million. The Large MPOs represent over 80% of the state's population,

and account for over 90% of the state's congestion. As reflected in its name, the major goal of the program is to reduce congestion. Limiting these major metropolitan areas to only 50% of the program's funding will hamper the state's ability to bring relief to the corridors that are affected by the highest levels of congestion.

Flexibility in Project Evaluation

In developing guidelines for many of the programs, much of the conversation has centered around specific metrics and assigning points to evaluation criteria. We recommend the CTC instead consider adopting a flexible project evaluation system based on important indicators such as project deliverability, leveraging of other funds, and performance in achieving federal, state, and regional goals (such as greenhouse gas emission and vehicle miles traveled reduction) through implementation of the region's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In addition, the CTC should consider a voluntary role for MPOs in the evaluation processes.

Support Operational Improvements in SHOPP

SB 1 provides a substantial funding increase to the State Highway Operations and Protection Program (SHOPP), administered by Caltrans. Caltrans uses SHOPP funds to ensure a state of good repair on state highway assets, including pavement, bridges, and other infrastructure. Importantly, SHOPP funds may also be used for operational improvements on the state highway system where there is no increase in capacity. Operational projects are cost-effective ways to improve the congestion and safety of the state highway system. With the significant SHOPP funding increase from SB1, we continue to press the state to put the 'O' back in SHOPP.

We encourage the state to prioritize collaborative operational projects in the SHOPP, especially in partnership with regional agencies, to deliver greater benefits to the traveling public. This is consistent with Caltrans's Transportation Asset Management Plan, which focuses on pavement, bridges, and Intelligent Transportation System elements. Operational projects should also be eligible for funding under the Solutions for Congested Corridors program as these low-cost investments often provide the best solution to congestion relief for a corridor.

Leveraging Other Funding

Transportation projects competing for SB 1 funds may be eligible for funding from multiple programs, including formula and discretionary programs such as the State Transportation Improvement Program (STIP) and the Local Partnership Program (LPP). The CTC should consider adopting a policy to allow projects to compete for multiple funding sources, and allow additional consideration for projects that leverage other funding (such as local, federal, STIP, or LPP formula) on a project.

Additionally, the CTC should allow funding that is reasonably anticipated, but uncommitted, to be used in a project's funding plan. Given the potential uncertainty, reasonably anticipated funding could be weighted less than committed funding. As suggested by CTC staff in earlier guideline workshops, CTC could overprogram funds in a given program, with contingency projects clearly identified, and should anticipated funding not materialize, allow the sponsor of contingency projects to find other funding or de-program the project. We support CTC staff's

August 7 proposal to allow nomination of projects with uncommitted funding, with appropriate risk controls in place.

Thank you for the opportunity to provide feedback on the implementation of various SB 1 funding programs currently underway. We are eager to partner with the CTC, Caltrans, and other regions and local agencies across California to begin putting SB 1's new investments to work.

Sincerely,



Alix Bockelman
Deputy Executive Director, Policy
Metropolitan Transportation Commission



Hasan Ikhrata
Executive Director
Southern California Association of Governments



James Corless
Chief Executive Officer
Sacramento Area Council of Governments



Kim Kawada
Chief Deputy Executive Director
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