



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Jake Mackenzie, Chair Scott Haggerty, Vice Chair

Wednesday, November 15, 2017

1:35 PM

Yerba Buena Conference Room - 1st Floor

PLEASE NOTE DATE, TIME, AND LOCATION

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 1:35 p.m. or immediately following the 1:30 p.m. Bay Area Toll Authority meeting.

1. Roll Call / Confirm Quorum

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

2. Chair's Report – Mackenzie

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

- 6a. [17-2978](#) Minutes of the October 25, 2017 meeting

Action: Commission Approval

Attachments: [6a Commission Meeting Minutes 10-25-2017 v2.pdf](#)

Programming and Allocations Committee

- 6b. [17-2959](#) MTC Resolution Nos. 3925, Revised, 4035, Revised, and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant 1 (OBAG 1), and One Bay Area Grant 2 (OBAG 2) programs.

Action: Commission Approval

Attachments: [6b PAC 2b Reso-3925-4035-4202 STP-CMAQ-OBAG Revisions.pdf](#)
[2b Reso-3925-4035-4202 STP-CMAQ-OBAG Revisions.pdf](#)

- 6c.** [17-2950](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-22.
- Action:** Commission Approval
- Attachments:** [6c PAC 2c Reso-4275 TIP Amendment 2017-22.pdf](#)
 [2c Reso-4275 TIP Amendment 2017-22.pdf](#)
- 6d.** [17-2960](#) MTC Resolution No. 4284, Revised. Allocation of \$4.6 million in Transportation Development Act (TDA) funds to Marin Transit to support transit operations.
- Action:** Commission Approval
- Attachments:** [6d PAC 2d Reso-4284 TDA Allocation.pdf](#)
 [2d Reso-4284 TDA Allocation.pdf](#)

Committee Reports

7. Programming and Allocations Committee – Josefowitz

- 7a.** [17-2876](#) MTC Resolution No. 4268, Revised.
- Revises the FY 2017-18 Fund Estimate distribution of State Transit Assistance (STA) to reflect actual STA receipts for FY 2016-17, the latest distribution factors and revenue forecast released by the State Controller's Office for FY 2017-18, and add the new STA State of Good Repair Program.
- Action:** Commission Approval
- Attachments:** [7a PAC 3a Reso-4268 Fund Estimate.pdf](#)
 [3a Reso-4268 Fund Estimate.pdf](#)

- 7b. [17-2953](#) MTC Resolution No. 4304. Transportation Development Act (TDA) Triennial Audit report, Transit Sustainability Project (TSP) Performance report, and approval of the FY 2017-18 Productivity Improvement Program (PIP).

A presentation on the performance audit results conducted for AC Transit, BART, Central Contra Costa County Transit Authority, Petaluma, Santa Rosa, and Sonoma County Transit; an update on the region's large transit operators' progress to date in meeting the performance requirements of the Transit Sustainability Project (TSP); and a request to approve the FY2017-18 PIP.

Action: Commission Approval

Attachments: [7b PAC 3b Reso-4304 TSP-PIP-TDA.pdf](#)
[3b Reso-4304 TSP-PIP-TDA.pdf](#)

- 7c. [17-2952](#) Affordable Housing and Sustainable Communities Program Regional Criteria

Update to the regional prioritization criteria for the Cap and Trade Affordable Housing and Sustainable Communities (AHSC) program for the third round funding cycle.

Action: Commission Approval

Attachments: [7c PAC 4a Cap and Trade AHSC Regional Criteria.pdf](#)
[4a Cap and Trade AHSC Regional Criteria.pdf](#)

- 7d. [17-2875](#) MTC Resolution No. 3925, Revised. Bike Share Capital Program

Revisions to MTC Resolution No. 3925, Revised, including staff's sponsor proposal for Phase I of the Bike Share Capital Program.

Action: Commission Approval

Attachments: [7d PAC 5a-Reso-3925 Bike Share Capital Program.pdf](#)
[5a-Reso-3925 Bike Share Capital Program.pdf](#)
[5a-Bike Share Presentationx.pdf](#)

8. Public Comment / Other Business

9. Adjournment / Next Meeting:

The next meeting of the Commission will be held on December 20, 2017 at 1:00 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2978 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 10/13/2017 **In control:** Metropolitan Transportation Commission
On agenda: 11/15/2017 **Final action:**
Title: Minutes of the October 25, 2017 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [6a Commission Meeting Minutes 10-25-2017 v2.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the October 25, 2017 meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Jake Mackenzie, Chair Scott Haggerty, Vice Chair

Wednesday, October 25, 2017

9:45 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 17 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering, and Commissioner Worth

Absent: 1 - Commissioner Pierce

Non-Voting Commissioners Present: Commissioner Giacomini and Commissioner Sartipi

Non-Voting Commissioner Absent: Commissioner Azumbrado

2. Chair's Report – Mackenzie

3. Policy Advisory Council Report – Randi Kinman

[17-2993](#)

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

Approval of the Consent Calendar

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

Aye: 17 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Pierce

6a. [17-2910](#) Minutes of the September 27, 2017 meeting

Action: Commission Approval

Administration Committee

6b. [17-2818](#) MTC Resolution No. 4301 - MTC Agency FY 2017-18 Pay Schedules for the Executive Director and General Counsel.

Action: Commission Approval

Programming and Allocations Committee

6c. [17-2896](#) MTC Resolution No. 4035, Revised. Transit Performance Initiative (TPI) Program - Project Changes.

Action: Commission Approval

6d. [17-2873](#) MTC Resolution No. 4284, Revised. Allocation of \$2.7 million in Transportation Development Act (TDA) funds to Union City Transit to support transit operations.

Action: Commission Approval

Legislation Committee

6e. [17-2852](#) Policy Advisory Council Appointments - MTC Resolution No. 3931, Revised

Appointments to Policy Advisory Council.

Action: Commission Approval

David Pilpel was called to speak on agenda item 6e of the Consent Calendar.

Committee Reports

7. Programming and Allocations Committee – Josefowitz

7a. [17-2760](#) MTC Resolution No. 4202, Revised.

Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement Program (STP/CMAQ) One Bay Area Grant (OBAG 2) program, including programming of \$10 million to the Bay Area Air Quality Management District (Air District) for Electric Vehicle programs.

Action: Commission Approval

Aleta Dupree was called to speak.

Upon the motion by Commission Vice Chair Haggerty and the second by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4202, Revised. The motion carried by the following vote:

Aye: 17 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Pierce

- 7b. [17-2766](#) MTC Resolution No. 4308. Policies, Procedures and Project Selection Criteria for the 2018 Regional Transportation Improvement Program (RTIP).

Adoption of the Policies, Procedures, and Selection Criteria for the 2018 Regional Transportation Improvement Program (RTIP), which includes approximately \$291 million in new programming capacity for the Bay Area and a proposed new linkage to housing production.

Action: Commission Approval

Aleta Dupree was called to speak
 Jennifer Martinez, PICO was called to speak
 Pedro Galvao, Non-Profit Housing Association of Northern CA was called to speak
 Ratna Amin, SPUR was called to speak
 Lynsey Gaudioso, Public Advocates was called to speak
 David Zisser, Public Advocates was called to speak
 Mashael Majid, Urban Habitat & 6 Wins was called to speak

Motion 1 of 3:

Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission adopted MTC Resolution No. 4308 and directed MTC/ABAG staff to develop supplemental housing condition criteria including production, protection, and preservation that would consider all funding sources by July 1, 2018 for public and stakeholder review. Following such review, staff would present revised criteria to a special Commission workshop, which would deliberate on the matter and recommend funding, legislative, or other actions as appropriate to the Commission for approval (item 4 of the Compromise Proposal for the RTIP). The motion carried by the following vote:

Aye: 16 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Schaaf, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

Nay: 1 - Commissioner Connolly

Absent: 1 - Commissioner Pierce

Motion 2 of 3:

Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci including the friendly amendment by Commissioner Schaaf, the Commission adopted MTC Resolution No. 4308 and items 1, 2, 3, and 5 of the Compromise Proposal for the RTIP. The motion carried by the following vote:

Aye: 17 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Schaaf, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Pierce

Motion 3 of 3:

Upon the motion by Commissioner Liccardo and the second by Commissioner Schaaf, the Commission considered adoption of Option B (15% eligibility threshold with corridor averaging) of the Committee Recommendation: The motion failed by the following vote:

Aye: 5 - Commissioner Halsted, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo and Commissioner Schaaf

Nay: 12 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Pedroza, Commissioner Slocum, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Pierce

8. Public Comment / Other Business

Aleta Dupree was called to speak.

9. Adjournment / Next Meeting

The next meeting of the Commission will be held on November 15, 2017 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

Jake Mackenzie, Chair



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2959 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 10/10/2017 **In control:** Programming and Allocations Committee
On agenda: 11/8/2017 **Final action:**
Title: MTC Resolution Nos. 3925, Revised, 4035, Revised, and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant 1 (OBAG 1), and One Bay Area Grant 2 (OBAG 2) programs.

Sponsors:

Indexes:

Code sections:

Attachments: [6b PAC 2b Reso-3925-4035-4202 STP-CMAQ-OBAG Revisions.pdf](#)
[2b Reso-3925-4035-4202 STP-CMAQ-OBAG Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
11/8/2017	1	Programming and Allocations Committee		

Subject:

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

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Agenda Item 2b

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

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

Background: The Cycle 1, OBAG 1, and OBAG 2 programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2009-10 through FY2021-22.

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

1. Safe Routes to School Programs

The Congestion Management Agencies (CMAs) for the counties noted below have requested the following changes:

- a. **Napa County:** Direct \$105,000 in OBAG 1 Regional Safe Routes to School (SRTS) program balances and \$122,000 in OBAG 2 County Program funds to extend Napa County's SRTS program through the OBAG 2 funding period.
- b. **San Mateo County:** Within OBAG 1, direct \$225,000 in Regional SRTS Program balances to San Mateo County Office of Education for the San Mateo County SRTS Program.
- c. **Contra Costa County:** Within the OBAG 2 County Program, direct \$300,000 to San Ramon to extend the San Ramon Valley Street Smarts SRTS program through the OBAG 2 funding period.
- d. **Santa Clara County:** Within OBAG 1, direct \$1 million in Regional SRTS Program balances to Los Altos' Miramonte Ave. Bicycle and Pedestrian Access Improvements project.

2. Alameda County I-580 Corridor Study

Within the OBAG 2 County Program, direct \$200,000 from Alameda County's discretionary balance to the I-580 Corridor Study project to reflect Alameda County Transportation Commission (ACTC)'s contribution to the joint corridor study with MTC. ACTC has adopted a revision to their OBAG 2 County Program to reflect this programming action.

3. San Mateo Bicycle/Pedestrian Improvement – Exchange

In May 2015, the Commission provided \$500,000 in STP/CMAQ Cycle 1 funds to San Mateo for a future bicycle/pedestrian improvement project, as an alternative to implementing bike share in the city as was originally planned in the pilot phase of bikeshare program. These funds were made available for programming as a result of the contract with Motivate to finance the expansion of bikeshare in the Bay Area with private funds.

San Mateo recently requested to program the \$500,000 to their Downtown Parking Technology Implementation project, which is already

programmed for \$1.5 million in the OBAG 1 Climate Initiatives Program. As part of this action, San Mateo will commit to transferring \$500,000 in non-federal funds from the parking technology project to their San Mateo Drive Complete Streets project, which is facing a funding shortfall but is ineligible for federal funding.

This programming action is consistent with the Commission's provision of funds to San Mateo for a bicycle/pedestrian improvement, as it will ultimately enable the San Mateo Drive Complete Streets project to advance with local funds.

4. Walnut Creek Climate Initiatives – Exchange

In December 2015, the Commission approved six parking management and transportation demand management projects totaling \$6 million under the OBAG 1 Climate Initiatives Program. One of the projects selected for funding was Walnut Creek's Parking Guidance System Pilot project, for \$783,000 in federal funds. Due to funding eligibility limitations that have prevented the project from advancing, Walnut Creek has requested to use their own local funds to deliver the project and to reprogram their federal funds onto the N. Main St. Rehabilitation. Walnut Creek has committed to transferring \$783,000 in local funds onto the Parking Guidance System Pilot project and complete the project.

This programming action is consistent with the Commission's adoption of the OBAG 1 Climate Initiatives Program, as the Walnut Creek project selected for funding will be completed, albeit with local funds.

Issues:

San Mateo Commitment. The programming of \$500,000 to San Mateo's Downtown Parking Technology Implementation project is contingent upon the city committing to transfer \$500,000 in local funds from that project to the San Mateo Drive Complete Streets project. The San Mateo City Council is anticipated to take this action at their November 6, 2017 meeting.

C/CAG Action. The programming of \$225,000 to San Mateo County's Office of Education for the SRTS program is contingent upon a C/CAG Board approval, which is anticipated for their November 9, 2017 meeting.

Recommendation:

Refer MTC Resolutions No. 4035, Revised, and 4202, Revised to the Commission for approval. Because Resolution No. 3925, Revised is proposed for revision under another agenda item, it is included once under agenda item 5a with all proposed revisions.

Attachments:

MTC Resolution No. 4035, Revised, Attachment B-1
MTC Resolution No. 4202, Revised, Attachment B-2
MTC Resolution No. 3925, Revised can be found under Agenda Item 5a to this packet.

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

ABSTRACT

Resolution No. 4035, Revised

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

The resolution includes the following attachments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, and November 8, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

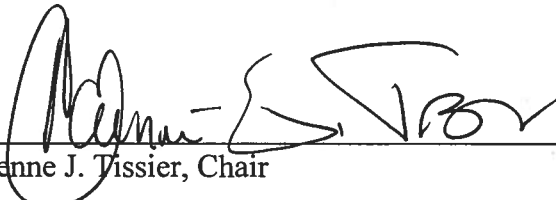
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,902,000	\$40,000,000	\$490,902,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	TOTAL:	\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO)	TOTAL:	\$104,739,000	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Bay Bridge Forward - Commuter Parking Initiative - Related Activities	MTC	\$3,620,000	\$0	\$3,620,000
CC-I-80 San Pablo Dam Rd I/C (for BBF Commuter Parking Initiative)	CCTA	\$1,100,000	\$0	\$1,100,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$29,950,000	\$0	\$29,950,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	\$65,308,000	\$34,000,000	\$99,308,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	TOTAL:	\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
SF Park Parking Pricing (Affordable Housing Jumpstart Program Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS				
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL:	\$40,000,000	\$0
6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehabilitation (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,902,000	\$40,000,000	\$490,902,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
6. CLIMATE INITIATIVES PROGRAM (CIP)	TOTAL:	\$8,812,000	\$6,000,000	\$14,812,000

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

7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMA's</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	NVTA	\$105,000	\$0	\$105,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$346,000	\$0	\$346,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Los Altos: Miramonte Ave Bicycle & Pedestrian Access Improvements	Los Altos	\$1,000,000	\$0	\$1,000,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	TOTAL:	\$25,000,000	\$0	\$25,000,000

8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	\$20,587	\$0	\$20,587
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$140,000	\$0	\$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,902,000	\$40,000,000	\$490,902,000
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,135,162	\$0	\$4,135,162
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$59,956,000	\$0	\$59,956,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	TOTAL:	\$97,956,000	\$0	\$97,956,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)

TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,000,000	\$0	\$4,000,000
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
TPI-3 - AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
TPI-3 - BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
TPI-3 - SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$9,609,241	\$0	\$9,609,241
TPI-3 - SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
TPI-3 - VTA Santa Clara Pocket Track Light Rail Interlocking	VTA	\$500,000	\$0	\$500,000
TPI - Novato Downtown SMART Station	Novato	\$500,000	\$0	\$500,000
TPI - NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073
TPI - Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
TPI - Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)	TOTAL:	\$82,000,000	\$0	\$82,000,000

10. PRIORITY CONSERVATION AREA (PCA)

North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAAs</i>				

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,902,000	\$40,000,000	\$490,902,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscil Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$450,902,000	\$40,000,000	\$490,902,000

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

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

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
ALAMEDA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Alameda	ACTC	\$5,489,000
I-580 Corridor Study	Alameda	MTC	\$200,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	\$1,779,000
Alameda County Safe Routes To School (SRTS) Program	Alameda	ACTC	\$5,340,000
Alameda County Safe Routes To School - Supplemental	Alameda	ACTC	\$650,000
TBD	Alameda	TBD	\$63,197,000
ALAMEDA COUNTY		TOTAL:	\$76,655,000
CONTRA COSTA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Contra Costa	CCTA	\$4,342,000
Federal Aid Secondary (FAS)	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	Contra Costa	CCTA/Various	\$3,788,000
San Ramon: San Ramon Valley Street Smarts	Contra Costa	San Ramon	\$300,000
TBD	Contra Costa	TBD	\$46,363,000
CONTRA COSTA COUNTY		TOTAL:	\$56,136,000
MARIN COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin	Marin County	\$838,000
Safe Routes To School (SRTS)	Marin	TAM/Various	\$864,000
San Rafael: Bettini Transit Center	Marin	GGBHTD	\$1,250,000
TBD	Marin	TBD	\$4,096,000
MARIN COUNTY		TOTAL:	\$10,870,000
NAPA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Napa	NCTPA NVTA	\$3,822,000
Federal Aid Secondary (FAS)	Napa	Napa County	\$1,189,000
Safe Routes To School (SRTS)	Napa	NCTPA NVTA/Various	\$393,000
NVTA: Napa County SRTS Program	Napa	NVTA	\$122,000
TBD	Napa	TBD	\$2,624,000
NAPA COUNTY		TOTAL:	\$8,150,000
SAN FRANCISCO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	San Francisco	SFCTA	\$3,997,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	\$1,797,000
TBD	San Francisco	TBD	\$42,389,000
SAN FRANCISCO COUNTY		TOTAL:	\$48,183,000
SAN MATEO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	San Mateo	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)	San Mateo	CCAG/COE	\$2,394,000
Safe Routes To School - Supplemental	San Mateo	CCAG/COE	\$223,000
TBD	San Mateo	TBD	\$25,214,000
SAN MATEO COUNTY		TOTAL:	\$32,545,000
SANTA CLARA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)	Santa Clara	VTA/Various	\$6,878,000
TBD	Santa Clara	TBD	\$89,416,000
SANTA CLARA COUNTY		TOTAL:	\$104,073,000

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

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
SOLANO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Solano	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano	Solano County	\$1,506,000
Safe Routes To School (SRTS)	Solano	STA/Various	\$1,469,000
TBD	Solano	TBD	\$14,380,000
SOLANO COUNTY			TOTAL: \$21,177,000
SONOMA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	\$3,264,000
Sonoma County Safe Routes To School (SRTS)	Sonoma	SCTA	\$1,655,000
TBD	Sonoma	TBD	\$18,982,000
SONOMA COUNTY			TOTAL: \$27,723,000
OBAG 2 COUNTY PROGRAMS			TOTAL: \$385,512,000

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Agenda Item 2b

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

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

Background: The Cycle 1, OBAG 1, and OBAG 2 programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and local programs from FY2009-10 through FY2021-22.

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

1. Safe Routes to School Programs

The Congestion Management Agencies (CMAs) for the counties noted below have requested the following changes:

- a. **Napa County:** Direct \$105,000 in OBAG 1 Regional Safe Routes to School (SRTS) program balances and \$122,000 in OBAG 2 County Program funds to extend Napa County's SRTS program through the OBAG 2 funding period.
- b. **San Mateo County:** Within OBAG 1, direct \$225,000 in Regional SRTS Program balances to San Mateo County Office of Education for the San Mateo County SRTS Program.
- c. **Contra Costa County:** Within the OBAG 2 County Program, direct \$300,000 to San Ramon to extend the San Ramon Valley Street Smarts SRTS program through the OBAG 2 funding period.
- d. **Santa Clara County:** Within OBAG 1, direct \$1 million in Regional SRTS Program balances to Los Altos' Miramonte Ave. Bicycle and Pedestrian Access Improvements project.

2. Alameda County I-580 Corridor Study

Within the OBAG 2 County Program, direct \$200,000 from Alameda County's discretionary balance to the I-580 Corridor Study project to reflect Alameda County Transportation Commission (ACTC)'s contribution to the joint corridor study with MTC. ACTC has adopted a revision to their OBAG 2 County Program to reflect this programming action.

3. San Mateo Bicycle/Pedestrian Improvement – Exchange

In May 2015, the Commission provided \$500,000 in STP/CMAQ Cycle 1 funds to San Mateo for a future bicycle/pedestrian improvement project, as an alternative to implementing bike share in the city as was originally planned in the pilot phase of bikeshare program. These funds were made available for programming as a result of the contract with Motivate to finance the expansion of bikeshare in the Bay Area with private funds.

San Mateo recently requested to program the \$500,000 to their Downtown Parking Technology Implementation project, which is already

programmed for \$1.5 million in the OBAG 1 Climate Initiatives Program. As part of this action, San Mateo will commit to transferring \$500,000 in non-federal funds from the parking technology project to their San Mateo Drive Complete Streets project, which is facing a funding shortfall but is ineligible for federal funding.

This programming action is consistent with the Commission's provision of funds to San Mateo for a bicycle/pedestrian improvement, as it will ultimately enable the San Mateo Drive Complete Streets project to advance with local funds.

4. Walnut Creek Climate Initiatives – Exchange

In December 2015, the Commission approved six parking management and transportation demand management projects totaling \$6 million under the OBAG 1 Climate Initiatives Program. One of the projects selected for funding was Walnut Creek's Parking Guidance System Pilot project, for \$783,000 in federal funds. Due to funding eligibility limitations that have prevented the project from advancing, Walnut Creek has requested to use their own local funds to deliver the project and to reprogram their federal funds onto the N. Main St. Rehabilitation. Walnut Creek has committed to transferring \$783,000 in local funds onto the Parking Guidance System Pilot project and complete the project.

This programming action is consistent with the Commission's adoption of the OBAG 1 Climate Initiatives Program, as the Walnut Creek project selected for funding will be completed, albeit with local funds.

Issues:

San Mateo Commitment. The programming of \$500,000 to San Mateo's Downtown Parking Technology Implementation project is contingent upon the city committing to transfer \$500,000 in local funds from that project to the San Mateo Drive Complete Streets project. The San Mateo City Council is anticipated to take this action at their November 6, 2017 meeting.

C/CAG Action. The programming of \$225,000 to San Mateo County's Office of Education for the SRTS program is contingent upon a C/CAG Board approval, which is anticipated for their November 9, 2017 meeting.

Recommendation:

Refer MTC Resolutions No. 4035, Revised, and 4202, Revised to the Commission for approval. Because Resolution No. 3925, Revised is proposed for revision under another agenda item, it is included once under agenda item 5a with all proposed revisions.

Attachments:

MTC Resolution No. 4035, Revised, Attachment B-1
MTC Resolution No. 4202, Revised, Attachment B-2
MTC Resolution No. 3925, Revised can be found under Agenda Item 5a to this packet.

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

ABSTRACT

Resolution No. 4035, Revised

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

The resolution includes the following attachments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, and November 8, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

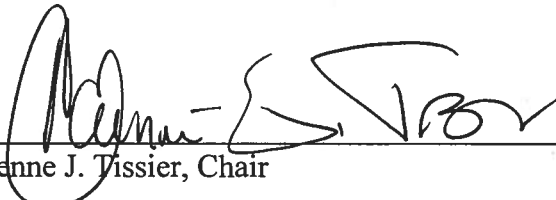
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,902,000	\$40,000,000	\$490,902,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	TOTAL:	\$8,487,000	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO)	TOTAL:	\$104,739,000	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Bay Bridge Forward - Commuter Parking Initiative - Related Activities	MTC	\$3,620,000	\$0	\$3,620,000
CC-I-80 San Pablo Dam Rd I/C (for BBF Commuter Parking Initiative)	CCTA	\$1,100,000	\$0	\$1,100,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
SUBTOTAL		\$29,950,000	\$0	\$29,950,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	\$65,308,000	\$34,000,000	\$99,308,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	TOTAL:	\$9,100,000	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
SF Park Parking Pricing (Affordable Housing Jumpstart Program Exchange)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS				
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehabilitation (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,902,000	\$40,000,000	\$490,902,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
6. CLIMATE INITIATIVES PROGRAM (CIP)	TOTAL:	\$8,812,000	\$6,000,000	\$14,812,000

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

7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMA</i>				
Contra Costa County SRTS Program - Supplemental	CCTA	\$822,000	\$0	\$822,000
Napa County SRTS Program - Supplemental	NVTA	\$105,000	\$0	\$105,000
San Mateo County SRTS Program - Supplemental	SMCCAG	\$225,000	\$0	\$225,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$346,000	\$0	\$346,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Los Altos: Miramonte Ave Bicycle & Pedestrian Access Improvements	Los Altos	\$1,000,000	\$0	\$1,000,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	TOTAL:	\$25,000,000	\$0	\$25,000,000

8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	\$20,587	\$0	\$20,587
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$140,000	\$0	\$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,902,000	\$40,000,000	\$490,902,000
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,135,162	\$0	\$4,135,162
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$59,956,000	\$0	\$59,956,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	TOTAL:	\$97,956,000	\$0	\$97,956,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)

TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	\$9,000,000	\$0	\$9,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,000,000	\$0	\$4,000,000
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
TPI-3 - AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
TPI-3 - BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
TPI-3 - SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$9,609,241	\$0	\$9,609,241
TPI-3 - SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
TPI-3 - VTA Santa Clara Pocket Track Light Rail Interlocking	VTA	\$500,000	\$0	\$500,000
TPI - Novato Downtown SMART Station	Novato	\$500,000	\$0	\$500,000
TPI - NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073
TPI - Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
TPI - Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)	TOTAL:	\$82,000,000	\$0	\$82,000,000

10. PRIORITY CONSERVATION AREA (PCA)

North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAAs</i>				

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$450,902,000	\$40,000,000	\$490,902,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscil Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$450,902,000	\$40,000,000	\$490,902,000

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

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

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
ALAMEDA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Alameda	ACTC	\$5,489,000
I-580 Corridor Study	Alameda	MTC	\$200,000
Federal Aid Secondary (FAS)	Alameda	Alameda County	\$1,779,000
Alameda County Safe Routes To School (SRTS) Program	Alameda	ACTC	\$5,340,000
Alameda County Safe Routes To School - Supplemental	Alameda	ACTC	\$650,000
TBD	Alameda	TBD	\$63,197,000
ALAMEDA COUNTY		TOTAL:	\$76,655,000
CONTRA COSTA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Contra Costa	CCTA	\$4,342,000
Federal Aid Secondary (FAS)	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)	Contra Costa	CCTA/Various	\$3,788,000
San Ramon: San Ramon Valley Street Smarts	Contra Costa	San Ramon	\$300,000
TBD	Contra Costa	TBD	\$46,363,000
CONTRA COSTA COUNTY		TOTAL:	\$56,136,000
MARIN COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)	Marin	Marin County	\$838,000
Safe Routes To School (SRTS)	Marin	TAM/Various	\$864,000
San Rafael: Bettini Transit Center	Marin	GGBHTD	\$1,250,000
TBD	Marin	TBD	\$4,096,000
MARIN COUNTY		TOTAL:	\$10,870,000
NAPA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Napa	NCTPA NVTA	\$3,822,000
Federal Aid Secondary (FAS)	Napa	Napa County	\$1,189,000
Safe Routes To School (SRTS)	Napa	NCTPA NVTA/Various	\$393,000
NVTA: Napa County SRTS Program	Napa	NVTA	\$122,000
TBD	Napa	TBD	\$2,624,000
NAPA COUNTY		TOTAL:	\$8,150,000
SAN FRANCISCO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	San Francisco	SFCTA	\$3,997,000
Safe Routes To School (SRTS)	San Francisco	SFCTA/Various	\$1,797,000
TBD	San Francisco	TBD	\$42,389,000
SAN FRANCISCO COUNTY		TOTAL:	\$48,183,000
SAN MATEO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	San Mateo	CCAG	\$3,822,000
Federal Aid Secondary (FAS)	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)	San Mateo	CCAG/COE	\$2,394,000
Safe Routes To School - Supplemental	San Mateo	CCAG/COE	\$223,000
TBD	San Mateo	TBD	\$25,214,000
SAN MATEO COUNTY		TOTAL:	\$32,545,000
SANTA CLARA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
Federal Aid Secondary (FAS)	Santa Clara	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)	Santa Clara	VTA/Various	\$6,878,000
TBD	Santa Clara	TBD	\$89,416,000
SANTA CLARA COUNTY		TOTAL:	\$104,073,000

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

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
SOLANO COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Solano	STA	\$3,822,000
Federal Aid Secondary (FAS)	Solano	Solano County	\$1,506,000
Safe Routes To School (SRTS)	Solano	STA/Various	\$1,469,000
TBD	Solano	TBD	\$14,380,000
SOLANO COUNTY			TOTAL: \$21,177,000
SONOMA COUNTY			
<i>Specific projects TBD</i>			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
Federal Aid Secondary (FAS)	Sonoma	Sonoma County	\$3,264,000
Sonoma County Safe Routes To School (SRTS)	Sonoma	SCTA	\$1,655,000
TBD	Sonoma	TBD	\$18,982,000
SONOMA COUNTY			TOTAL: \$27,723,000
OBAG 2 COUNTY PROGRAMS			TOTAL: \$385,512,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2950 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 10/6/2017 **In control:** Programming and Allocations Committee
On agenda: 11/8/2017 **Final action:**
Title: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-22.

Sponsors:

Indexes:

Code sections:

Attachments: [6c PAC 2c Reso-4275 TIP Amendment 2017-22.pdf](#)
[2c Reso-4275 TIP Amendment 2017-22.pdf](#)

Date	Ver.	Action By	Action	Result
11/8/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-22.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Agenda Item 2c

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-22.

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 2017-22 makes revisions to 19 projects with a net funding increase of approximately \$66.6 million. Among other changes, this revision:

- Adds five exempt and one non-exempt, not regionally significant Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to the TIP and updates one existing STP/CMAQ funded project to reflect the latest programming decisions;
- Splits out two State Highway Operations and Protection Program (SHOPP) funded projects from the SHOPP Mobility grouped listing to the new Alameda County-Traffic Operations Systems/Mobility Program grouped listing, transfers two project segments and \$20 million in CMAQ funds from the Freeway Performance Initiative (FPI) program to the new grouped listing, and adds one new project to the new grouped listing along with \$40.4 million in SHOPP funds;
- Adds one new SHOPP funded grouped listings for the Marin County-Traffic Operations Systems/Mobility Program with \$13 million in SHOPP funds; and
- Archives eight projects as they have been completed.

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

Subject to the determination of the regional Air Quality Conformity Task Force on the regional air quality conformity status of new projects in this amendment at their December 7, 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 and the Air Quality Conformity Task Force's meeting on December 7, 2017; 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 Item 2b, MTC Resolution Nos. 3925, Revised, 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 One Bay Area Grant 2 (OBAG 2) programs.

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 December 7, 2017. If the Task Force does make a negative finding for these projects, the affected projects 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 2017-22
MTC Resolution No. 4275, Revised

TIP Revision Summary 2017-22

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
CC-150018	Walnut Creek	Walnut Creek-Parking Guidance System Pilot	Update the funding plan to change the source for \$252K in PE funds and \$531K in CON funds from STP to Sales Tax funds as the STP funds are being transferred to CC-170025	\$0	0.0%
CC-170025	Walnut Creek	Walnut Creek-N. Main St Rehab - I680 to California	Amend a new exempt project into the TIP with \$783K in STP and \$187K in Local funds; STP funds are being transferred from CC-150018	\$970,000	~%
CC-170026	San Ramon	San Ramon Valley Street Smarts	Amend a new exempt project into the TIP with \$300K in OBAG2-CMAQ and \$102K in Other Local funds	\$402,000	~%
MRN170017	Novato	Novato Downtown SMART Station Commuter Lot	Amend a new exempt project into the TIP with \$500K in STP funds and \$139K in Local funds	\$638,566	~%
NAP170004	Napa Valley Transportation Authority	Napa County Safe Routes to Schools	Amend a new exempt project into the TIP with \$227K in STP and \$42K in Other Local for CON in FY18	\$269,000	~%
SCL110121	Santa Clara County	East San Jose Pedestrian Improvements	Archive project from the TIP as it has been completed	\$0	0.0%
SCL130011	San Jose	St. Johns Bikeway and Pedestrian Improvements	Archive project as it has been completed	\$0	0.0%
SCL130022	Santa Clara County	San Tomas Aquino Spur Multi-Use Trail Phase 2	Archive project as it has been completed	\$0	0.0%
SCL130043	Morgan Hill	Monterey Road Preservation	Archive project as it has been completed	\$0	0.0%
SCL150015	Santa Clara County	Gilroy Moves!	Archive project as it has been completed	\$0	0.0%
SCL150020	San Jose	North 1st Street Urban Village Plan	Archive project as all federal funds have been obligated	\$0	0.0%
SCL150021	San Jose	Berryessa BART Urban Village Plan	Archive project as all federal funds have been obligated	\$0	0.0%
System: State Highway					
ALA170060	Caltrans	GL: Alameda County - TOS-Mobility	Split out two projects along with \$57.4M in SHOPP funds from VAR170005, split out two segments along with \$20M in CMAQ funds from REG090003 and add one new project along with \$40.4M in new SHOPP funds	\$117,847,000	~%
MRN170018	Caltrans	GL: Marin County - TOS-Mobility	Amend a new grouped listing into the TIP with \$13M in SHOPP funds	\$12,960,000	~%
REG090003	Metropolitan Transportation Commission (MTC)	Freeway Performance Initiative (FPI)	Update the project and funding plan to split out two segments along with \$20M in CMAQ to ALA170060	-\$20,000,000	-6.1%
VAR170005	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	Updating the funding plan and back-up listing to split out two projects along with \$57.4M in SHOPP funds to ALA170060	-\$57,447,000	-37.3%
System: Transit					
ALA170058	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward: West Grand TSP	Amend a new exempt project into the TIP with \$1M in CMAQ funds; toll credits applied in lieu of match	\$1,000,000	~%

TIP Revision Summary 2017-22

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170059	Alameda Contra Costa Transit District (AC Transit)	San Pablo and Telegraph Ave Rapid Bus Upgrades	Amend a new non-exempt, not regionally significant project into the TIP with \$3.9M in CMAQ, \$1.1M in LCTOP, and \$5M in Sales Tax funds	\$10,000,000	~%
SON110052	Petaluma	Petaluma: Replace 2 Paratransit Cutaways FY14	Archive the project as complete.	\$0	0.0%
Total Funding Change:				\$66,639,566	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$127,579,673	\$287,471,000	\$0	\$82,560,777	\$497,611,450	\$164,724,163
Proposed:	\$133,487,992	\$341,949,681	\$0	\$88,813,343	\$564,251,016	\$231,363,729
Delta:	\$5,908,319	\$54,478,681	\$0	\$6,252,566	\$66,639,566	\$66,639,566

Date: September 28, 2016
 W.I.: 1512
 Referred by: PAC
 Revised: 12/21/16-C 02/22/17-C 03/22/17-C
 04/26/17-C 06/28/17-C 07/26/17-C
 09/27/17-C 11/15/17-C

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 and November 8, 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. Mod.	61	-\$3,823,767	12/21/2016	12/21/2016
17-02	Admin. Mod.	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. Mod.	15	-\$111,504	3/6/2017	3/6/2017
17-05	Admin. Mod.	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. Mod.	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. Mod.	24	\$17,810,414	6/9/2017	6/9/2017
17-10	Amendment	14	\$101,213,635	4/26/2017	6/8/2017
17-11	Admin. Mod.	4	-\$1,360,312	7/6/2017	7/6/2017
17-12	Admin. Mod.	20	-\$6,802,149	8/2/2017	8/2/2017
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

ABSTRACT

MTC Resolution No. 4275, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-15	Admin. Mod.	16	\$12,222,653	9/20/2017	9/20/2017
17-16	Amendment	13	\$19,557,138	7/26/2017	9/5/2017
17-17	Admin. Mod.	20	-\$336,931	10/12/2017	10/12/2017
17-18	Admin. Mod.	Pending	Pending	Pending	Pending
17-19	Amendment	31	\$4,412,223,691	9/27/2017	Pending
17-20	Admin. Mod.	Pending	Pending	Pending	Pending
17-21	Admin. Mod.	Pending	Pending	Pending	Pending
17-22	Amendment	19	\$66,639,566	11/15/2017	Pending
Net Funding Change		532	\$10,427,929,135		
Absolute Funding Change			\$10,469,481,521		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-C
04/26/17-C 06/28/17-C 07/26/17-C
09/27/17-C 11/15/17-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 10

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 an administrative modification that revises 15 projects with a net funding increase of \$12.2 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on September 20, 2017. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of one grouped listing to reflect the latest information from Caltrans regarding the State Highway Operations and Protection Program (SHOPP), including the addition of \$4.8 million in SHOPP funds;
- Updates the funding plan of one Federal Transit Administration (FTA) formula funded project to reflect changes in the fiscal year 2016-17 Transit Capital Priorities Program; and
- Splits the El Cerrito del Norte BART Station Modernization project out of BART's system-wide Station Modernization program along with \$21.5 million in Proposition 1B funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$4.8 million in SHOPP funds and \$21.5M in Proposition 1B funds. MTC's 2017 TIP, as revised with Revision No. 2017-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on September 5, 2017. Among other changes, this revision:

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

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

Revision 17-17 is an administrative modification that revises 20 projects with a net funding decrease of \$336,931. The revision was approved into the Federal-Statewide TIP by the deputy executive director on October 12, 2017. Among other changes, this revision:

- Updates the funding plans of 16 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of one grouped listing to reflect the latest programming decisions regarding the FTA Section 5310 - Elderly and Persons with Disabilities Transit Program, including the addition of \$4.2 million in FTA Section 5310 funds;
- Updates the funding plan of one Federal Transit Administration (FTA) formula funded project to reflect changes in the fiscal year 2016-17 Transit Capital Priorities Program; and
- Updates the funding plan of one State Transportation Improvement Program (STIP) funded project to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$4.2 million in Section 5310 funds. MTC's 2017 TIP, as revised with Revision No. 2017-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on October 9, 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.

Revision 17-20 is a pending administrative modification.

Revision 17-21 is a pending administrative modification.

Revision 17-22 is an amendment that revises 19 projects with a net funding increase of approximately \$66.6 million. The revision was referred by the Programming and Allocations Committee on November 8, 2017, and approved by the MTC Commission on November 15, 2017. Caltrans approval is expected in mid-December, 2017, and final federal approval is expected in mid-January, 2018. Among other changes, this revision:

- Adds five exempt and one non-exempt, not regionally significant Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to the TIP and updates one existing STP/CMAQ funded project to reflect the latest programming decisions;
- Splits out two State Highway Operations and Protection Program (SHOPP) funded projects from the SHOPP Mobility grouped listing to the new Alameda County-Traffic Operations Systems/Mobility Program grouped listing, transfers two project segments and \$20 million in CMAQ funds from the Freeway Performance Initiative (FPI) program to the new grouped listing, and adds one new project to the new grouped listing along with \$40.4 million in SHOPP funds;
- Adds one new SHOPP funded grouped listing for the Marin County-Traffic Operations Systems/Mobility Program with \$13 million in SHOPP funds; and
- Archives eight projects as they have been completed.

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

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Agenda Item 2c

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-22.

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 2017-22 makes revisions to 19 projects with a net funding increase of approximately \$66.6 million. Among other changes, this revision:

- Adds five exempt and one non-exempt, not regionally significant Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to the TIP and updates one existing STP/CMAQ funded project to reflect the latest programming decisions;
- Splits out two State Highway Operations and Protection Program (SHOPP) funded projects from the SHOPP Mobility grouped listing to the new Alameda County-Traffic Operations Systems/Mobility Program grouped listing, transfers two project segments and \$20 million in CMAQ funds from the Freeway Performance Initiative (FPI) program to the new grouped listing, and adds one new project to the new grouped listing along with \$40.4 million in SHOPP funds;
- Adds one new SHOPP funded grouped listings for the Marin County-Traffic Operations Systems/Mobility Program with \$13 million in SHOPP funds; and
- Archives eight projects as they have been completed.

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

Subject to the determination of the regional Air Quality Conformity Task Force on the regional air quality conformity status of new projects in this amendment at their December 7, 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 and the Air Quality Conformity Task Force's meeting on December 7, 2017; 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 Item 2b, MTC Resolution Nos. 3925, Revised, 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 One Bay Area Grant 2 (OBAG 2) programs.

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 December 7, 2017. If the Task Force does make a negative finding for these projects, the affected projects 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 2017-22
MTC Resolution No. 4275, Revised

TIP Revision Summary 2017-22

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
CC-150018	Walnut Creek	Walnut Creek-Parking Guidance System Pilot	Update the funding plan to change the source for \$252K in PE funds and \$531K in CON funds from STP to Sales Tax funds as the STP funds are being transferred to CC-170025	\$0	0.0%
CC-170025	Walnut Creek	Walnut Creek-N. Main St Rehab - I680 to California	Amend a new exempt project into the TIP with \$783K in STP and \$187K in Local funds; STP funds are being transferred from CC-150018	\$970,000	~%
CC-170026	San Ramon	San Ramon Valley Street Smarts	Amend a new exempt project into the TIP with \$300K in OBAG2-CMAQ and \$102K in Other Local funds	\$402,000	~%
MRN170017	Novato	Novato Downtown SMART Station Commuter Lot	Amend a new exempt project into the TIP with \$500K in STP funds and \$139K in Local funds	\$638,566	~%
NAP170004	Napa Valley Transportation Authority	Napa County Safe Routes to Schools	Amend a new exempt project into the TIP with \$227K in STP and \$42K in Other Local for CON in FY18	\$269,000	~%
SCL110121	Santa Clara County	East San Jose Pedestrian Improvements	Archive project from the TIP as it has been completed	\$0	0.0%
SCL130011	San Jose	St. Johns Bikeway and Pedestrian Improvements	Archive project as it has been completed	\$0	0.0%
SCL130022	Santa Clara County	San Tomas Aquino Spur Multi-Use Trail Phase 2	Archive project as it has been completed	\$0	0.0%
SCL130043	Morgan Hill	Monterey Road Preservation	Archive project as it has been completed	\$0	0.0%
SCL150015	Santa Clara County	Gilroy Moves!	Archive project as it has been completed	\$0	0.0%
SCL150020	San Jose	North 1st Street Urban Village Plan	Archive project as all federal funds have been obligated	\$0	0.0%
SCL150021	San Jose	Berryessa BART Urban Village Plan	Archive project as all federal funds have been obligated	\$0	0.0%
System: State Highway					
ALA170060	Caltrans	GL: Alameda County - TOS-Mobility	Split out two projects along with \$57.4M in SHOPP funds from VAR170005, split out two segments along with \$20M in CMAQ funds from REG090003 and add one new project along with \$40.4M in new SHOPP funds	\$117,847,000	~%
MRN170018	Caltrans	GL: Marin County - TOS-Mobility	Amend a new grouped listing into the TIP with \$13M in SHOPP funds	\$12,960,000	~%
REG090003	Metropolitan Transportation Commission (MTC)	Freeway Performance Initiative (FPI)	Update the project and funding plan to split out two segments along with \$20M in CMAQ to ALA170060	-\$20,000,000	-6.1%
VAR170005	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	Updating the funding plan and back-up listing to split out two projects along with \$57.4M in SHOPP funds to ALA170060	-\$57,447,000	-37.3%
System: Transit					
ALA170058	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward: West Grand TSP	Amend a new exempt project into the TIP with \$1M in CMAQ funds; toll credits applied in lieu of match	\$1,000,000	~%

TIP Revision Summary 2017-22

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170059	Alameda Contra Costa Transit District (AC Transit)	San Pablo and Telegraph Ave Rapid Bus Upgrades	Amend a new non-exempt, not regionally significant project into the TIP with \$3.9M in CMAQ, \$1.1M in LCTOP, and \$5M in Sales Tax funds	\$10,000,000	~%
SON110052	Petaluma	Petaluma: Replace 2 Paratransit Cutaways FY14	Archive the project as complete.	\$0	0.0%
Total Funding Change:				\$66,639,566	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$127,579,673	\$287,471,000	\$0	\$82,560,777	\$497,611,450	\$164,724,163
Proposed:	\$133,487,992	\$341,949,681	\$0	\$88,813,343	\$564,251,016	\$231,363,729
Delta:	\$5,908,319	\$54,478,681	\$0	\$6,252,566	\$66,639,566	\$66,639,566

Date: September 28, 2016
 W.I.: 1512
 Referred by: PAC
 Revised: 12/21/16-C 02/22/17-C 03/22/17-C
 04/26/17-C 06/28/17-C 07/26/17-C
 09/27/17-C 11/15/17-C

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 and November 8, 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. Mod.	61	-\$3,823,767	12/21/2016	12/21/2016
17-02	Admin. Mod.	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. Mod.	15	-\$111,504	3/6/2017	3/6/2017
17-05	Admin. Mod.	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. Mod.	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. Mod.	24	\$17,810,414	6/9/2017	6/9/2017
17-10	Amendment	14	\$101,213,635	4/26/2017	6/8/2017
17-11	Admin. Mod.	4	-\$1,360,312	7/6/2017	7/6/2017
17-12	Admin. Mod.	20	-\$6,802,149	8/2/2017	8/2/2017
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

ABSTRACT

MTC Resolution No. 4275, Revised

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Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-15	Admin. Mod.	16	\$12,222,653	9/20/2017	9/20/2017
17-16	Amendment	13	\$19,557,138	7/26/2017	9/5/2017
17-17	Admin. Mod.	20	-\$336,931	10/12/2017	10/12/2017
17-18	Admin. Mod.	Pending	Pending	Pending	Pending
17-19	Amendment	31	\$4,412,223,691	9/27/2017	Pending
17-20	Admin. Mod.	Pending	Pending	Pending	Pending
17-21	Admin. Mod.	Pending	Pending	Pending	Pending
17-22	Amendment	19	\$66,639,566	11/15/2017	Pending
Net Funding Change		532	\$10,427,929,135		
Absolute Funding Change			\$10,469,481,521		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-C
04/26/17-C 06/28/17-C 07/26/17-C
09/27/17-C 11/15/17-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 10

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 an administrative modification that revises 15 projects with a net funding increase of \$12.2 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on September 20, 2017. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of one grouped listing to reflect the latest information from Caltrans regarding the State Highway Operations and Protection Program (SHOPP), including the addition of \$4.8 million in SHOPP funds;
- Updates the funding plan of one Federal Transit Administration (FTA) formula funded project to reflect changes in the fiscal year 2016-17 Transit Capital Priorities Program; and
- Splits the El Cerrito del Norte BART Station Modernization project out of BART's system-wide Station Modernization program along with \$21.5 million in Proposition 1B funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$4.8 million in SHOPP funds and \$21.5M in Proposition 1B funds. MTC's 2017 TIP, as revised with Revision No. 2017-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on September 5, 2017. Among other changes, this revision:

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

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

Revision 17-17 is an administrative modification that revises 20 projects with a net funding decrease of \$336,931. The revision was approved into the Federal-Statewide TIP by the deputy executive director on October 12, 2017. Among other changes, this revision:

- Updates the funding plans of 16 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of one grouped listing to reflect the latest programming decisions regarding the FTA Section 5310 - Elderly and Persons with Disabilities Transit Program, including the addition of \$4.2 million in FTA Section 5310 funds;
- Updates the funding plan of one Federal Transit Administration (FTA) formula funded project to reflect changes in the fiscal year 2016-17 Transit Capital Priorities Program; and
- Updates the funding plan of one State Transportation Improvement Program (STIP) funded project to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$4.2 million in Section 5310 funds. MTC's 2017 TIP, as revised with Revision No. 2017-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 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 was received on October 9, 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.

Revision 17-20 is a pending administrative modification.

Revision 17-21 is a pending administrative modification.

Revision 17-22 is an amendment that revises 19 projects with a net funding increase of approximately \$66.6 million. The revision was referred by the Programming and Allocations Committee on November 8, 2017, and approved by the MTC Commission on November 15, 2017. Caltrans approval is expected in mid-December, 2017, and final federal approval is expected in mid-January, 2018. Among other changes, this revision:

- Adds five exempt and one non-exempt, not regionally significant Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to the TIP and updates one existing STP/CMAQ funded project to reflect the latest programming decisions;
- Splits out two State Highway Operations and Protection Program (SHOPP) funded projects from the SHOPP Mobility grouped listing to the new Alameda County-Traffic Operations Systems/Mobility Program grouped listing, transfers two project segments and \$20 million in CMAQ funds from the Freeway Performance Initiative (FPI) program to the new grouped listing, and adds one new project to the new grouped listing along with \$40.4 million in SHOPP funds;
- Adds one new SHOPP funded grouped listing for the Marin County-Traffic Operations Systems/Mobility Program with \$13 million in SHOPP funds; and
- Archives eight projects as they have been completed.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2960 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 10/10/2017 **In control:** Programming and Allocations Committee
On agenda: 11/8/2017 **Final action:**
Title: MTC Resolution No. 4284, Revised. Allocation of \$4.6 million in Transportation Development Act (TDA) funds to Marin Transit to support transit operations.

Sponsors:

Indexes:

Code sections:

Attachments: [6d PAC 2d Reso-4284 TDA Allocation.pdf](#)
[2d Reso-4284 TDA Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
11/8/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4284, Revised. Allocation of \$4.6 million in Transportation Development Act (TDA) funds to Marin Transit to support transit operations.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Item Number 2d

MTC Resolution No. 4284, Revised

- Subject:** Allocation of \$4.6 million in Transportation Development Act (TDA) funds to Marin Transit to support transit operations.
- Background:** This month's proposed action continues the annual allocation process of TDA funds for FY2017-18. Marin Transit requests a total of \$5.9 million in TDA and State Transit Assistance (STA) operating funds. This request is consistent with the adopted MTC Fund Estimate (Resolution 4268, Revised). This action recommends allocation of \$4.6 million in TDA while \$1.3 million will be approved through the Executive Director's Delegated Authority process since the STA amounts from other apportionment areas in the Fund Estimate fall under the \$1 million threshold. TDA and STA funds comprise 21% of Marin Transit's fixed route and paratransit operating budget.
- Marin Transit's operating budget is projected to remain unchanged from the previous year primarily due to a cost savings from a reduction in contract rates for paratransit service and reduced demand for ADA-mandated trips. The fixed route service contract will be rebid with the contract starting next fiscal year. Marin Transit is currently evaluating whether to develop an operations and maintenance facility.
- Marin Transit is evaluating its overall fare structure with the goal of providing affordable access to more riders. Marin Transit has a youth pass program which provides free fixed route transit to low income youth and another program which provides free fixed route transit to people participating in Homeward Bound.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4284, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4284, Revised

Date: June 28, 2017
W.I.: 1514
Referred by: PAC
Revised: 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-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.

This resolution was revised on October 25, 2017 to allocate funds to Union City.

This resolution was revised on November 15, 2017 to allocate funds to Marin Transit.

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, September 13, 2017, October 11, 2017, and November 8, 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

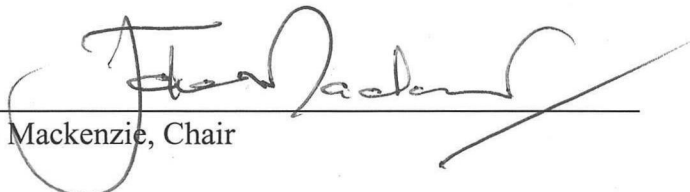
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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
 10/25/17-C 11/15/17-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	09/27/17	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	09/27/17	AC Transit Alameda D1	
AC Transit	Transit Operations	12,666,018	21	09/27/17	AC Transit Alameda D2	
AC Transit	Transit Operations	6,428,358	22	09/27/17	AC Transit Contra Costa	
Santa Rosa	Transit Operations	5,871,237	23	09/27/17	Santa Rosa	
GGBHTD	Transit Operations	7,507,125	24	09/27/17	GGBHTD (Marin)	
GGBHTD	Transit Operations	5,579,955	25	09/27/17	GGBHTD (Sonoma)	
Petaluma	Transit Operations	1,737,984	26	09/27/17	Petaluma	
Fairfield	Transit Operations	555,902	27	09/27/17	Fairfield	3
Fairfield	Transit Operations	840,531	27	09/27/17	Suisun City	3
Union City	Transit Operations	2,659,671	29	10/25/17	Union City	
Marin Transit	Transit Operations	4,614,306	30	11/15/17	Marin Transit	
	Subtotal	310,299,851				
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			330,346,844	

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.

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Item Number 2d

MTC Resolution No. 4284, Revised

- Subject:** Allocation of \$4.6 million in Transportation Development Act (TDA) funds to Marin Transit to support transit operations.
- Background:** This month's proposed action continues the annual allocation process of TDA funds for FY2017-18. Marin Transit requests a total of \$5.9 million in TDA and State Transit Assistance (STA) operating funds. This request is consistent with the adopted MTC Fund Estimate (Resolution 4268, Revised). This action recommends allocation of \$4.6 million in TDA while \$1.3 million will be approved through the Executive Director's Delegated Authority process since the STA amounts from other apportionment areas in the Fund Estimate fall under the \$1 million threshold. TDA and STA funds comprise 21% of Marin Transit's fixed route and paratransit operating budget.
- Marin Transit's operating budget is projected to remain unchanged from the previous year primarily due to a cost savings from a reduction in contract rates for paratransit service and reduced demand for ADA-mandated trips. Both the fixed route and paratransit service contracts will be rebid with the contract starting next fiscal year. Marin Transit is currently evaluating whether to develop an operations and maintenance facility.
- Marin Transit is evaluating its overall fare structure with the goal of providing affordable access to more riders. Marin Transit has a youth pass program which provides free fixed route transit to low income youth and another program which provides free fixed route transit to people participating in Homeward Bound.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4284, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4284, Revised

Date: June 28, 2017
W.I.: 1514
Referred by: PAC
Revised: 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-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.

This resolution was revised on October 25, 2017 to allocate funds to Union City.

This resolution was revised on November 15, 2017 to allocate funds to Marin Transit.

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, September 13, 2017, October 11, 2017, and November 8, 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

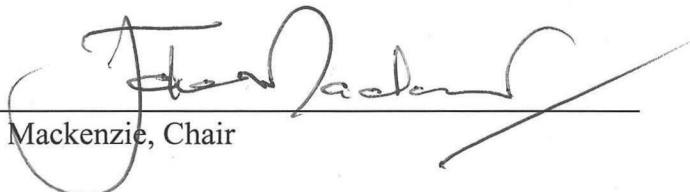
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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
 10/25/17-C 11/15/17-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
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AC Transit	Transit Operations	3,617,066	19	09/27/17	Alameda County	
	Subtotal	3,617,066				
5802 - 99260A Transit - Operations						
LAVTA	Transit Operations	9,778,570	01	06/28/17	LAVTA	
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VTA	Transit Operations	99,692,671	10	07/26/17	VTA	
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GGBHTD	Transit Operations	5,579,955	25	09/27/17	GGBHTD (Sonoma)	
Petaluma	Transit Operations	1,737,984	26	09/27/17	Petaluma	
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	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	330,346,844				

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2876 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 9/8/2017 **In control:** Programming and Allocations Committee
On agenda: 11/8/2017 **Final action:**
Title: MTC Resolution No. 4268, Revised.

Revises the FY 2017-18 Fund Estimate distribution of State Transit Assistance (STA) to reflect actual STA receipts for FY 2016-17, the latest distribution factors and revenue forecast released by the State Controller's Office for FY 2017-18, and add the new STA State of Good Repair Program.

Sponsors:

Indexes:

Code sections:

Attachments: [7a PAC 3a Reso-4268 Fund Estimate.pdf](#)
[3a Reso-4268 Fund Estimate.pdf](#)

Date	Ver.	Action By	Action	Result
11/8/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4268, Revised.

Revises the FY 2017-18 Fund Estimate distribution of State Transit Assistance (STA) to reflect actual STA receipts for FY 2016-17, the latest distribution factors and revenue forecast released by the State Controller's Office for FY 2017-18, and add the new STA State of Good Repair Program.

Presenter:

William Bacon

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Commission

DATE: November 8, 2017

FR: Executive Director

RE: Update: Fiscal Year 2017-18 Fund Estimate (MTC Resolution No. 4268, Revised)

On November 3, 2017, after the agenda packet for the November 8, 2017 Programming and Allocations Committee had been posted by staff, the State Controller's Office (SCO) released revised revenue estimates for Fiscal Year (FY) 2017-18 State Transit Assistance (STA) Revenue-Based and STA State of Good Repair (SGR) Revenue-Based funds. The SCO's revision was due to an error that was discovered in its original estimates which were released in October 2017.

The SCO's revised forecast results in a region-wide increase of \$49,618 in FY 2017-18 STA Revenue-Based funds and in a region-wide increase of \$11,113 in FY 2017-18 STA SGR Revenue-Based funds. There are no changes in the Population-Based forecasts for either program.

Staff recommends that the Commission approve the updated version of MTC Resolution No. 4268, Revised (attached), which incorporates the minor changes noted above.

A blue ink signature of Steve Heminger is written over a horizontal line. The signature is stylized with a large loop and a long horizontal stroke extending to the right.

Steve Heminger

SH:wb
Attachment

Date: February 22, 2017
W.I.: 1511
Referred by: PAC
Revised: 07/26/17-C 11/15/17-C

ABSTRACT

Resolution No. 4268, Revised

This resolution approves the FY 2017-18 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), Assembly Bill (AB) 1107 sales tax, and transit-related bridge toll funds.

This resolution was revised on July 26, 2017 to reflect actual receipts for TDA and AB 1107 funds in FY 2016-17, the rescission actions that were necessary to match FY 2016-17 allocations to the actual revenue collected, and the allocations of additional revenue for FY 2016-17 per operators' requests.

This resolution was revised on November 15, 2017 to reflect actual receipts of STA in FY 2016-17, and the rescission actions that were necessary to match FY 2016-17 allocations to the actual revenue collected. New revenue forecasts for STA funds in FY 2017-18 were included along with updated STA Revenue-Based shares for FY 2017-18 due to the implementation of Assembly Bill (AB) 1113 (2017). In addition, the new STA State of Good Repair Program, established through Senate Bill (SB) 1 (2017), was included on two additional pages in Attachment 1.

Further discussion of these actions is contained in the MTC Programming and Allocations Summary Sheets dated February 8, 2017, July 12, 2017, and November 8, 2017.

Date: February 22, 2017
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4268

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2016-17 and FY 2017-18 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2017-18 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

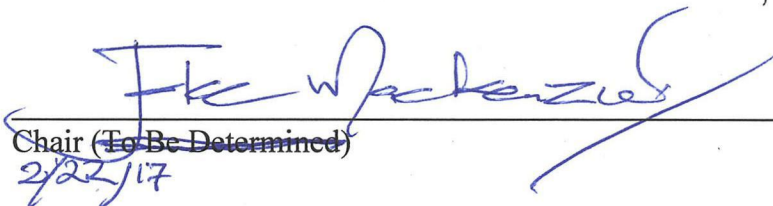
WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2017-18 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2017-18 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION


Chair (~~To Be Determined~~)
2/22/17

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

**FY 2017-18 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4268
Page 1 of 19
11/15/2017

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	FY2017-18	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	24,406,033	(81,109,775)	76,110,000	2,290,203	(2,781,634)	80,257,000	(3,210,280)	95,961,547
Contra Costa	17,925,509	(46,389,752)	41,463,827	(984,922)	(1,491,760)	41,139,992	(1,645,600)	50,017,295
Marin	382,195	(12,667,913)	13,362,830	(576,878)	(511,438)	12,876,410	(515,056)	12,350,149
Napa	7,745,862	(10,744,244)	8,160,000	281,427	(337,657)	8,638,000	(345,520)	13,397,867
San Francisco	865,201	(47,338,652)	50,724,425	(2,345,380)	(1,935,162)	51,303,002	(2,052,120)	49,221,314
San Mateo	7,360,969	(41,088,147)	39,205,837	630,355	(1,463,069)	40,772,410	(1,630,896)	43,787,459
Santa Clara	9,335,770	(109,861,592)	108,772,000	(4,149,517)	(3,709,787)	111,543,000	(4,461,720)	107,468,155
Solano	20,900,186	(22,230,804)	17,773,436	552,344	(733,031)	18,508,568	(740,343)	34,030,355
Sonoma	11,641,471	(26,173,578)	22,800,000	(106,577)	(863,072)	23,700,000	(948,000)	30,050,244
TOTAL	\$100,563,195	(\$397,604,457)	\$378,372,355	(\$4,408,948)	(\$13,826,610)	\$388,738,382	(\$15,549,535)	\$436,284,385

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

<i>Column</i>	<i>A</i>		<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2016		FY2015-17	FY2016-17	FY2017-18	FY2017-18
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Actual Revenue	Revenue Estimate	Available for Allocation
State Transit Assistance						
Revenue-Based	14,543,672		(81,327,202)	74,952,733	122,016,490	130,185,693
Population-Based	39,621,518		(38,151,040)	26,215,027	45,757,459	73,442,962
SUBTOTAL	54,165,191		(119,478,243)	101,167,760	167,773,949	203,628,655
AB1107 - BART District Tax (25% Share)	0		(82,394,156)	82,394,156	84,840,000	84,840,000
Bridge Toll Total						
AB 664 Bridge Revenues	41,247,076		(41,247,076)	23,600,000	37,600,000	37,600,000
MTC 2% Toll Revenue	4,998,856		(3,072,779)	1,450,000	1,450,000	4,826,076
5% State General Fund Revenue	11,314,489		(4,765,380)	3,243,001	3,275,431	13,067,541
SUBTOTAL	57,560,421		(49,085,235)	28,293,001	42,325,431	55,493,617
Low Carbon Transit Operations Program	12,955,000		0	12,955,000	28,111,649	28,111,649
State Transit Assistance State of Good Repair Program						
Revenue-Based	0		0	0	27,325,923	27,325,923
Population-Based	0		0	0	10,247,507	10,247,507
SUBTOTAL	0		0	0	37,573,430	37,573,430
TOTAL	\$124,680,611		(\$250,957,634)	\$224,809,917	\$360,624,459	\$409,647,351

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

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17 for TDA and AB 1107 and as of 1/31/17 for STA.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

Attachment A
Res No. 4268
Page 2 of 19
11/15/2017

FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	76,110,000			13. County Auditor Estimate	80,257,000		
2. Actual Revenue (June, 17)	78,400,203			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		2,290,203		14. MTC Administration (0.5% of Line 13)	401,285		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	401,285		
4. MTC Administration (0.5% of Line 3)	11,451			16. MTC Planning (3.0% of Line 13)	2,407,710		
5. County Administration (Up to 0.5% of Line 3) ¹	11,451			17. Total Charges (Lines 14+15+16)	3,210,280		
6. MTC Planning (3.0% of Line 3)	68,706			18. TDA Generations Less Charges (Lines 13-17)	77,046,720		
7. Total Charges (Lines 4+5+6)		91,608		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		2,552,969		19. Article 3.0 (2.0% of Line 18)	1,540,934		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	75,505,786		
9. Article 3 Adjustment (2.0% of line 8)	51,059			21. Article 4.5 (5.0% of Line 20)	3,775,289		
10. Funds Remaining (Lines 8-9)		2,501,910		22. TDA Article 4 (Lines 20-21)	71,730,497		
11. Article 4.5 Adjustment (5.0% of Line 10)	125,095						
12. Article 4 Adjustment (Lines 10-11)		2,376,815					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,591,034	15,182	3,606,216	(3,683,537)	0	1,461,312	51,059	1,435,049	1,540,934	2,975,983
Article 4.5	109,556	209	109,765	(3,633,197)	0	3,580,214	125,095	181,877	3,775,289	3,957,166
SUBTOTAL	3,700,590	15,391	3,715,981	(7,316,734)	0	5,041,526	176,154	1,616,926	5,316,223	6,933,149
Article 4										
AC Transit										
District 1	1,329,580	6,403	1,335,983	(44,977,662)	0	43,864,335	1,532,654	1,755,310	46,448,401	48,203,711
District 2	355,533	1,579	357,111	(11,969,229)	0	11,669,120	407,728	464,731	12,201,287	12,666,018
BART ⁴	2,494	7,605	10,099	(84,324)	0	83,158	2,906	11,838	87,670	99,508
LAVTA	13,648,108	20,639	13,668,747	(13,344,621)	0	9,304,213	325,097	9,953,436	9,778,570	19,732,006
Union City	5,369,728	33,241	5,402,969	(3,594,454)	92,393	3,103,248	108,430	5,112,586	3,214,568	8,327,154
SUBTOTAL	20,705,443	69,466	20,774,909	(73,970,290)	92,393	68,024,074	2,376,815	17,297,901	71,730,497	89,028,398
GRAND TOTAL	\$24,406,033	\$84,857	\$24,490,889	(\$81,287,024)	\$92,393	\$73,065,600	\$2,552,969	\$18,914,827	\$77,046,720	\$95,961,547

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

2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

Attachment A
Res No. 4268
Page 3 of 19
11/15/2017

FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	41,463,827			13. County Auditor Estimate		41,139,992	
2. Actual Revenue (June, 17)	40,478,905			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(984,922)		14. MTC Administration (0.5% of Line 13)	205,700		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	205,700		
4. MTC Administration (0.5% of Line 3)	(4,925)			16. MTC Planning (3.0% of Line 13)	1,234,200		
5. County Administration (Up to 0.5% of Line 3) ¹	(4,925)			17. Total Charges (Lines 14+15+16)		1,645,600	
6. MTC Planning (3.0% of Line 3)	(29,548)			18. TDA Generations Less Charges (Lines 13-17)		39,494,392	
7. Total Charges (Lines 4+5+6)		(39,398)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(818,129)		19. Article 3.0 (2.0% of Line 18)	789,888		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		38,704,504	
9. Article 3 Adjustment (2.0% of line 8)	(16,363)			21. Article 4.5 (5.0% of Line 20)	1,935,225		
10. Funds Remaining (Lines 8-9)		(801,766)		22. TDA Article 4 (Lines 20-21)		36,769,279	
11. Article 4.5 Adjustment (5.0% of Line 10)	(40,088)						
12. Article 4 Adjustment (Lines 10-11)		(761,678)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,105,108	6,377	1,111,485	(1,845,970)	0	796,105	(16,363)	45,257	789,888	835,145
Article 4.5	87,406	937	88,342	(1,997,368)	0	1,950,458	(40,088)	1,344	1,935,225	1,936,569
SUBTOTAL	1,192,514	7,313	1,199,827	(3,843,338)	0	2,746,563	(56,451)	46,601	2,725,113	2,771,714
Article 4										
AC Transit										
District 1	26,017	71	26,088	(6,326,256)	0	6,436,688	(132,295)	4,225	6,424,133	6,428,358
BART ⁴	1,047	2	1,049	(257,468)	0	261,977	(5,384)	173	259,418	259,591
CCCTA	12,107,651	43,340	12,150,991	(24,468,077)	2,449,524	17,584,948	(361,428)	7,355,958	17,334,823	24,690,781
ECCTA	1,064,225	4,650	1,068,875	(11,344,502)	0	10,537,184	(216,574)	44,984	10,564,901	10,609,885
WCCTA	3,534,056	8,250	3,542,306	(2,663,262)	0	2,237,914	(45,996)	3,070,962	2,186,004	5,256,966
SUBTOTAL	16,732,996	56,313	16,789,309	(45,059,564)	2,449,524	37,058,711	(761,678)	10,476,302	36,769,279	47,245,581
GRAND TOTAL	\$17,925,509	\$63,626	\$17,989,136	(\$48,902,903)	\$2,449,524	\$39,805,274	(\$818,129)	\$10,522,903	\$39,494,392	\$50,017,295

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

2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

**FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

Attachment A
Res No. 4268
Page 4 of 19
11/15/2017

FY2016-17 TDA Revenue Estimate					FY2017-18 TDA Revenue Estimate					
FY2016-17 Generation Estimate Adjustment					FY2017-18 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 16)			13,362,830		13. County Auditor Estimate				12,876,410	
2. Actual Revenue (June, 17)			12,785,952		FY2017-18 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				(576,878)	14. MTC Administration (0.5% of Line 13)				64,382	
FY2016-17 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				64,382	
4. MTC Administration (0.5% of Line 3)			(2,884)		16. MTC Planning (3.0% of Line 13)				386,292	
5. County Administration (Up to 0.5% of Line 3) ¹			(2,884)		17. Total Charges (Lines 14+15+16)				515,056	
6. MTC Planning (3.0% of Line 3)			(17,306)		18. TDA Generations Less Charges (Lines 13-17)				12,361,354	
7. Total Charges (Lines 4+5+6)				(23,074)	FY2017-18 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				(553,804)	19. Article 3.0 (2.0% of Line 18)				247,227	
FY2016-17 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				12,114,127	
9. Article 3 Adjustment (2.0% of line 8)			(11,076)		21. Article 4.5 (5.0% of Line 20)				0	
10. Funds Remaining (Lines 8-9)				(542,728)	22. TDA Article 4 (Lines 20-21)				12,114,127	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				(542,728)						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	382,568	1,471	384,040	(639,134)	0	256,566	(11,076)	(9,605)	247,227	237,622
Article 4.5										
SUBTOTAL	382,568	1,471	384,040	(639,134)	0	256,566	(11,076)	(9,605)	247,227	237,622
Article 4/8										
GGBHTD ³	0	0	0	(7,594,363)	0	7,931,518	(342,407)	(5,252)	7,507,125	7,501,873
Marin Transit ³	(373)	4,629	4,256	(4,440,516)	0	4,640,233	(200,321)	3,652	4,607,002	4,610,654
SUBTOTAL	(373)	4,629	4,256	(12,034,879)	0	12,571,751	(542,728)	(1,600)	12,114,127	12,112,527
GRAND TOTAL	\$382,195	\$6,100	\$388,295	(\$12,674,013)	\$0	\$12,828,317	(\$553,804)	(\$11,205)	\$12,361,354	\$12,350,149

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

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FY2016-17 TDA Revenue Estimate					FY2017-18 TDA Revenue Estimate					
FY2016-17 Generation Estimate Adjustment					FY2017-18 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 16)			8,160,000		13. County Auditor Estimate				8,638,000	
2. Actual Revenue (June, 17)			8,441,427		FY2017-18 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				281,427	14. MTC Administration (0.5% of Line 13)				43,190	
FY2016-17 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				43,190	
4. MTC Administration (0.5% of Line 3)			1,407		16. MTC Planning (3.0% of Line 13)				259,140	
5. County Administration (Up to 0.5% of Line 3) ¹			1,407		17. Total Charges (Lines 14+15+16)				345,520	
6. MTC Planning (3.0% of Line 3)			8,443		18. TDA Generations Less Charges (Lines 13-17)				8,292,480	
7. Total Charges (Lines 4+5+6)				11,257	FY2017-18 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				270,170	19. Article 3.0 (2.0% of Line 18)				165,850	
FY2016-17 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				8,126,630	
9. Article 3 Adjustment (2.0% of line 8)			5,403		21. Article 4.5 (5.0% of Line 20)				406,332	
10. Funds Remaining (Lines 8-9)				264,767	22. TDA Article 4 (Lines 20-21)				7,720,298	
11. Article 4.5 Adjustment (5.0% of Line 10)			13,238							
12. Article 4 Adjustment (Lines 10-11)				251,529						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	451,008	2,998	454,006	(580,358)	0	156,672	5,403	35,723	165,850	201,573
Article 4.5	46,282	372	46,654	(430,129)	0	383,846	13,238	13,609	406,332	419,941
SUBTOTAL	497,290	3,370	500,660	(1,010,487)	0	540,518	18,641	49,332	572,182	621,514
Article 4/8										
NVTA ³	7,248,572	52,882	7,301,455	(12,489,388)	2,699,378	7,293,082	251,529	5,056,055	7,720,298	12,776,353
SUBTOTAL	7,248,572	52,882	7,301,455	(12,489,388)	2,699,378	7,293,082	251,529	5,056,055	7,720,298	12,776,353
GRAND TOTAL	\$7,745,862	\$56,253	\$7,802,115	(\$13,499,875)	\$2,699,378	\$7,833,600	\$270,170	\$5,105,387	\$8,292,480	\$13,397,867

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	50,724,425			13. County Auditor Estimate	51,303,002		
2. Actual Revenue (June, 17)	48,379,045			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(2,345,380)		14. MTC Administration (0.5% of Line 13)	256,515		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	256,515		
4. MTC Administration (0.5% of Line 3)	(11,727)			16. MTC Planning (3.0% of Line 13)	1,539,090		
5. County Administration (Up to 0.5% of Line 3) ¹	(11,727)			17. Total Charges (Lines 14+15+16)	2,052,120		
6. MTC Planning (3.0% of Line 3)	(70,361)			18. TDA Generations Less Charges (Lines 13-17)	49,250,882		
7. Total Charges (Lines 4+5+6)		(93,815)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(2,251,565)		19. Article 3.0 (2.0% of Line 18)	985,018		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	48,265,864		
9. Article 3 Adjustment (2.0% of line 8)	(45,031)			21. Article 4.5 (5.0% of Line 20)	2,413,293		
10. Funds Remaining (Lines 8-9)		(2,206,534)		22. TDA Article 4 (Lines 20-21)	45,852,571		
11. Article 4.5 Adjustment (5.0% of Line 10)	(110,327)						
12. Article 4 Adjustment (Lines 10-11)		(2,096,207)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	863,224	16,271	879,495	(1,829,691)	0	973,909	(45,031)	(21,318)	985,018	963,700
Article 4.5	(61,305)	3	(61,302)	0	(2,217,564)	2,386,077	(110,327)	(3,116)	2,413,293	2,410,177
SUBTOTAL	801,919	16,274	818,193	(1,829,691)	(2,217,564)	3,359,986	(155,358)	(24,434)	3,398,311	3,373,877
Article 4										
SFMTA	63,282	778	64,060	(45,526,013)	2,217,564	45,335,462	(2,096,207)	(5,134)	45,852,571	45,847,437
SUBTOTAL	63,282	778	64,060	(45,526,013)	2,217,564	45,335,462	(2,096,207)	(5,134)	45,852,571	45,847,437
GRAND TOTAL	\$865,201	\$17,052	\$882,253	(\$47,355,704)	\$0	\$48,695,448	(\$2,251,565)	(\$29,568)	\$49,250,882	\$49,221,314

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	39,205,837			13. County Auditor Estimate	40,772,410		
2. Actual Revenue (June, 17)	39,836,192			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		630,355		14. MTC Administration (0.5% of Line 13)	203,862		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	203,862		
4. MTC Administration (0.5% of Line 3)	3,152			16. MTC Planning (3.0% of Line 13)	1,223,172		
5. County Administration (Up to 0.5% of Line 3) ¹	3,152			17. Total Charges (Lines 14+15+16)	1,630,896		
6. MTC Planning (3.0% of Line 3)	18,911			18. TDA Generations Less Charges (Lines 13-17)	39,141,514		
7. Total Charges (Lines 4+5+6)		25,215		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		735,519		19. Article 3.0 (2.0% of Line 18)	782,830		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	38,358,684		
9. Article 3 Adjustment (2.0% of line 8)	14,710			21. Article 4.5 (5.0% of Line 20)	1,917,934		
10. Funds Remaining (Lines 8-9)		720,809		22. TDA Article 4 (Lines 20-21)	36,440,750		
11. Article 4.5 Adjustment (5.0% of Line 10)	36,040						
12. Article 4 Adjustment (Lines 10-11)		684,769					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,386,381	30,249	2,416,630	(1,711,873)	0	752,752	14,710	1,472,219	782,830	2,255,049
Article 4.5	252,206	2,630	254,836	(1,844,243)	0	1,844,243	36,040	290,876	1,917,934	2,208,810
SUBTOTAL	2,638,587	32,879	2,671,466	(3,556,116)	0	2,596,995	50,750	1,763,095	2,700,764	4,463,859
Article 4										
SamTrans	4,722,382	44,699	4,767,081	(37,609,609)	0	35,040,609	684,769	2,882,850	36,440,750	39,323,600
SUBTOTAL	4,722,382	44,699	4,767,081	(37,609,609)	0	35,040,609	684,769	2,882,850	36,440,750	39,323,600
GRAND TOTAL	\$7,360,969	\$77,578	\$7,438,547	(\$41,165,725)	\$0	\$37,637,604	\$735,519	\$4,645,945	\$39,141,514	\$43,787,459

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY

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FY2016-17 TDA Revenue Estimate			FY2017-18 TDA Revenue Estimate		
FY2016-17 Generation Estimate Adjustment			FY2017-18 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 16)	108,772,000		13. County Auditor Estimate		111,543,000
2. Actual Revenue (June, 17)	104,622,483		FY2017-18 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		-4,149,517	14. MTC Administration (0.5% of Line 13)	557,715	
FY2016-17 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	557,715	
4. MTC Administration (0.5% of Line 3)	(20,748)		16. MTC Planning (3.0% of Line 13)	3,346,290	
5. County Administration (Up to 0.5% of Line 3) ¹	(20,748)		17. Total Charges (Lines 14+15+16)		4,461,720
6. MTC Planning (3.0% of Line 3)	(124,486)		18. TDA Generations Less Charges (Lines 13-17)		107,081,280
7. Total Charges (Lines 4+5+6)		(165,982)	FY2017-18 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(3,508,423)	19. Article 3.0 (2.0% of Line 18)	2,141,626	
FY2016-17 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		104,939,654
9. Article 3 Adjustment (2.0% of line 8)	(70,168)		21. Article 4.5 (5.0% of Line 20)	5,246,983	
10. Funds Remaining (Lines 8-9)		(3,438,255)	22. TDA Article 4 (Lines 20-21)		99,692,671
11. Article 4.5 Adjustment (5.0% of Line 10)	(171,913)				
12. Article 4 Adjustment (Lines 10-11)		(3,266,342)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,797,885	45,210	5,843,096	(7,451,337)		2,088,422	(70,168)	410,013	2,141,626	2,551,639
Article 4.5	176,678	221	176,899	0	(5,122,777)	5,116,635	(171,913)	(1,156)	5,246,983	5,245,827
SUBTOTAL	5,974,563	45,431	6,019,995	(7,451,337)	(5,122,777)	7,205,057	(242,081)	408,857	7,388,609	7,797,466
Article 4										
VTA	3,361,206	18,268	3,379,474	(102,473,954)	5,122,777	97,216,063	(3,266,342)	(21,982)	99,692,671	99,670,689
SUBTOTAL	3,361,206	18,268	3,379,474	(102,473,954)	5,122,777	97,216,063	(3,266,342)	(21,982)	99,692,671	99,670,689
GRAND TOTAL	\$9,335,770	\$63,699	\$9,399,469	(\$109,925,291)	\$0	\$104,421,120	(\$3,508,423)	\$386,875	\$107,081,280	\$107,468,155

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

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FY2016-17 TDA Revenue Estimate			FY2017-18 TDA Revenue Estimate		
FY2016-17 Generation Estimate Adjustment			FY2017-18 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 16)	17,773,436		13. County Auditor Estimate		18,508,568
2. Actual Revenue (June, 17)	18,325,780		FY2017-18 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		552,344	14. MTC Administration (0.5% of Line 13)		92,543
FY2016-17 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		92,543
4. MTC Administration (0.5% of Line 3)	2,762		16. MTC Planning (3.0% of Line 13)		555,257
5. County Administration (Up to 0.5% of Line 3) ¹	2,762		17. Total Charges (Lines 14+15+16)		740,343
6. MTC Planning (3.0% of Line 3)	16,570		18. TDA Generations Less Charges (Lines 13-17)		17,768,225
7. Total Charges (Lines 4+5+6)		22,094	FY2017-18 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		530,250	19. Article 3.0 (2.0% of Line 18)		355,365
FY2016-17 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		17,412,860
9. Article 3 Adjustment (2.0% of line 8)	10,605		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		519,645	22. TDA Article 4 (Lines 20-21)		17,412,860
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		519,645			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4.5										
SUBTOTAL	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4/8										
Dixon	1,057,683	4,549	1,062,232	(501,795)	0	745,767	23,370	1,329,574	776,613	2,106,187
Fairfield	2,644,836	19,059	2,663,895	(6,121,099)	0	4,355,601	135,287	1,033,685	4,535,754	5,569,439
Rio Vista	409,992	2,440	412,432	(335,741)	0	318,930	9,756	405,377	332,122	737,499
Solano County	1,158,796	6,193	1,164,989	(638,406)	0	753,163	23,598	1,303,344	784,315	2,087,659
Suisun City	42,081	246	42,328	(1,166,611)	0	1,124,528	35,106	35,351	1,171,040	1,206,391
Vacaville	7,141,004	39,952	7,180,956	(3,147,211)	7,147	3,686,482	115,114	7,842,488	3,838,959	11,681,447
Vallejo/Benicia ⁴	7,990,922	29,989	8,020,911	(9,905,795)	0	5,736,777	177,413	4,029,305	5,974,057	10,003,362
SUBTOTAL	20,445,313	102,429	20,547,742	(21,816,658)	7,147	16,721,249	519,645	15,979,124	17,412,860	33,391,984
GRAND TOTAL	\$20,900,186	\$106,061	\$21,006,247	(\$22,344,012)	\$7,147	\$17,062,499	\$530,250	\$16,262,130	\$17,768,225	\$34,030,355

- Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
- Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	22,800,000			13. County Auditor Estimate	23,700,000		
2. Actual Revenue (June, 17)	22,693,423			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(106,577)		14. MTC Administration (0.5% of Line 13)	118,500		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	118,500		
4. MTC Administration (0.5% of Line 3)	(533)			16. MTC Planning (3.0% of Line 13)	711,000		
5. County Administration (Up to 0.5% of Line 3) ¹	(533)			17. Total Charges (Lines 14+15+16)	948,000		
6. MTC Planning (3.0% of Line 3)	(3,197)			18. TDA Generations Less Charges (Lines 13-17)	22,752,000		
7. Total Charges (Lines 4+5+6)		(4,263)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(57,649)		19. Article 3.0 (2.0% of Line 18)	455,040		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	22,296,960		
9. Article 3 Adjustment (2.0% of line 8)	(1,153)			21. Article 4.5 (5.0% of Line 20)	0		
10. Funds Remaining (Lines 8-9)		(56,496)		22. TDA Article 4 (Lines 20-21)	22,296,960		
11. Article 4.5 Adjustment (5.0% of Line 10)	0						
12. Article 4 Adjustment (Lines 10-11)		(56,496)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,216,538	13,773	1,230,311	(927,155)	0	437,760	(1,153)	739,763	455,040	1,194,803
Article 4.5										
SUBTOTAL	1,216,538	13,773	1,230,311	(927,155)	0	437,760	(1,153)	739,763	455,040	1,194,803
Article 4/8										
GGBHTD ⁴	11,501	8,338	19,839	(5,362,560)	0	5,362,560	(14,124)	5,715	5,574,240	5,579,955
Petaluma	1,142,790	11,536	1,154,326	(2,275,418)	149,530	1,830,846	(4,822)	854,461	1,910,014	2,764,475
Santa Rosa	3,312,501	15,151	3,327,652	(7,040,644)	0	5,610,668	(14,778)	1,882,899	5,852,331	7,735,230
Sonoma County/Healdsburg ⁵	5,958,140	41,565	5,999,705	(11,205,356)	397,663	8,646,166	(22,773)	3,815,406	8,960,375	12,775,781
SUBTOTAL	10,424,933	76,589	10,501,522	(25,883,979)	547,193	21,450,240	(56,496)	6,558,481	22,296,960	28,855,441
GRAND TOTAL	\$11,641,471	\$90,363	\$11,731,833	(\$26,811,134)	\$547,193	\$21,888,000	(\$57,649)	\$7,298,244	\$22,752,000	\$30,050,244

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
4. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.
5. Beginning in FY2012-13, the Healdsburg apportionment area is combined with Sonoma County.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2016-17 STA Revenue Estimate			FY2017-18 STA Revenue Estimate			
1. State Estimate (Jan, 17)	\$74,330,208		4. Projected Carryover (Aug, 17)	\$8,169,203		
2. Actual Revenue (Nov, 17)	\$74,952,733		5. State Estimate (Nov, 17)	\$122,016,490		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$130,185,693		
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance	Outstanding	Actual	Projected	Revenue	Available For
	(w/interest) ¹	Commitments ²	Revenue	Carryover ³	Estimate ⁴	Allocation
ACCMA - Corresponding to ACE	246,494	(61,012)	187,798	373,280	167,020	540,300
Caltrain	500,891	(4,377,639)	3,907,288	30,540	5,560,440	5,590,980
CCCTA	57,376	(472,375)	441,617	26,618	532,083	558,701
City of Dixon	8,687	0	3,427	12,114	4,637	16,751
ECCTA	27,711	(162,443)	204,524	69,792	246,290	316,082
City of Fairfield	12,754	(99,055)	86,301	0	117,330	117,330
GGBHTD	2,104,772	(5,536,844)	3,458,733	26,661	2,582,066	2,608,727
City of Healdsburg	378	(1,136)	0	(758)	0	(758)
LAVTA	194,782	(198,154)	178,506	175,134	248,445	423,579
Marin Transit	1,101,772	(800,000)	644,196	945,968	915,875	1,861,843
NVTA	17,493	(48,095)	44,609	14,007	60,053	74,060
City of Petaluma	(7,565)	(2,265)	10,018	188	29,282	29,470
City of Rio Vista	4	0	535	539	1,652	2,191
SamTrans	(455,703)	(1,928,726)	2,402,954	18,525	5,475,482	5,494,007
SMART		0	0	0	686,488	686,488
City of Santa Rosa	132,488	(230,810)	98,080	(242)	128,560	128,318
Solano County Transit	30,923	(232,409)	201,486	0	262,426	262,426
Sonoma County Transit	49,626	(155,820)	106,195	1	151,623	151,624
City of Union City	2,877	(30,579)	30,198	2,496	76,423	78,919
Vacaville City Coach		0	0	0	19,733	19,733
VTA	(206,692)	(8,967,236)	9,245,198	71,270	19,336,542	19,407,812
VTA - Corresponding to ACE	78,180	(279,214)	201,034	0	130,595	130,595
WCCTA	32,463	(261,454)	231,437	2,446	318,830	321,276
WETA	4,969,063	0	950,689	5,919,752	1,238,007	7,157,759
SUBTOTAL	8,898,775	(23,845,266)	22,634,823	7,688,331	38,289,882	45,978,213
AC Transit	354,557	(7,347,212)	6,992,655	0	14,063,421	14,063,421
BART	880,136	(16,679,563)	16,065,418	265,991	27,247,120	27,513,111
SFMTA	4,410,205	(33,455,161)	29,259,837	214,881	42,416,067	42,630,948
SUBTOTAL	5,644,898	(57,481,936)	52,317,910	480,872	83,726,608	84,207,480
GRAND TOTAL	\$14,543,672	(\$81,327,202)	\$74,952,733	\$8,169,203	\$122,016,490	\$130,185,693

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Negative balances are due to accrual adjustments made by MTC Finance because of delayed STA revenue payments from the State Controller's Office.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
3. Projected carryover as of 6/30/17 does not include interest accrued in FY2016-17.
4. FY2017-18 STA revenue generation based on the \$121.97 million estimate from the State Controller's Office on October 20, 2017.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

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FY2016-17 STA Revenue Estimate			FY2017-18 STA Revenue Estimate			
1. State Estimate (Jan, 17)	\$26,001,993		4. Projected Carryover (Aug, 17)	\$27,685,503		
2. Actual Revenue (Nov, 17)	\$26,215,027		5. State Estimate ⁴ (Nov, 17)	\$45,757,459		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$73,442,962		
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
Northern Counties/Small Operators						
Marin	39,591	(808,106)	778,281	9,766	850,744	860,510
Napa	21,349	(436,665)	420,593	5,277	459,753	465,030
Solano/Vallejo ⁵	4,407,653	(66,916)	1,266,645	5,607,383	1,384,578	6,991,961
Sonoma	75,410	(1,545,276)	1,488,543	18,677	1,627,136	1,645,813
CCCTA	74,742	(1,531,621)	1,475,391	18,512	1,612,760	1,631,272
ECCTA	45,233	(822,024)	891,203	114,412	974,179	1,088,591
LAVTA	688,319	(700,785)	609,709	597,243	666,477	1,263,720
Union City	191,330	(219,299)	213,446	185,477	233,319	418,796
WCCTA	9,979	(202,009)	196,563	4,533	214,864	219,397
SUBTOTAL	5,553,605	(6,332,701)	7,340,374	6,561,280	8,023,810	14,585,090
Regional Paratransit						
Alameda	40,912	(790,629)	805,977	56,260	881,019	937,279
Contra Costa	28,989	(588,707)	570,536	10,818	623,657	634,475
Marin	5,593	(114,294)	110,083	1,382	120,332	121,714
Napa	4,533	(92,689)	89,277	1,121	97,588	98,709
San Francisco	32,425	(663,879)	639,477	8,023	699,017	707,040
San Mateo	16,004	(327,341)	315,293	3,956	344,649	348,605
Santa Clara	45,837	(937,540)	903,033	11,330	987,113	998,443
Solano	727,050	(35,406)	246,536	938,180	269,489	1,207,669
Sonoma	17,891	(366,581)	353,122	4,432	386,000	390,432
SUBTOTAL	919,234	(3,917,066)	4,033,334	1,035,502	4,408,864	5,444,366
Lifeline ⁶						
Alameda	468,123	(717,476)	2,005,223	1,755,870		1,755,870
Contra Costa	1,350,941	(1,075,499)	926,911	1,202,353		1,202,353
Marin	498,296	(502,218)	196,599	192,677		192,677
Napa	80,809	(123,960)	195,141	151,990		151,990
San Francisco	536,481	(683,770)	1,037,352	890,063		890,063
San Mateo	2,652,943	(2,169,130)	424,675	908,488		908,488
Santa Clara	5,029,580	(730,000)	1,823,970	6,123,550		6,123,550
Solano	805,283	(690,197)	375,665	490,751		490,751
Sonoma	2,063,567	(1,468,363)	571,029	1,166,233		1,166,233
MTC Mean-Based Discount Project	759,948	(46,750)	0	713,198		713,198
JARC Funding Restoration ⁷	550,842	(259,013)	0	291,829		291,829
Lifeline Reserve for Cycle 5	0	0	0	0	8,260,121	8,260,121
SUBTOTAL	14,796,815	(8,466,375)	7,556,565	13,887,002	8,260,121	22,147,123
MTC Regional Coordination Program ⁸	17,650,156	(19,105,914)	6,951,421	5,495,664	7,598,638	13,094,302
BART to Warm Springs	328,985	(328,985)	0	0	0	0
eBART	0	0	0	0	0	0
Transit Emergency Service Contingency Fund ⁹	333,729	0	333,333	667,062	333,333	1,000,395
SamTrans	38,993	0	0	38,993	0	38,993
STA Population-Based SB 1 Reserve	0	0	0	0	17,132,693	17,132,693
GRAND TOTAL	\$39,621,518	(\$38,151,040)	\$26,215,027	\$27,685,503	\$45,757,459	\$73,442,962

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

3. The projected carryover as of 6/30/2017 does not include interest accrued in FY 2016-17.

4. FY2017-18 STA revenue generation based on the \$45.76 million estimate from the State Controller's Office on October 20, 2017.

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

6. Lifeline Cycle 4 concluded in FY 2015-16, however due to lower than expected revenues funds from FY 2016-17 are being used to finish out Cycle 4. Unused FY 2016-17 funds and all FY 2017-18 funds are held in reserve for Lifeline Cycle 5.

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

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

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

FY 2017-18 FUND ESTIMATE
BRIDGE TOLLS^{1,2}

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Fund Source	Balance ³	Outstanding Commitments ⁴	Programming Amount ⁵	Projected Carryover	Programming Amount ⁵	Available for Allocation
AB 664 Bridge Revenues						
70% East Bay	9,272,567	(9,272,567)	1,600,000	1,600,000	17,600,000	19,200,000
30% West Bay	31,974,508	(31,974,508)	22,000,000	22,000,000	20,000,000	42,000,000
SUBTOTAL	41,247,076	(41,247,076)	23,600,000	23,600,000	37,600,000	37,600,000
MTC 2% Toll Revenues						
Ferry Capital	4,164,209	(2,490,803)	1,000,000	2,673,406	1,000,000	3,673,406
Bay Trail	97,281	(547,281)	450,000	0	450,000	450,000
Studies	737,366	(34,695)	0	702,670	0	702,670
SUBTOTAL	4,998,856	(3,072,779)	1,450,000	3,376,076	1,450,000	4,826,076
5% State General Fund Revenues						
Ferry	11,314,489	(4,500,000)	2,977,621	9,792,110	3,002,010	12,794,120
Bay Trail	0	(265,380)	265,380	0	273,421	273,421
SUBTOTAL	11,314,489	(4,765,380)	3,243,001	9,792,110	3,275,431	13,067,541

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The AB 664, RM1, and MTC 2% Toll Revenues, listed above, commencing in FY2010-11, are funded from this payment.

2. RM1 90% Rail Extension allocation is made through MTC Resolutions 3833 and 3915.

3. Balance as of 6/30/16 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

4. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.

5. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for AB 664, 2%, and 5% bridge toll revenues.

FY 2017-18 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2016-17 AB1107 Revenue Estimate		FY2017-18 AB1107 Estimate	
1. Original MTC Estimate (Feb, 16)	\$80,749,839	4. Projected Carryover (Feb, 17)	\$0
2. Actual Revenue (June, 17)	\$82,394,156	5. MTC Estimate (Feb, 17)	\$84,840,000
3. Revenue Adjustment (Lines 2-1)	\$1,644,317	6. Total Funds Available (Lines 4+5)	\$84,840,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2016	FY2015-17	6/30/2016	FY2015-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(41,197,078)	40,374,920	822,158	0	42,420,000	42,420,000
SFMTA	0	0	0	(41,197,078)	40,374,920	822,158	0	42,420,000	42,420,000
TOTAL	\$0	\$0	\$0	(\$82,394,156)	\$80,749,839	\$1,644,316	\$0	\$84,840,000	\$84,840,000

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17. FY 2016-17 interest payments from the State of CA will be allocated to AC Transit and SFMTA and will increase the outstanding commitment.

**FY 2017-18 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
Total Available	\$3,957,166	\$937,279	\$1,936,569	\$634,475
AC Transit	\$3,617,066	\$847,532	\$586,383	\$199,524
LAVTA	\$134,616	\$57,125		
Pleasanton	\$72,501			
Union City	\$132,984	\$32,622		
CCCTA			\$800,163	\$286,623
ECCTA			\$422,557	\$104,841
WCCTA			\$127,470	\$43,488
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2017-18			
CCCTA	\$807,314			
LAVTA	\$691,187			
ECCTA	\$2,624,596			
WCCTA	\$2,747,732			
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			\$27,513,111	
STA Revenue-Based	BART	AC Transit	(416,745)	Fare Coordination Set-Aside ²
STA Revenue-Based	BART	CCCTA	(807,314)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(591,679)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,624,596)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,488,141)	BART Feeder Bus
Total Payment			(6,928,474)	
Remaining BART STA Revenue-Based Funds			\$20,584,637	
Total Available BART TDA Article 4 Funds			\$359,099	
TDA Article 4	BART-Alameda	LAVTA	(99,508)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(259,591)	BART Feeder Bus
Total Payment			(359,099)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$5,475,482	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$4,674,458	
Total Available Union City TDA Article 4 Funds			\$8,327,154	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$8,210,455	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments.

**FY 2017-18 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-16	MTC Res-3833	MTC Res-3925	FY2017-18
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs ¹	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

1. BART to Warm Springs remaining commitment of \$2,691,476 proposed to be retired through Resolution No. 4268 due to the upcoming opening of the project and the lack of STA Spillover revenues.

FY 2017-18 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

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FY2016-17 LCTOP Revenue Estimate¹		FY2017-18 LCTOP Revenue Estimate²	
1. Statewide Appropriation (Dec, 16)	\$34,500,000	5. Estimated Statewide Appropriation (Jan, 17)	\$74,774,000
2. MTC Region Revenue-Based Funding	\$9,609,000	6. Estimated MTC Region Revenue-Based Funding	\$20,826,262
3. MTC Region Population-Based Funding	\$3,346,000	7. Estimated MTC Region Population-Based Funding	\$7,285,387
4. Total MTC Region Funds	\$12,955,000	8. Estimated Total MTC Region Funds	\$28,111,649

1. The FY 2016-17 LCTOP revenue generation based on FY 2016-17 Cap and Trade auction proceeds. As of January 2017 Caltrans and the State Controller's Office have yet to release detailed FY 2016-17 funding information.

2. The FY 2017-18 LCTOP revenue generation based on the \$74.78 million estimated in the FY 2017-18 State Budget.

FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS

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FY2016-17 STA SGR Revenue-Based Revenue Estimate				FY2017-18 STA SGR Revenue-Based Revenue Estimate		
1. State Estimate	\$0			4. Projected Carryover (Nov, 17)	\$0	
2. Actual Revenue	\$0			5. State Estimate (Nov, 17)	\$27,325,923	
3. Revenue Adjustment (Lines 2-1)	\$0			6. Total Funds Available (Lines 4+5)	\$27,325,923	
STA STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate	Projected Carryover	Revenue Estimate ^{1, 2}	Available For Allocation
ACCOMA - Corresponding to ACE	0	0	0	0	37,404	37,404
Caltrain	0	0	0	0	1,245,276	1,245,276
CCCTA	0	0	0	0	119,162	119,162
City of Dixon	0	0	0	0	1,039	1,039
ECCTA	0	0	0	0	55,157	55,157
City of Fairfield	0	0	0	0	26,276	26,276
GGBHTD	0	0	0	0	578,261	578,261
LAVTA	0	0	0	0	55,640	55,640
Marin Transit	0	0	0	0	205,113	205,113
NVTA	0	0	0	0	13,449	13,449
City of Petaluma	0	0	0	0	6,558	6,558
City of Rio Vista	0	0	0	0	370	370
SamTrans	0	0	0	0	1,226,249	1,226,249
SMART	0	0	0	0	153,741	153,741
City of Santa Rosa	0	0	0	0	28,791	28,791
Solano County Transit	0	0	0	0	58,771	58,771
Sonoma County Transit	0	0	0	0	33,956	33,956
City of Union City	0	0	0	0	17,115	17,115
Vacaville City Coach	0	0	0	0	4,419	4,419
VTA	0	0	0	0	4,330,471	4,330,471
VTA - Corresponding to ACE	0	0	0	0	29,248	29,248
WCCTA	0	0	0	0	71,403	71,403
WETA	0	0	0	0	277,255	277,255
SUBTOTAL	0	0	0	0	8,575,124	8,575,124
AC Transit	0	0	0	0	3,149,541	3,149,541
BART	0	0	0	0	6,102,066	6,102,066
SFMTA	0	0	0	0	9,499,192	9,499,192
SUBTOTAL	0	0	0	0	18,750,799	18,750,799
GRAND TOTAL	\$0	\$0	\$0	\$0	\$27,325,923	\$27,325,923

1. FY2017-18 STA State of Good Repair revenue generation is based on October 20, 2017 estimates from the State Controller's Office. The STA State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18.

2. Transit operators are required to submit agency governing board-approved project lists to Caltrans by January 31, 2018 in order to be eligible to receive STA SGR Program funds.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2016-17 STA SGR Population-Based Revenue Estimate		FY2017-18 STA SGR Population-Based Revenue Estimate^{1,2}	
1. Statewide Estimate	\$0	4. Statewide Estimate (Nov, 17)	\$52,500,000
2. Estimated MTC Region STA SGR Population-Based Funding	\$0	5. Estimated MTC Region STA SGR Population-Based Funding	\$10,247,507
3. Total MTC Region Funds	\$0	6. Estimated Total MTC Region Funds	\$10,247,507

1. FY2017-18 STA State of Good Repair revenue generation is based on October 20, 2017 estimates from the State Controller's Office. The STA State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18.

2. FY2017-18 STA State of Good Repair Population-Based funds will be held in reserve until the Commission takes action to program the funds to an eligible project(s) by January 2018.

**FY 2017-18 FUND ESTIMATE
REGIONAL SUMMARY**

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TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	FY2017-18	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	24,406,033	(81,109,775)	76,110,000	2,290,203	(2,781,634)	80,257,000	(3,210,280)	95,961,547
Contra Costa	17,925,509	(46,389,752)	41,463,827	(984,922)	(1,491,760)	41,139,992	(1,645,600)	50,017,295
Marin	382,195	(12,667,913)	13,362,830	(576,878)	(511,438)	12,876,410	(515,056)	12,350,149
Napa	7,745,862	(10,744,244)	8,160,000	281,427	(337,657)	8,638,000	(345,520)	13,397,867
San Francisco	865,201	(47,338,652)	50,724,425	(2,345,380)	(1,935,162)	51,303,002	(2,052,120)	49,221,314
San Mateo	7,360,969	(41,088,147)	39,205,837	630,355	(1,463,069)	40,772,410	(1,630,896)	43,787,459
Santa Clara	9,335,770	(109,861,592)	108,772,000	(4,149,517)	(3,709,787)	111,543,000	(4,461,720)	107,468,155
Solano	20,900,186	(22,230,804)	17,773,436	552,344	(733,031)	18,508,568	(740,343)	34,030,355
Sonoma	11,641,471	(26,173,578)	22,800,000	(106,577)	(863,072)	23,700,000	(948,000)	30,050,244
TOTAL	\$100,563,195	(\$397,604,457)	\$378,372,355	(\$4,408,948)	(\$13,826,610)	\$388,738,382	(\$15,549,535)	\$436,284,385

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

<i>Column</i>	<i>A</i>		<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2016		FY2015-17	FY2016-17	FY2017-18	FY2017-18
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Actual Revenue	Revenue Estimate	Available for Allocation
State Transit Assistance						
Revenue-Based	14,543,672		(81,327,202)	74,952,733	122,016,490	130,185,693
Population-Based	39,621,518		(38,151,040)	26,215,027	45,757,459	73,442,962
SUBTOTAL	54,165,191		(119,478,243)	101,167,760	167,773,949	203,628,655
AB1107 - BART District Tax (25% Share)	0		(82,394,156)	82,394,156	84,840,000	84,840,000
Bridge Toll Total						
AB 664 Bridge Revenues	41,247,076		(41,247,076)	23,600,000	37,600,000	37,600,000
MTC 2% Toll Revenue	4,998,856		(3,072,779)	1,450,000	1,450,000	4,826,076
5% State General Fund Revenue	11,314,489		(4,765,380)	3,243,001	3,275,431	13,067,541
SUBTOTAL	57,560,421		(49,085,235)	28,293,001	42,325,431	55,493,617
Low Carbon Transit Operations Program	12,955,000		0	12,955,000	28,111,649	28,111,649
State Transit Assistance State of Good Repair Program						
Revenue-Based	0		0	0	27,325,923	27,325,923
Population-Based	0		0	0	10,247,507	10,247,507
SUBTOTAL	0		0	0	37,573,430	37,573,430
TOTAL	\$124,680,611		(\$250,957,634)	\$224,809,917	\$360,624,459	\$409,647,351

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

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17 for TDA and AB 1107 and as of 1/31/17 for STA.

**FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	76,110,000			13. County Auditor Estimate	80,257,000		
2. Actual Revenue (June, 17)	78,400,203			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		2,290,203		14. MTC Administration (0.5% of Line 13)	401,285		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	401,285		
4. MTC Administration (0.5% of Line 3)	11,451			16. MTC Planning (3.0% of Line 13)	2,407,710		
5. County Administration (Up to 0.5% of Line 3) ¹	11,451			17. Total Charges (Lines 14+15+16)	3,210,280		
6. MTC Planning (3.0% of Line 3)	68,706			18. TDA Generations Less Charges (Lines 13-17)	77,046,720		
7. Total Charges (Lines 4+5+6)		91,608		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		2,552,969		19. Article 3.0 (2.0% of Line 18)	1,540,934		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	75,505,786		
9. Article 3 Adjustment (2.0% of line 8)	51,059			21. Article 4.5 (5.0% of Line 20)	3,775,289		
10. Funds Remaining (Lines 8-9)		2,501,910		22. TDA Article 4 (Lines 20-21)	71,730,497		
11. Article 4.5 Adjustment (5.0% of Line 10)	125,095						
12. Article 4 Adjustment (Lines 10-11)		2,376,815					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,591,034	15,182	3,606,216	(3,683,537)	0	1,461,312	51,059	1,435,049	1,540,934	2,975,983
Article 4.5	109,556	209	109,765	(3,633,197)	0	3,580,214	125,095	181,877	3,775,289	3,957,166
SUBTOTAL	3,700,590	15,391	3,715,981	(7,316,734)	0	5,041,526	176,154	1,616,926	5,316,223	6,933,149
Article 4										
AC Transit										
District 1	1,329,580	6,403	1,335,983	(44,977,662)	0	43,864,335	1,532,654	1,755,310	46,448,401	48,203,711
District 2	355,533	1,579	357,111	(11,969,229)	0	11,669,120	407,728	464,731	12,201,287	12,666,018
BART ⁴	2,494	7,605	10,099	(84,324)	0	83,158	2,906	11,838	87,670	99,508
LAVTA	13,648,108	20,639	13,668,747	(13,344,621)	0	9,304,213	325,097	9,953,436	9,778,570	19,732,006
Union City	5,369,728	33,241	5,402,969	(3,594,454)	92,393	3,103,248	108,430	5,112,586	3,214,568	8,327,154
SUBTOTAL	20,705,443	69,466	20,774,909	(73,970,290)	92,393	68,024,074	2,376,815	17,297,901	71,730,497	89,028,398
GRAND TOTAL	\$24,406,033	\$84,857	\$24,490,889	(\$81,287,024)	\$92,393	\$73,065,600	\$2,552,969	\$18,914,827	\$77,046,720	\$95,961,547

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

2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	41,463,827			13. County Auditor Estimate		41,139,992	
2. Actual Revenue (June, 17)	40,478,905			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(984,922)		14. MTC Administration (0.5% of Line 13)	205,700		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	205,700		
4. MTC Administration (0.5% of Line 3)	(4,925)			16. MTC Planning (3.0% of Line 13)	1,234,200		
5. County Administration (Up to 0.5% of Line 3) ¹	(4,925)			17. Total Charges (Lines 14+15+16)		1,645,600	
6. MTC Planning (3.0% of Line 3)	(29,548)			18. TDA Generations Less Charges (Lines 13-17)		39,494,392	
7. Total Charges (Lines 4+5+6)		(39,398)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(818,129)		19. Article 3.0 (2.0% of Line 18)	789,888		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		38,704,504	
9. Article 3 Adjustment (2.0% of line 8)	(16,363)			21. Article 4.5 (5.0% of Line 20)	1,935,225		
10. Funds Remaining (Lines 8-9)		(801,766)		22. TDA Article 4 (Lines 20-21)		36,769,279	
11. Article 4.5 Adjustment (5.0% of Line 10)	(40,088)						
12. Article 4 Adjustment (Lines 10-11)		(761,678)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,105,108	6,377	1,111,485	(1,845,970)	0	796,105	(16,363)	45,257	789,888	835,145
Article 4.5	87,406	937	88,342	(1,997,368)	0	1,950,458	(40,088)	1,344	1,935,225	1,936,569
SUBTOTAL	1,192,514	7,313	1,199,827	(3,843,338)	0	2,746,563	(56,451)	46,601	2,725,113	2,771,714
Article 4										
AC Transit										
District 1	26,017	71	26,088	(6,326,256)	0	6,436,688	(132,295)	4,225	6,424,133	6,428,358
BART ⁴	1,047	2	1,049	(257,468)	0	261,977	(5,384)	173	259,418	259,591
CCCTA	12,107,651	43,340	12,150,991	(24,468,077)	2,449,524	17,584,948	(361,428)	7,355,958	17,334,823	24,690,781
ECCTA	1,064,225	4,650	1,068,875	(11,344,502)	0	10,537,184	(216,574)	44,984	10,564,901	10,609,885
WCCTA	3,534,056	8,250	3,542,306	(2,663,262)	0	2,237,914	(45,996)	3,070,962	2,186,004	5,256,966
SUBTOTAL	16,732,996	56,313	16,789,309	(45,059,564)	2,449,524	37,058,711	(761,678)	10,476,302	36,769,279	47,245,581
GRAND TOTAL	\$17,925,509	\$63,626	\$17,989,136	(\$48,902,903)	\$2,449,524	\$39,805,274	(\$818,129)	\$10,522,903	\$39,494,392	\$50,017,295

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

2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY

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FY2016-17 TDA Revenue Estimate					FY2017-18 TDA Revenue Estimate					
FY2016-17 Generation Estimate Adjustment					FY2017-18 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 16)			13,362,830		13. County Auditor Estimate				12,876,410	
2. Actual Revenue (June, 17)			12,785,952		FY2017-18 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				(576,878)	14. MTC Administration (0.5% of Line 13)				64,382	
FY2016-17 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				64,382	
4. MTC Administration (0.5% of Line 3)			(2,884)		16. MTC Planning (3.0% of Line 13)				386,292	
5. County Administration (Up to 0.5% of Line 3) ¹			(2,884)		17. Total Charges (Lines 14+15+16)				515,056	
6. MTC Planning (3.0% of Line 3)			(17,306)		18. TDA Generations Less Charges (Lines 13-17)				12,361,354	
7. Total Charges (Lines 4+5+6)				(23,074)	FY2017-18 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				(553,804)	19. Article 3.0 (2.0% of Line 18)				247,227	
FY2016-17 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				12,114,127	
9. Article 3 Adjustment (2.0% of line 8)			(11,076)		21. Article 4.5 (5.0% of Line 20)				0	
10. Funds Remaining (Lines 8-9)				(542,728)	22. TDA Article 4 (Lines 20-21)				12,114,127	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				(542,728)						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	382,568	1,471	384,040	(639,134)	0	256,566	(11,076)	(9,605)	247,227	237,622
Article 4.5										
SUBTOTAL	382,568	1,471	384,040	(639,134)	0	256,566	(11,076)	(9,605)	247,227	237,622
Article 4/8										
GGBHTD ³	0	0	0	(7,594,363)	0	7,931,518	(342,407)	(5,252)	7,507,125	7,501,873
Marin Transit ³	(373)	4,629	4,256	(4,440,516)	0	4,640,233	(200,321)	3,652	4,607,002	4,610,654
SUBTOTAL	(373)	4,629	4,256	(12,034,879)	0	12,571,751	(542,728)	(1,600)	12,114,127	12,112,527
GRAND TOTAL	\$382,195	\$6,100	\$388,295	(\$12,674,013)	\$0	\$12,828,317	(\$553,804)	(\$11,205)	\$12,361,354	\$12,350,149

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

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FY2016-17 TDA Revenue Estimate					FY2017-18 TDA Revenue Estimate					
FY2016-17 Generation Estimate Adjustment					FY2017-18 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 16)			8,160,000		13. County Auditor Estimate				8,638,000	
2. Actual Revenue (June, 17)			8,441,427		FY2017-18 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				281,427	14. MTC Administration (0.5% of Line 13)				43,190	
FY2016-17 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				43,190	
4. MTC Administration (0.5% of Line 3)			1,407		16. MTC Planning (3.0% of Line 13)				259,140	
5. County Administration (Up to 0.5% of Line 3) ¹			1,407		17. Total Charges (Lines 14+15+16)				345,520	
6. MTC Planning (3.0% of Line 3)			8,443		18. TDA Generations Less Charges (Lines 13-17)				8,292,480	
7. Total Charges (Lines 4+5+6)				11,257	FY2017-18 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				270,170	19. Article 3.0 (2.0% of Line 18)				165,850	
FY2016-17 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				8,126,630	
9. Article 3 Adjustment (2.0% of line 8)			5,403		21. Article 4.5 (5.0% of Line 20)				406,332	
10. Funds Remaining (Lines 8-9)				264,767	22. TDA Article 4 (Lines 20-21)				7,720,298	
11. Article 4.5 Adjustment (5.0% of Line 10)			13,238							
12. Article 4 Adjustment (Lines 10-11)				251,529						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	451,008	2,998	454,006	(580,358)	0	156,672	5,403	35,723	165,850	201,573
Article 4.5	46,282	372	46,654	(430,129)	0	383,846	13,238	13,609	406,332	419,941
SUBTOTAL	497,290	3,370	500,660	(1,010,487)	0	540,518	18,641	49,332	572,182	621,514
Article 4/8										
NVTA ³	7,248,572	52,882	7,301,455	(12,489,388)	2,699,378	7,293,082	251,529	5,056,055	7,720,298	12,776,353
SUBTOTAL	7,248,572	52,882	7,301,455	(12,489,388)	2,699,378	7,293,082	251,529	5,056,055	7,720,298	12,776,353
GRAND TOTAL	\$7,745,862	\$56,253	\$7,802,115	(\$13,499,875)	\$2,699,378	\$7,833,600	\$270,170	\$5,105,387	\$8,292,480	\$13,397,867

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

**FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	50,724,425			13. County Auditor Estimate	51,303,002		
2. Actual Revenue (June, 17)	48,379,045			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(2,345,380)		14. MTC Administration (0.5% of Line 13)	256,515		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	256,515		
4. MTC Administration (0.5% of Line 3)	(11,727)			16. MTC Planning (3.0% of Line 13)	1,539,090		
5. County Administration (Up to 0.5% of Line 3) ¹	(11,727)			17. Total Charges (Lines 14+15+16)	2,052,120		
6. MTC Planning (3.0% of Line 3)	(70,361)			18. TDA Generations Less Charges (Lines 13-17)	49,250,882		
7. Total Charges (Lines 4+5+6)		(93,815)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(2,251,565)		19. Article 3.0 (2.0% of Line 18)	985,018		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	48,265,864		
9. Article 3 Adjustment (2.0% of line 8)	(45,031)			21. Article 4.5 (5.0% of Line 20)	2,413,293		
10. Funds Remaining (Lines 8-9)		(2,206,534)		22. TDA Article 4 (Lines 20-21)	45,852,571		
11. Article 4.5 Adjustment (5.0% of Line 10)	(110,327)						
12. Article 4 Adjustment (Lines 10-11)		(2,096,207)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	863,224	16,271	879,495	(1,829,691)	0	973,909	(45,031)	(21,318)	985,018	963,700
Article 4.5	(61,305)	3	(61,302)	0	(2,217,564)	2,386,077	(110,327)	(3,116)	2,413,293	2,410,177
SUBTOTAL	801,919	16,274	818,193	(1,829,691)	(2,217,564)	3,359,986	(155,358)	(24,434)	3,398,311	3,373,877
Article 4										
SFMTA	63,282	778	64,060	(45,526,013)	2,217,564	45,335,462	(2,096,207)	(5,134)	45,852,571	45,847,437
SUBTOTAL	63,282	778	64,060	(45,526,013)	2,217,564	45,335,462	(2,096,207)	(5,134)	45,852,571	45,847,437
GRAND TOTAL	\$865,201	\$17,052	\$882,253	(\$47,355,704)	\$0	\$48,695,448	(\$2,251,565)	(\$29,568)	\$49,250,882	\$49,221,314

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	39,205,837			13. County Auditor Estimate	40,772,410		
2. Actual Revenue (June, 17)	39,836,192			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		630,355		14. MTC Administration (0.5% of Line 13)	203,862		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	203,862		
4. MTC Administration (0.5% of Line 3)	3,152			16. MTC Planning (3.0% of Line 13)	1,223,172		
5. County Administration (Up to 0.5% of Line 3) ¹	3,152			17. Total Charges (Lines 14+15+16)	1,630,896		
6. MTC Planning (3.0% of Line 3)	18,911			18. TDA Generations Less Charges (Lines 13-17)	39,141,514		
7. Total Charges (Lines 4+5+6)		25,215		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		735,519		19. Article 3.0 (2.0% of Line 18)	782,830		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	38,358,684		
9. Article 3 Adjustment (2.0% of line 8)	14,710			21. Article 4.5 (5.0% of Line 20)	1,917,934		
10. Funds Remaining (Lines 8-9)		720,809		22. TDA Article 4 (Lines 20-21)	36,440,750		
11. Article 4.5 Adjustment (5.0% of Line 10)	36,040						
12. Article 4 Adjustment (Lines 10-11)		684,769					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,386,381	30,249	2,416,630	(1,711,873)	0	752,752	14,710	1,472,219	782,830	2,255,049
Article 4.5	252,206	2,630	254,836	(1,844,243)	0	1,844,243	36,040	290,876	1,917,934	2,208,810
SUBTOTAL	2,638,587	32,879	2,671,466	(3,556,116)	0	2,596,995	50,750	1,763,095	2,700,764	4,463,859
Article 4										
SamTrans	4,722,382	44,699	4,767,081	(37,609,609)	0	35,040,609	684,769	2,882,850	36,440,750	39,323,600
SUBTOTAL	4,722,382	44,699	4,767,081	(37,609,609)	0	35,040,609	684,769	2,882,850	36,440,750	39,323,600
GRAND TOTAL	\$7,360,969	\$77,578	\$7,438,547	(\$41,165,725)	\$0	\$37,637,604	\$735,519	\$4,645,945	\$39,141,514	\$43,787,459

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	108,772,000			13. County Auditor Estimate	111,543,000		
2. Actual Revenue (June, 17)	104,622,483			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		-4,149,517		14. MTC Administration (0.5% of Line 13)	557,715		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	557,715		
4. MTC Administration (0.5% of Line 3)	(20,748)			16. MTC Planning (3.0% of Line 13)	3,346,290		
5. County Administration (Up to 0.5% of Line 3) ¹	(20,748)			17. Total Charges (Lines 14+15+16)	4,461,720		
6. MTC Planning (3.0% of Line 3)	(124,486)			18. TDA Generations Less Charges (Lines 13-17)	107,081,280		
7. Total Charges (Lines 4+5+6)		(165,982)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(3,508,423)		19. Article 3.0 (2.0% of Line 18)	2,141,626		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	104,939,654		
9. Article 3 Adjustment (2.0% of line 8)	(70,168)			21. Article 4.5 (5.0% of Line 20)	5,246,983		
10. Funds Remaining (Lines 8-9)		(3,438,255)		22. TDA Article 4 (Lines 20-21)	99,692,671		
11. Article 4.5 Adjustment (5.0% of Line 10)	(171,913)						
12. Article 4 Adjustment (Lines 10-11)		(3,266,342)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,797,885	45,210	5,843,096	(7,451,337)		2,088,422	(70,168)	410,013	2,141,626	2,551,639
Article 4.5	176,678	221	176,899	0	(5,122,777)	5,116,635	(171,913)	(1,156)	5,246,983	5,245,827
SUBTOTAL	5,974,563	45,431	6,019,995	(7,451,337)	(5,122,777)	7,205,057	(242,081)	408,857	7,388,609	7,797,466
Article 4										
VTA	3,361,206	18,268	3,379,474	(102,473,954)	5,122,777	97,216,063	(3,266,342)	(21,982)	99,692,671	99,670,689
SUBTOTAL	3,361,206	18,268	3,379,474	(102,473,954)	5,122,777	97,216,063	(3,266,342)	(21,982)	99,692,671	99,670,689
GRAND TOTAL	\$9,335,770	\$63,699	\$9,399,469	(\$109,925,291)	\$0	\$104,421,120	(\$3,508,423)	\$386,875	\$107,081,280	\$107,468,155

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	17,773,436			13. County Auditor Estimate	18,508,568		
2. Actual Revenue (June, 17)	18,325,780			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		552,344		14. MTC Administration (0.5% of Line 13)	92,543		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	92,543		
4. MTC Administration (0.5% of Line 3)	2,762			16. MTC Planning (3.0% of Line 13)	555,257		
5. County Administration (Up to 0.5% of Line 3) ¹	2,762			17. Total Charges (Lines 14+15+16)	740,343		
6. MTC Planning (3.0% of Line 3)	16,570			18. TDA Generations Less Charges (Lines 13-17)	17,768,225		
7. Total Charges (Lines 4+5+6)		22,094		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		530,250		19. Article 3.0 (2.0% of Line 18)	355,365		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	17,412,860		
9. Article 3 Adjustment (2.0% of line 8)	10,605			21. Article 4.5 (5.0% of Line 20)	0		
10. Funds Remaining (Lines 8-9)		519,645		22. TDA Article 4 (Lines 20-21)	17,412,860		
11. Article 4.5 Adjustment (5.0% of Line 10)	0						
12. Article 4 Adjustment (Lines 10-11)		519,645					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4.5										
SUBTOTAL	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4/8										
Dixon	1,057,683	4,549	1,062,232	(501,795)	0	745,767	23,370	1,329,574	776,613	2,106,187
Fairfield	2,644,836	19,059	2,663,895	(6,121,099)	0	4,355,601	135,287	1,033,685	4,535,754	5,569,439
Rio Vista	409,992	2,440	412,432	(335,741)	0	318,930	9,756	405,377	332,122	737,499
Solano County	1,158,796	6,193	1,164,989	(638,406)	0	753,163	23,598	1,303,344	784,315	2,087,659
Suisun City	42,081	246	42,328	(1,166,611)	0	1,124,528	35,106	35,351	1,171,040	1,206,391
Vacaville	7,141,004	39,952	7,180,956	(3,147,211)	7,147	3,686,482	115,114	7,842,488	3,838,959	11,681,447
Vallejo/Benicia ⁴	7,990,922	29,989	8,020,911	(9,905,795)	0	5,736,777	177,413	4,029,305	5,974,057	10,003,362
SUBTOTAL	20,445,313	102,429	20,547,742	(21,816,658)	7,147	16,721,249	519,645	15,979,124	17,412,860	33,391,984
GRAND TOTAL	\$20,900,186	\$106,061	\$21,006,247	(\$22,344,012)	\$7,147	\$17,062,499	\$530,250	\$16,262,130	\$17,768,225	\$34,030,355

- Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
- Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

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FY2016-17 TDA Revenue Estimate			FY2017-18 TDA Revenue Estimate		
FY2016-17 Generation Estimate Adjustment			FY2017-18 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 16)	22,800,000		13. County Auditor Estimate	23,700,000	
2. Actual Revenue (June, 17)	22,693,423		FY2017-18 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(106,577)	14. MTC Administration (0.5% of Line 13)	118,500	
FY2016-17 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	118,500	
4. MTC Administration (0.5% of Line 3)	(533)		16. MTC Planning (3.0% of Line 13)	711,000	
5. County Administration (Up to 0.5% of Line 3) ¹	(533)		17. Total Charges (Lines 14+15+16)	948,000	
6. MTC Planning (3.0% of Line 3)	(3,197)		18. TDA Generations Less Charges (Lines 13-17)	22,752,000	
7. Total Charges (Lines 4+5+6)		(4,263)	FY2017-18 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(57,649)	19. Article 3.0 (2.0% of Line 18)	455,040	
FY2016-17 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	22,296,960	
9. Article 3 Adjustment (2.0% of line 8)	(1,153)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(56,496)	22. TDA Article 4 (Lines 20-21)	22,296,960	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(56,496)			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,216,538	13,773	1,230,311	(927,155)	0	437,760	(1,153)	739,763	455,040	1,194,803
Article 4.5										
SUBTOTAL	1,216,538	13,773	1,230,311	(927,155)	0	437,760	(1,153)	739,763	455,040	1,194,803
Article 4/8										
GGBHTD ⁴	11,501	8,338	19,839	(5,362,560)	0	5,362,560	(14,124)	5,715	5,574,240	5,579,955
Petaluma	1,142,790	11,536	1,154,326	(2,275,418)	149,530	1,830,846	(4,822)	854,461	1,910,014	2,764,475
Santa Rosa	3,312,501	15,151	3,327,652	(7,040,644)	0	5,610,668	(14,778)	1,882,899	5,852,331	7,735,230
Sonoma County/Healdsburg ⁵	5,958,140	41,565	5,999,705	(11,205,356)	397,663	8,646,166	(22,773)	3,815,406	8,960,375	12,775,781
SUBTOTAL	10,424,933	76,589	10,501,522	(25,883,979)	547,193	21,450,240	(56,496)	6,558,481	22,296,960	28,855,441
GRAND TOTAL	\$11,641,471	\$90,363	\$11,731,833	(\$26,811,134)	\$547,193	\$21,888,000	(\$57,649)	\$7,298,244	\$22,752,000	\$30,050,244

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
4. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.
5. Beginning in FY2012-13, the Healdsburg apportionment area is combined with Sonoma County.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2016-17 STA Revenue Estimate			FY2017-18 STA Revenue Estimate			
1. State Estimate (Jan, 17)	\$74,330,208		4. Projected Carryover (Aug, 17)	\$8,169,203		
2. Actual Revenue (Nov, 17)	\$74,952,733		5. State Estimate (Nov, 17)	\$122,016,490		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$130,185,693		
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance	Outstanding	Actual	Projected	Revenue	Available For
	(w/interest) ¹	Commitments ²	Revenue	Carryover ³	Estimate ⁴	Allocation
ACCMA - Corresponding to ACE	246,494	(61,012)	187,798	373,280	167,020	540,300
Caltrain	500,891	(4,377,639)	3,907,288	30,540	5,560,440	5,590,980
CCCTA	57,376	(472,375)	441,617	26,618	532,083	558,701
City of Dixon	8,687	0	3,427	12,114	4,637	16,751
ECCTA	27,711	(162,443)	204,524	69,792	246,290	316,082
City of Fairfield	12,754	(99,055)	86,301	0	117,330	117,330
GGBHTD	2,104,772	(5,536,844)	3,458,733	26,661	2,582,066	2,608,727
City of Healdsburg	378	(1,136)	0	(758)	0	(758)
LAVTA	194,782	(198,154)	178,506	175,134	248,445	423,579
Marin Transit	1,101,772	(800,000)	644,196	945,968	915,875	1,861,843
NVTA	17,493	(48,095)	44,609	14,007	60,053	74,060
City of Petaluma	(7,565)	(2,265)	10,018	188	29,282	29,470
City of Rio Vista	4	0	535	539	1,652	2,191
SamTrans	(455,703)	(1,928,726)	2,402,954	18,525	5,475,482	5,494,007
SMART		0	0	0	686,488	686,488
City of Santa Rosa	132,488	(230,810)	98,080	(242)	128,560	128,318
Solano County Transit	30,923	(232,409)	201,486	0	262,426	262,426
Sonoma County Transit	49,626	(155,820)	106,195	1	151,623	151,624
City of Union City	2,877	(30,579)	30,198	2,496	76,423	78,919
Vacaville City Coach		0	0	0	19,733	19,733
VTA	(206,692)	(8,967,236)	9,245,198	71,270	19,336,542	19,407,812
VTA - Corresponding to ACE	78,180	(279,214)	201,034	0	130,595	130,595
WCCTA	32,463	(261,454)	231,437	2,446	318,830	321,276
WETA	4,969,063	0	950,689	5,919,752	1,238,007	7,157,759
SUBTOTAL	8,898,775	(23,845,266)	22,634,823	7,688,331	38,289,882	45,978,213
AC Transit	354,557	(7,347,212)	6,992,655	0	14,063,421	14,063,421
BART	880,136	(16,679,563)	16,065,418	265,991	27,247,120	27,513,111
SFMTA	4,410,205	(33,455,161)	29,259,837	214,881	42,416,067	42,630,948
SUBTOTAL	5,644,898	(57,481,936)	52,317,910	480,872	83,726,608	84,207,480
GRAND TOTAL	\$14,543,672	(\$81,327,202)	\$74,952,733	\$8,169,203	\$122,016,490	\$130,185,693

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Negative balances are due to accrual adjustments made by MTC Finance because of delayed STA revenue payments from the State Controller's Office.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
3. Projected carryover as of 6/30/17 does not include interest accrued in FY2016-17.
4. FY2017-18 STA revenue generation based on the \$121.97 million estimate from the State Controller's Office on October 20, 2017.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

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FY2016-17 STA Revenue Estimate			FY2017-18 STA Revenue Estimate			
1. State Estimate (Jan, 17)	\$26,001,993		4. Projected Carryover (Aug, 17)	\$27,685,503		
2. Actual Revenue (Nov, 17)	\$26,215,027		5. State Estimate ⁴ (Nov, 17)	\$45,757,459		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$73,442,962		
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
Northern Counties/Small Operators						
Marin	39,591	(808,106)	778,281	9,766	850,744	860,510
Napa	21,349	(436,665)	420,593	5,277	459,753	465,030
Solano/Vallejo ⁵	4,407,653	(66,916)	1,266,645	5,607,383	1,384,578	6,991,961
Sonoma	75,410	(1,545,276)	1,488,543	18,677	1,627,136	1,645,813
CCCTA	74,742	(1,531,621)	1,475,391	18,512	1,612,760	1,631,272
ECCTA	45,233	(822,024)	891,203	114,412	974,179	1,088,591
LAVTA	688,319	(700,785)	609,709	597,243	666,477	1,263,720
Union City	191,330	(219,299)	213,446	185,477	233,319	418,796
WCCTA	9,979	(202,009)	196,563	4,533	214,864	219,397
SUBTOTAL	5,553,605	(6,332,701)	7,340,374	6,561,280	8,023,810	14,585,090
Regional Paratransit						
Alameda	40,912	(790,629)	805,977	56,260	881,019	937,279
Contra Costa	28,989	(588,707)	570,536	10,818	623,657	634,475
Marin	5,593	(114,294)	110,083	1,382	120,332	121,714
Napa	4,533	(92,689)	89,277	1,121	97,588	98,709
San Francisco	32,425	(663,879)	639,477	8,023	699,017	707,040
San Mateo	16,004	(327,341)	315,293	3,956	344,649	348,605
Santa Clara	45,837	(937,540)	903,033	11,330	987,113	998,443
Solano	727,050	(35,406)	246,536	938,180	269,489	1,207,669
Sonoma	17,891	(366,581)	353,122	4,432	386,000	390,432
SUBTOTAL	919,234	(3,917,066)	4,033,334	1,035,502	4,408,864	5,444,366
Lifeline ⁶						
Alameda	468,123	(717,476)	2,005,223	1,755,870		1,755,870
Contra Costa	1,350,941	(1,075,499)	926,911	1,202,353		1,202,353
Marin	498,296	(502,218)	196,599	192,677		192,677
Napa	80,809	(123,960)	195,141	151,990		151,990
San Francisco	536,481	(683,770)	1,037,352	890,063		890,063
San Mateo	2,652,943	(2,169,130)	424,675	908,488		908,488
Santa Clara	5,029,580	(730,000)	1,823,970	6,123,550		6,123,550
Solano	805,283	(690,197)	375,665	490,751		490,751
Sonoma	2,063,567	(1,468,363)	571,029	1,166,233		1,166,233
MTC Mean-Based Discount Project	759,948	(46,750)	0	713,198		713,198
JARC Funding Restoration ⁷	550,842	(259,013)	0	291,829		291,829
Lifeline Reserve for Cycle 5	0	0	0	0	8,260,121	8,260,121
SUBTOTAL	14,796,815	(8,466,375)	7,556,565	13,887,002	8,260,121	22,147,123
MTC Regional Coordination Program ⁸	17,650,156	(19,105,914)	6,951,421	5,495,664	7,598,638	13,094,302
BART to Warm Springs	328,985	(328,985)	0	0	0	0
eBART	0	0	0	0	0	0
Transit Emergency Service Contingency Fund ⁹	333,729	0	333,333	667,062	333,333	1,000,395
SamTrans	38,993	0	0	38,993	0	38,993
STA Population-Based SB 1 Reserve	0	0	0	0	17,132,693	17,132,693
GRAND TOTAL	\$39,621,518	(\$38,151,040)	\$26,215,027	\$27,685,503	\$45,757,459	\$73,442,962

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

3. The projected carryover as of 6/30/2017 does not include interest accrued in FY 2016-17.

4. FY2017-18 STA revenue generation based on the \$45.76 million estimate from the State Controller's Office on October 20, 2017.

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

6. Lifeline Cycle 4 concluded in FY 2015-16, however due to lower than expected revenues funds from FY 2016-17 are being used to finish out Cycle 4. Unused FY 2016-17 funds and all FY 2017-18 funds are held in reserve for Lifeline Cycle 5.

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

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

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

FY 2017-18 FUND ESTIMATE
BRIDGE TOLLS^{1,2}

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Fund Source	Balance ³	Outstanding Commitments ⁴	Programming Amount ⁵	Projected Carryover	Programming Amount ⁵	Available for Allocation
AB 664 Bridge Revenues						
70% East Bay	9,272,567	(9,272,567)	1,600,000	1,600,000	17,600,000	19,200,000
30% West Bay	31,974,508	(31,974,508)	22,000,000	22,000,000	20,000,000	42,000,000
SUBTOTAL	41,247,076	(41,247,076)	23,600,000	23,600,000	37,600,000	37,600,000
MTC 2% Toll Revenues						
Ferry Capital	4,164,209	(2,490,803)	1,000,000	2,673,406	1,000,000	3,673,406
Bay Trail	97,281	(547,281)	450,000	0	450,000	450,000
Studies	737,366	(34,695)	0	702,670	0	702,670
SUBTOTAL	4,998,856	(3,072,779)	1,450,000	3,376,076	1,450,000	4,826,076
5% State General Fund Revenues						
Ferry	11,314,489	(4,500,000)	2,977,621	9,792,110	3,002,010	12,794,120
Bay Trail	0	(265,380)	265,380	0	273,421	273,421
SUBTOTAL	11,314,489	(4,765,380)	3,243,001	9,792,110	3,275,431	13,067,541

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The AB 664, RM1, and MTC 2% Toll Revenues, listed above, commencing in FY2010-11, are funded from this payment.

2. RM1 90% Rail Extension allocation is made through MTC Resolutions 3833 and 3915.

3. Balance as of 6/30/16 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

4. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.

5. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for AB 664, 2%, and 5% bridge toll revenues.

FY 2017-18 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2016-17 AB1107 Revenue Estimate					FY2017-18 AB1107 Estimate				
1. Original MTC Estimate (Feb, 16)				\$80,749,839	4. Projected Carryover (Feb, 17)				\$0
2. Actual Revenue (June, 17)				\$82,394,156	5. MTC Estimate (Feb, 17)				\$84,840,000
3. Revenue Adjustment (Lines 2-1)				\$1,644,317	6. Total Funds Available (Lines 4+5)				\$84,840,000
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2016	FY2015-17	6/30/2016	FY2015-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(41,197,078)	40,374,920	822,158	0	42,420,000	42,420,000
SFMTA	0	0	0	(41,197,078)	40,374,920	822,158	0	42,420,000	42,420,000
TOTAL	\$0	\$0	\$0	(\$82,394,156)	\$80,749,839	\$1,644,316	\$0	\$84,840,000	\$84,840,000

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17. FY 2016-17 interest payments from the State of CA will be allocated to AC Transit and SFMTA and will increase the outstanding commitment.

**FY 2017-18 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
Total Available	\$3,957,166	\$937,279	\$1,936,569	\$634,475
AC Transit	\$3,617,066	\$847,532	\$586,383	\$199,524
LAVTA	\$134,616	\$57,125		
Pleasanton	\$72,501			
Union City	\$132,984	\$32,622		
CCCTA			\$800,163	\$286,623
ECCTA			\$422,557	\$104,841
WCCTA			\$127,470	\$43,488
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2017-18			
CCCTA	\$807,314			
LAVTA	\$691,187			
ECCTA	\$2,624,596			
WCCTA	\$2,747,732			
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			\$27,513,111	
STA Revenue-Based	BART	AC Transit	(416,745)	Fare Coordination Set-Aside ²
STA Revenue-Based	BART	CCCTA	(807,314)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(591,679)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,624,596)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,488,141)	BART Feeder Bus
Total Payment			(6,928,474)	
Remaining BART STA Revenue-Based Funds			\$20,584,637	
Total Available BART TDA Article 4 Funds			\$359,099	
TDA Article 4	BART-Alameda	LAVTA	(99,508)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(259,591)	BART Feeder Bus
Total Payment			(359,099)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$5,475,482	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$4,674,458	
Total Available Union City TDA Article 4 Funds			\$8,327,154	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$8,210,455	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments.

**FY 2017-18 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-16	MTC Res-3833	MTC Res-3925	FY2017-18
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs ¹	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

1. BART to Warm Springs remaining commitment of \$2,691,476 proposed to be retired through Resolution No. 4268 due to the upcoming opening of the project and the lack of STA Spillover revenues.

FY 2017-18 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

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FY2016-17 LCTOP Revenue Estimate¹		FY2017-18 LCTOP Revenue Estimate²	
1. Statewide Appropriation (Dec, 16)	\$34,500,000	5. Estimated Statewide Appropriation (Jan, 17)	\$74,774,000
2. MTC Region Revenue-Based Funding	\$9,609,000	6. Estimated MTC Region Revenue-Based Funding	\$20,826,262
3. MTC Region Population-Based Funding	\$3,346,000	7. Estimated MTC Region Population-Based Funding	\$7,285,387
4. Total MTC Region Funds	\$12,955,000	8. Estimated Total MTC Region Funds	\$28,111,649

1. The FY 2016-17 LCTOP revenue generation based on FY 2016-17 Cap and Trade auction proceeds. As of January 2017 Caltrans and the State Controller's Office have yet to release detailed FY 2016-17 funding information.

2. The FY 2017-18 LCTOP revenue generation based on the \$74.78 million estimated in the FY 2017-18 State Budget.

FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS

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FY2016-17 STA SGR Revenue-Based Revenue Estimate		FY2017-18 STA SGR Revenue-Based Revenue Estimate	
1. State Estimate	\$0	4. Projected Carryover (Nov, 17)	\$0
2. Actual Revenue	\$0	5. State Estimate (Nov, 17)	\$27,325,923
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$27,325,923

STA STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate	Projected Carryover	Revenue Estimate ^{1,2}	Available For Allocation
ACCMA - Corresponding to ACE	0	0	0	0	37,404	37,404
Caltrain	0	0	0	0	1,245,276	1,245,276
CCCTA	0	0	0	0	119,162	119,162
City of Dixon	0	0	0	0	1,039	1,039
ECCTA	0	0	0	0	55,157	55,157
City of Fairfield	0	0	0	0	26,276	26,276
GGBHTD	0	0	0	0	578,261	578,261
LAVTA	0	0	0	0	55,640	55,640
Marin Transit	0	0	0	0	205,113	205,113
NVTA	0	0	0	0	13,449	13,449
City of Petaluma	0	0	0	0	6,558	6,558
City of Rio Vista	0	0	0	0	370	370
SamTrans	0	0	0	0	1,226,249	1,226,249
SMART	0	0	0	0	153,741	153,741
City of Santa Rosa	0	0	0	0	28,791	28,791
Solano County Transit	0	0	0	0	58,771	58,771
Sonoma County Transit	0	0	0	0	33,956	33,956
City of Union City	0	0	0	0	17,115	17,115
Vacaville City Coach	0	0	0	0	4,419	4,419
VTA	0	0	0	0	4,330,471	4,330,471
VTA - Corresponding to ACE	0	0	0	0	29,248	29,248
WCCTA	0	0	0	0	71,403	71,403
WETA	0	0	0	0	277,255	277,255
SUBTOTAL	0	0	0	0	8,575,124	8,575,124
AC Transit	0	0	0	0	3,149,541	3,149,541
BART	0	0	0	0	6,102,066	6,102,066
SFMTA	0	0	0	0	9,499,192	9,499,192
SUBTOTAL	0	0	0	0	18,750,799	18,750,799
GRAND TOTAL	\$0	\$0	\$0	\$0	\$27,325,923	\$27,325,923

1. FY2017-18 STA State of Good Repair revenue generation is based on October 20, 2017 estimates from the State Controller's Office. The STA State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18.

2. Transit operators are required to submit agency governing board-approved project lists to Caltrans by January 31, 2018 in order to be eligible to receive STA SGR Program funds.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2016-17 STA SGR Population-Based Revenue Estimate		FY2017-18 STA SGR Population-Based Revenue Estimate^{1,2}	
1. Statewide Estimate	\$0	4. Statewide Estimate (Nov, 17)	\$52,500,000
2. Estimated MTC Region STA SGR Population-Based Funding	\$0	5. Estimated MTC Region STA SGR Population-Based Funding	\$10,247,507
3. Total MTC Region Funds	\$0	6. Estimated Total MTC Region Funds	\$10,247,507

1. FY2017-18 STA State of Good Repair revenue generation is based on October 20, 2017 estimates from the State Controller's Office. The STA State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18.

2. FY2017-18 STA State of Good Repair Population-Based funds will be held in reserve until the Commission takes action to program the funds to an eligible project(s) by January 2018.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 8, 2017

Agenda Item 3a

MTC Resolution No. 4268, Revised

Subject: Revise the FY 2017-18 Fund Estimate distribution of State Transit Assistance (STA) to reflect actual STA receipts for FY 2016-17, the latest distribution factors and revenue forecast released by the State Controller's Office for FY 2017-18, and add the new STA State of Good Repair Program.

Background: **Reconcile Actual FY 2016-17 STA Revenue:** On August 8, 2017 the SCO issued the final payment of FY 2016-17 STA revenue to regional transportation planning agencies across California. In the Bay Area, final FY 2016-17 STA revenue totaled approximately \$101 million which is about \$0.8 million higher than estimated in the FY 2017-18 Fund Estimate adopted in February 2017 (MTC Resolution 4268, Revised). However, a total of about \$0.6 million in rescissions were necessary for nine operators due to changes in FY 2016-17 revenue forecasts from when these operators originally claimed their funds in calendar year 2016. All rescissions were completed through delegated authority in August 2017. Details on the breakdown between Population-Based and Revenue-Based funding for FY 2016-17 is shown in Attachment 1. STA claimants should have received their final allocations in late August 2017.

FY 2017-18 STA | Senate Bill 1 and Assembly Bill 1113: During this year's state legislative session, two bills (Senate Bill 1 and Assembly Bill 1113) were passed which have a significant impact on the STA program. Senate Bill (SB) 1 increased the state diesel sales tax rate by 3.5 percentage points and directed funds derived from the increase to the STA program. As a result of SB 1, the Bay Area is now expecting over \$57 million in additional STA revenue in FY 2017-18 over what was expected for this fiscal year before SB 1's passage. STA program revenues are expected to increase again in FY 2018-19 as the diesel sales tax increase will be in effect for the full fiscal year as opposed to only for three quarters in FY 2017-18. Table 1 below details the changes in estimated revenue, and the proposed revision of the Fund Estimate incorporates these revised revenue amounts.

Table 1. Est. FY 2017-18 STA Revenue in the Bay Area, Before/After SB 1

STA	Pre-SB 1	Post-SB 1
Revenue-Based	\$81,827,763	\$121,966,872
Population-Based	\$28,624,767	\$45,757,459

This year the Legislature also approved Assembly Bill (AB) 1113 which was jointly developed by MTC and the California Transit Association (CTA). AB 1113 was developed in order to modernize the STA allocation process at the State Controller's Office (SCO) after the SCO unexpectedly changed its STA program policies in 2015. The implementation of AB 1113 means that two new Bay Area transit operators will now receive STA Revenue-Based funds for the first time in FY 2017-18: SMART and Vacaville City Coach. In addition, AB 1113 directed the SCO to use the most recent available transit operator financial data (FY 2015-16) to calculate the STA Revenue-Based program shares. Because the financial data the SCO was using prior to SB 1 was from FY 2013-14, many operators across the state and in the Bay Area will see a larger than normal change in their STA Revenue-Based share with this update to the Fund Estimate. MTC and CTA staff are continuing to work with

operators and the SCO to ensure AB 1113 is implemented as intended and streamlines the STA program moving forward.

FY 2017-18 STA Population-Based Funds: As mentioned above, the STA Population-Based program is now expecting \$17 million in additional funds in FY 2017-18. STA Population-Based funds are programmed by the Commission and can only be allocated to eligible transit operators, MTC, or consolidated transportation services agencies (CTSAs). Use of the funds is currently governed by MTC Resolution 3837, Revised. MTC staff are currently working with transit operators and other stakeholders to examine whether an update to this policy is warranted. MTC staff anticipate presenting an update to the Committee in the coming months. As a result of this review, the proposed revision to the Fund Estimate places the newly available STA Population-Based funds due to SB 1 (\$17 million in FY 2017-18) into a reserve until the Commission takes action on the overall STA Population-Based program policy.

STA State of Good Repair Program: SB 1 also established a new STA State of Good Repair (SGR) Program funded by a new Transportation Improvement Fee (a value-based vehicle registration fee). This new program will bring over \$37 million to the Bay Area in FY 2017-18 and is focused on funding transit capital state of good repair projects. The funds from the STA SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program. However, unlike regular STA program funds, recipients of STA SGR Program funds must have their projects pre-approved by Caltrans. This proposed revision to the Fund Estimate incorporates the STA SGR Program, lists apportionments for operators in the Revenue-Based program, and places the approximately \$10 million in anticipated Population-Based funds in a reserve pending the outcome of the current review of MTC Resolution 3837, Revised as described above.

Issue: Several transit operators, including Golden Gate Transit, SamTrans, and Santa Clara VTA are seeing large swings in STA revenue, above what would be expected due to SB 1, in FY 2017-18. MTC staff believe the source of these large revenue swings lies in the financial transactions reports filed by transit operators with the SCO. Transit operators should expect some continued STA variability over the next few years as the SCO works to modernize its financial transactions reports to ensure consistency between transit operators in collecting operating revenue and cost data.

Recommendation: Refer MTC Resolution No. 4268, Revised to the Commission for approval.

Attachments: Attachment 1 – STA Program Apportionments
MTC Resolution No. 4268, Revised

STA Revenue-Based Program Apportionments

Apportionment Jurisdictions	FY2016-17 Apportionments			FY2017-18 Apportionments			FY2017-18 Nov-17 Apportionment Share
	FY2016-17 Sep-16 Estimate	FY2016-17 Nov-17 Actual	FY2016-17 Adjustment, \$	FY2017-18 Feb-17 Estimate	FY2017-18 Nov-17 Estimate	FY2017-18 Adjustment, \$	
ACCMA - Corresponding to ACE	\$186,347	\$187,798	\$1,451	\$205,018	\$166,953	(\$38,065)	0.1%
Caltrain	\$3,877,168	\$3,907,288	\$30,120	\$4,265,650	\$5,558,219	\$1,292,569	4.6%
CCCTA	\$438,211	\$441,617	\$3,406	\$482,118	\$531,871	\$49,753	0.4%
City of Dixon	\$3,400	\$3,427	\$27	\$3,740	\$4,635	\$895	0.0%
ECCTA	\$202,949	\$204,524	\$1,575	\$223,284	\$246,192	\$22,908	0.2%
City of Fairfield	\$85,636	\$86,301	\$665	\$94,216	\$117,283	\$23,067	0.1%
GGBHTD ¹	\$3,432,072	\$3,458,733	\$26,661	\$3,775,956	\$2,581,035	(\$1,194,921)	2.1%
City of Healdsburg ²	(\$744)	\$0	\$744	\$395	\$0	(\$395)	0.0%
LAVTA	\$177,130	\$178,506	\$0	\$194,878	\$248,346	\$53,468	0.2%
Marin Transit	\$639,229	\$644,196	\$4,967	\$703,278	\$914,624	\$211,346	0.7%
NVTA	\$44,265	\$44,609	\$344	\$48,700	\$60,029	\$11,329	0.05%
City of Petaluma	\$9,942	\$10,018	\$76	\$10,939	\$29,271	\$18,332	0.02%
City of Rio Vista	\$530	\$535	\$5	\$860	\$1,650	\$790	0.001%
SamTrans	\$2,384,429	\$2,402,954	\$18,525	\$2,623,342	\$5,473,295	\$2,849,953	4.5%
SMART	\$0	\$0	\$0	\$0	\$686,214	\$686,214	0.6%
City of Santa Rosa	\$97,323	\$98,080	\$757	\$107,075	\$128,509	\$21,434	0.1%
Solano County Transit	\$199,935	\$201,486	\$1,551	\$219,967	\$262,321	\$42,354	0.2%
Sonoma County Transit	\$105,377	\$106,195	\$818	\$115,935	\$151,562	\$35,627	0.1%
City of Union City	\$29,967	\$30,198	\$231	\$32,969	\$76,392	\$43,423	0.1%
Vacaville City Coach	\$0	\$0	\$0	\$0	\$19,725	\$19,725	0.0%
VTA	\$9,173,929	\$9,245,198	\$71,269	\$10,093,131	\$19,328,819	\$9,235,688	15.8%
VTA - Corresponding to ACE	\$199,485	\$201,034	\$1,549	\$219,473	\$130,543	(\$88,930)	0.1%
WCCTA	\$229,652	\$231,437	\$1,785	\$252,662	\$318,703	\$66,041	0.3%
WETA	\$943,358	\$950,689	\$7,331	\$1,037,880	\$1,237,512	\$199,632	1.0%
Subtotal - STA Revenue-Based	\$22,459,586	\$22,634,823	\$173,860	\$24,711,465	\$38,273,703	\$13,562,238	31.4%
AC Transit	\$6,938,750	\$6,992,655	\$53,905	\$7,633,993	\$14,057,804	\$6,423,811	11.5%
BART	\$15,941,572	\$16,065,418	\$123,846	\$17,538,873	\$27,236,238	\$9,697,365	22.3%
SFMTA	\$29,034,278	\$29,259,837	\$225,559	\$31,943,432	\$42,399,127	\$10,455,695	34.8%
Subtotal - STA Revenue-Based	\$51,914,600	\$52,317,910	\$403,310	\$57,116,298	\$83,693,169	\$26,576,871	68.6%
Bay Area Revenue-Based Total	\$74,374,186	\$74,952,733	\$578,547	\$81,827,763	\$121,966,872	\$40,139,109	100.00%
Statewide Revenue-Based Total	\$133,436,500	\$134,529,750	\$1,093,250	\$146,896,000	\$234,242,500	\$87,346,500	N/A
Bay Area Population-Based Total	\$25,890,283	\$26,215,027	\$324,744	\$28,624,766	\$45,757,459	\$17,132,693	N/A
Statewide Population-Based Total	\$133,436,500	\$134,529,750	\$1,093,250	\$146,896,000	\$234,242,500	\$87,346,500	N/A

¹ MTC staff are working with Golden Gate Transit staff to understand why their revenue share has decreased significantly, resulting in reduced FY 2017-18 STA Revenue-Based funds.

² Healdsburg no longer directly provides transit service; Sonoma County Transit is now the service provider in Healdsburg.

Attachment 1 - STA Population-Based Program Apportionments

Apportionment Jurisdictions	FY2016-17 Apportionments			FY2017-18 Apportionments		
	FY2016-17 Sep-16 Estimate	FY2016-17 Nov-17 Actual*	FY2016-17 Adjustment, \$	FY2017-18 Feb-17 Estimate*	FY2017-18 Nov-17 Estimate*	FY2017-18 Adjustment, \$
Northern Counties/Small Operators						
Marin	\$768,516	\$778,281	\$9,765	\$850,744	\$850,744	\$0
Napa	\$415,316	\$420,593	\$5,277	\$459,753	\$459,753	\$0
Solano	\$1,250,753	\$1,266,645	\$15,892	\$1,384,578	\$1,384,578	\$0
Sonoma	\$1,469,867	\$1,488,543	\$18,676	\$1,627,136	\$1,627,136	\$0
CCCTA	\$1,456,880	\$1,475,391	\$18,511	\$1,612,760	\$1,612,760	\$0
ECCTA	\$880,020	\$891,203	\$11,183	\$974,179	\$974,179	\$0
LAVTA	\$602,059	\$609,709	\$7,650	\$666,477	\$666,477	\$0
Union City	\$210,768	\$213,446	\$2,678	\$233,319	\$233,319	\$0
WestCAT	\$194,096	\$196,563	\$2,467	\$214,864	\$214,864	\$0
Subtotal	\$7,248,275	\$7,340,374	\$92,099	\$8,023,810	\$8,023,810	\$0
Regional Paratransit						
Alameda	\$795,864	\$805,977	\$10,113	\$881,019	\$881,019	\$0
Contra Costa	\$563,379	\$570,536	\$7,157	\$623,657	\$623,657	\$0
Marin	\$108,702	\$110,083	\$1,381	\$120,332	\$120,332	\$0
Napa	\$88,156	\$89,277	\$1,121	\$97,588	\$97,588	\$0
San Francisco	\$631,454	\$639,477	\$8,023	\$699,017	\$699,017	\$0
San Mateo	\$311,337	\$315,293	\$3,956	\$344,649	\$344,649	\$0
Santa Clara	\$891,704	\$903,033	\$11,329	\$987,113	\$987,113	\$0
Solano	\$243,442	\$246,536	\$3,094	\$269,489	\$269,489	\$0
Sonoma	\$348,692	\$353,122	\$4,430	\$386,000	\$386,000	\$0
Subtotal	\$3,982,730	\$4,033,334	\$50,604	\$4,408,864	\$4,408,864	\$0
Lifeline¹						
Alameda	\$1,689,721	\$2,005,223	\$315,502			\$0
Contra Costa	\$1,068,509	\$926,911	(\$141,598)			\$0
Marin	\$195,613	\$196,599	\$986			\$0
Napa	\$151,720	\$195,141	\$43,421			\$0
San Francisco	\$935,481	\$1,037,352	\$101,871			\$0
San Mateo	\$629,074	\$424,675	(\$204,399)			\$0
Santa Clara	\$1,725,178	\$1,823,970	\$98,792			\$0
Solano	\$477,758	\$375,665	(\$102,093)			\$0
Sonoma	\$588,692	\$571,029	(\$17,663)			\$0
MTC Means-Based Discount Project	\$0	\$0	\$0			\$0
JARC Funding Restoration	\$0	\$0	\$0			\$0
Lifeline Reserve for Cycle 5	\$0	\$0	\$0	\$8,260,121	\$8,260,121	\$0
Subtotal	\$7,461,746	\$7,556,565	\$94,819	\$8,260,121	\$8,260,121	\$0
Transit Emergency Contingency Fund	\$333,333	\$333,333		\$333,333	\$333,333	\$0
MTC Regional Coordination Program	\$6,864,199	\$6,951,421	\$87,222	\$7,598,638	\$7,598,638	\$0
STA Population-Based SB 1 Reserve	\$0	\$0	\$0	\$0	\$17,132,693	\$17,132,693
Bay Area Total	\$25,890,283	\$26,215,027	\$324,744	\$28,624,766	\$45,757,459	\$17,132,693
Statewide Total	\$133,436,500	\$134,529,750	\$1,093,250	\$146,896,000	\$234,242,500	\$87,346,500

¹Lifeline Program actuals for FY 2016-17 reflect actual amounts of Lifeline Cycle 4 funding commitments for each county.

MTC Resolution No. 4268, Revised and Attachments have been updated and are attached to the Commission memo in this packet.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 8, 2017

Agenda Item 3a

MTC Resolution No. 4268, Revised

Subject: Revise the FY 2017-18 Fund Estimate distribution of State Transit Assistance (STA) to reflect actual STA receipts for FY 2016-17, the latest distribution factors and revenue forecast released by the State Controller's Office for FY 2017-18, and add the new STA State of Good Repair Program.

Background: **Reconcile Actual FY 2016-17 STA Revenue:** On August 8, 2017 the SCO issued the final payment of FY 2016-17 STA revenue to regional transportation planning agencies across California. In the Bay Area, final FY 2016-17 STA revenue totaled approximately \$101 million which is about \$0.8 million higher than estimated in the FY 2017-18 Fund Estimate adopted in February 2017 (MTC Resolution 4268, Revised). However, a total of about \$0.6 million in rescissions were necessary for nine operators due to changes in FY 2016-17 revenue forecasts from when these operators originally claimed their funds in calendar year 2016. All rescissions were completed through delegated authority in August 2017. Details on the breakdown between Population-Based and Revenue-Based funding for FY 2016-17 is shown in Attachment 1. STA claimants should have received their final allocations in late August 2017.

FY 2017-18 STA | Senate Bill 1 and Assembly Bill 1113: During this year's state legislative session, two bills (Senate Bill 1 and Assembly Bill 1113) were passed which have a significant impact on the STA program. Senate Bill (SB) 1 increased the state diesel sales tax rate by 3.5 percentage points and directed funds derived from the increase to the STA program. As a result of SB 1, the Bay Area is now expecting over \$57 million in additional STA revenue in FY 2017-18 over what was expected for this fiscal year before SB 1's passage. STA program revenues are expected to increase again in FY 2018-19 as the diesel sales tax increase will be in effect for the full fiscal year as opposed to only for three quarters in FY 2017-18. Table 1 below details the changes in estimated revenue, and the proposed revision of the Fund Estimate incorporates these revised revenue amounts.

Table 1. Est. FY 2017-18 STA Revenue in the Bay Area, Before/After SB 1

STA	Pre-SB 1	Post-SB 1
Revenue-Based	\$81,827,763	\$121,966,872
Population-Based	\$28,624,767	\$45,757,459

This year the Legislature also approved Assembly Bill (AB) 1113 which was jointly developed by MTC and the California Transit Association (CTA). AB 1113 was developed in order to modernize the STA allocation process at the State Controller's Office (SCO) after the SCO unexpectedly changed its STA program policies in 2015. The implementation of AB 1113 means that two new Bay Area transit operators will now receive STA Revenue-Based funds for the first time in FY 2017-18: SMART and Vacaville City Coach. In addition, AB 1113 directed the SCO to use the most recent available transit operator financial data (FY 2015-16) to calculate the STA Revenue-Based program shares. Because the financial data the SCO was using prior to SB 1 was from FY 2013-14, many operators across the state and in the Bay Area will see a larger than normal change in their STA Revenue-Based share with this update to the Fund Estimate. MTC and CTA staff are continuing to work with

operators and the SCO to ensure AB 1113 is implemented as intended and streamlines the STA program moving forward.

FY 2017-18 STA Population-Based Funds: As mentioned above, the STA Population-Based program is now expecting \$17 million in additional funds in FY 2017-18. STA Population-Based funds are programmed by the Commission and can only be allocated to eligible transit operators, MTC, or consolidated transportation services agencies (CTSAs). Use of the funds is currently governed by MTC Resolution 3837, Revised. MTC staff are currently working with transit operators and other stakeholders to examine whether an update to this policy is warranted. MTC staff anticipate presenting an update to the Committee in the coming months. As a result of this review, the proposed revision to the Fund Estimate places the newly available STA Population-Based funds due to SB 1 (\$17 million in FY 2017-18) into a reserve until the Commission takes action on the overall STA Population-Based program policy.

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Issue: Several transit operators, including Golden Gate Transit, SamTrans, and Santa Clara VTA are seeing large swings in STA revenue, above what would be expected due to SB 1, in FY 2017-18. MTC staff believe the source of these large revenue swings lies in the financial transactions reports filed by transit operators with the SCO. Transit operators should expect some continued STA variability over the next few years as the SCO works to modernize its financial transactions reports to ensure consistency between transit operators in collecting operating revenue and cost data.

Recommendation: Refer MTC Resolution No. 4268, Revised to the Commission for approval.

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MTC Resolution No. 4268, Revised

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Bay Area Population-Based Total	\$25,890,283	\$26,215,027	\$324,744	\$28,624,766	\$45,757,459	\$17,132,693	N/A
Statewide Population-Based Total	\$133,436,500	\$134,529,750	\$1,093,250	\$146,896,000	\$234,242,500	\$87,346,500	N/A

¹ MTC staff are working with Golden Gate Transit staff to understand why their revenue share has decreased significantly, resulting in reduced FY 2017-18 STA Revenue-Based funds.

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Subtotal	\$7,248,275	\$7,340,374	\$92,099	\$8,023,810	\$8,023,810	\$0
Regional Paratransit						
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Marin	\$195,613	\$196,599	\$986			\$0
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San Mateo	\$629,074	\$424,675	(\$204,399)			\$0
Santa Clara	\$1,725,178	\$1,823,970	\$98,792			\$0
Solano	\$477,758	\$375,665	(\$102,093)			\$0
Sonoma	\$588,692	\$571,029	(\$17,663)			\$0
MTC Means-Based Discount Project	\$0	\$0	\$0			\$0
JARC Funding Restoration	\$0	\$0	\$0			\$0
Lifeline Reserve for Cycle 5	\$0	\$0	\$0	\$8,260,121	\$8,260,121	\$0
Subtotal	\$7,461,746	\$7,556,565	\$94,819	\$8,260,121	\$8,260,121	\$0
Transit Emergency Contingency Fund	\$333,333	\$333,333		\$333,333	\$333,333	\$0
MTC Regional Coordination Program	\$6,864,199	\$6,951,421	\$87,222	\$7,598,638	\$7,598,638	\$0
STA Population-Based SB 1 Reserve	\$0	\$0	\$0	\$0	\$17,132,693	\$17,132,693
Bay Area Total	\$25,890,283	\$26,215,027	\$324,744	\$28,624,766	\$45,757,459	\$17,132,693
Statewide Total	\$133,436,500	\$134,529,750	\$1,093,250	\$146,896,000	\$234,242,500	\$87,346,500

¹Lifeline Program actuals for FY 2016-17 reflect actual amounts of Lifeline Cycle 4 funding commitments for each county.

Date: February 22, 2017
W.I.: 1511
Referred by: PAC
Revised: 07/26/17-C 11/15/17-C

ABSTRACT

Resolution No. 4268, Revised

This resolution approves the FY 2017-18 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), Assembly Bill (AB) 1107 sales tax, and transit-related bridge toll funds.

This resolution was revised on July 26, 2017 to reflect actual receipts for TDA and AB 1107 funds in FY 2016-17, the rescission actions that were necessary to match FY 2016-17 allocations to the actual revenue collected, and the allocations of additional revenue for FY 2016-17 per operators' requests.

This resolution was revised on November 15, 2017 to reflect actual receipts of STA in FY 2016-17, and the rescission actions that were necessary to match FY 2016-17 allocations to the actual revenue collected. New revenue forecasts for STA funds in FY 2017-18 were included along with updated STA Revenue-Based shares for FY 2017-18 due to the implementation of Assembly Bill (AB) 1113 (2017). In addition, the new STA State of Good Repair Program, established through Senate Bill (SB) 1 (2017), was included on two additional pages in Attachment 1.

Further discussion of these actions is contained in the MTC Programming and Allocations Summary Sheets dated February 8, 2017, July 12, 2017, and November 8, 2017.

Date: February 22, 2017
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4268

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2016-17 and FY 2017-18 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2017-18 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

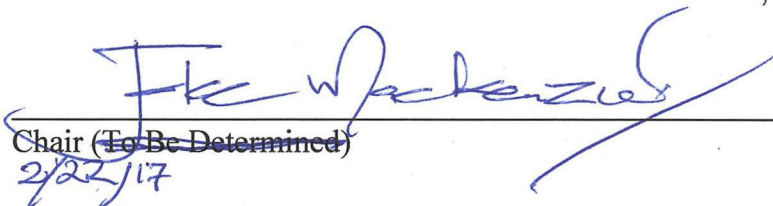
WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2017-18 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2017-18 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION


Chair (~~To Be Determined~~)
2/22/17

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

**FY 2017-18 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4268
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TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	FY2017-18	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	24,406,033	(81,109,775)	76,110,000	2,290,203	(2,781,634)	80,257,000	(3,210,280)	95,961,547
Contra Costa	17,925,509	(46,389,752)	41,463,827	(984,922)	(1,491,760)	41,139,992	(1,645,600)	50,017,295
Marin	382,195	(12,667,913)	13,362,830	(576,878)	(511,438)	12,876,410	(515,056)	12,350,149
Napa	7,745,862	(10,744,244)	8,160,000	281,427	(337,657)	8,638,000	(345,520)	13,397,867
San Francisco	865,201	(47,338,652)	50,724,425	(2,345,380)	(1,935,162)	51,303,002	(2,052,120)	49,221,314
San Mateo	7,360,969	(41,088,147)	39,205,837	630,355	(1,463,069)	40,772,410	(1,630,896)	43,787,459
Santa Clara	9,335,770	(109,861,592)	108,772,000	(4,149,517)	(3,709,787)	111,543,000	(4,461,720)	107,468,155
Solano	20,900,186	(22,230,804)	17,773,436	552,344	(733,031)	18,508,568	(740,343)	34,030,355
Sonoma	11,641,471	(26,173,578)	22,800,000	(106,577)	(863,072)	23,700,000	(948,000)	30,050,244
TOTAL	\$100,563,195	(\$397,604,457)	\$378,372,355	(\$4,408,948)	(\$13,826,610)	\$388,738,382	(\$15,549,535)	\$436,284,385

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

<i>Column</i>	<i>A</i>		<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2016		FY2015-17	FY2016-17	FY2017-18	FY2017-18
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Actual Revenue	Revenue Estimate	Available for Allocation
State Transit Assistance						
Revenue-Based	14,543,672		(81,327,202)	74,952,733	121,966,872	130,136,075
Population-Based	39,621,518		(38,151,040)	26,215,027	45,757,459	73,442,962
SUBTOTAL	54,165,191		(119,478,243)	101,167,760	167,724,331	203,579,037
AB1107 - BART District Tax (25% Share)	0		(82,394,156)	82,394,156	84,840,000	84,840,000
Bridge Toll Total						
AB 664 Bridge Revenues	41,247,076		(41,247,076)	23,600,000	37,600,000	37,600,000
MTC 2% Toll Revenue	4,998,856		(3,072,779)	1,450,000	1,450,000	4,826,076
5% State General Fund Revenue	11,314,489		(4,765,380)	3,243,001	3,275,431	13,067,541
SUBTOTAL	57,560,421		(49,085,235)	28,293,001	42,325,431	55,493,617
Low Carbon Transit Operations Program	12,955,000		0	12,955,000	28,111,649	28,111,649
State Transit Assistance State of Good Repair Program						
Revenue-Based	0		0	0	27,314,810	27,314,810
Population-Based	0		0	0	10,247,507	10,247,507
SUBTOTAL	0		0	0	37,562,317	37,562,317
TOTAL	\$124,680,611		(\$250,957,634)	\$224,809,917	\$360,563,728	\$409,586,620

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

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17 for TDA and AB 1107 and as of 1/31/17 for STA.

**FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

Attachment A
Res No. 4268
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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	76,110,000			13. County Auditor Estimate	80,257,000		
2. Actual Revenue (June, 17)	78,400,203			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		2,290,203		14. MTC Administration (0.5% of Line 13)	401,285		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	401,285		
4. MTC Administration (0.5% of Line 3)	11,451			16. MTC Planning (3.0% of Line 13)	2,407,710		
5. County Administration (Up to 0.5% of Line 3) ¹	11,451			17. Total Charges (Lines 14+15+16)	3,210,280		
6. MTC Planning (3.0% of Line 3)	68,706			18. TDA Generations Less Charges (Lines 13-17)	77,046,720		
7. Total Charges (Lines 4+5+6)		91,608		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		2,552,969		19. Article 3.0 (2.0% of Line 18)	1,540,934		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	75,505,786		
9. Article 3 Adjustment (2.0% of line 8)	51,059			21. Article 4.5 (5.0% of Line 20)	3,775,289		
10. Funds Remaining (Lines 8-9)		2,501,910		22. TDA Article 4 (Lines 20-21)	71,730,497		
11. Article 4.5 Adjustment (5.0% of Line 10)	125,095						
12. Article 4 Adjustment (Lines 10-11)		2,376,815					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,591,034	15,182	3,606,216	(3,683,537)	0	1,461,312	51,059	1,435,049	1,540,934	2,975,983
Article 4.5	109,556	209	109,765	(3,633,197)	0	3,580,214	125,095	181,877	3,775,289	3,957,166
SUBTOTAL	3,700,590	15,391	3,715,981	(7,316,734)	0	5,041,526	176,154	1,616,926	5,316,223	6,933,149
Article 4										
AC Transit										
District 1	1,329,580	6,403	1,335,983	(44,977,662)	0	43,864,335	1,532,654	1,755,310	46,448,401	48,203,711
District 2	355,533	1,579	357,111	(11,969,229)	0	11,669,120	407,728	464,731	12,201,287	12,666,018
BART ⁴	2,494	7,605	10,099	(84,324)	0	83,158	2,906	11,838	87,670	99,508
LAVTA	13,648,108	20,639	13,668,747	(13,344,621)	0	9,304,213	325,097	9,953,436	9,778,570	19,732,006
Union City	5,369,728	33,241	5,402,969	(3,594,454)	92,393	3,103,248	108,430	5,112,586	3,214,568	8,327,154
SUBTOTAL	20,705,443	69,466	20,774,909	(73,970,290)	92,393	68,024,074	2,376,815	17,297,901	71,730,497	89,028,398
GRAND TOTAL	\$24,406,033	\$84,857	\$24,490,889	(\$81,287,024)	\$92,393	\$73,065,600	\$2,552,969	\$18,914,827	\$77,046,720	\$95,961,547

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

2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	41,463,827			13. County Auditor Estimate	41,139,992		
2. Actual Revenue (June, 17)	40,478,905			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(984,922)		14. MTC Administration (0.5% of Line 13)	205,700		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	205,700		
4. MTC Administration (0.5% of Line 3)	(4,925)			16. MTC Planning (3.0% of Line 13)	1,234,200		
5. County Administration (Up to 0.5% of Line 3) ¹	(4,925)			17. Total Charges (Lines 14+15+16)	1,645,600		
6. MTC Planning (3.0% of Line 3)	(29,548)			18. TDA Generations Less Charges (Lines 13-17)	39,494,392		
7. Total Charges (Lines 4+5+6)		(39,398)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(818,129)		19. Article 3.0 (2.0% of Line 18)	789,888		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	38,704,504		
9. Article 3 Adjustment (2.0% of line 8)	(16,363)			21. Article 4.5 (5.0% of Line 20)	1,935,225		
10. Funds Remaining (Lines 8-9)		(801,766)		22. TDA Article 4 (Lines 20-21)	36,769,279		
11. Article 4.5 Adjustment (5.0% of Line 10)	(40,088)						
12. Article 4 Adjustment (Lines 10-11)		(761,678)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,105,108	6,377	1,111,485	(1,845,970)	0	796,105	(16,363)	45,257	789,888	835,145
Article 4.5	87,406	937	88,342	(1,997,368)	0	1,950,458	(40,088)	1,344	1,935,225	1,936,569
SUBTOTAL	1,192,514	7,313	1,199,827	(3,843,338)	0	2,746,563	(56,451)	46,601	2,725,113	2,771,714
Article 4										
AC Transit										
District 1	26,017	71	26,088	(6,326,256)	0	6,436,688	(132,295)	4,225	6,424,133	6,428,358
BART ⁴	1,047	2	1,049	(257,468)	0	261,977	(5,384)	173	259,418	259,591
CCCTA	12,107,651	43,340	12,150,991	(24,468,077)	2,449,524	17,584,948	(361,428)	7,355,958	17,334,823	24,690,781
ECCTA	1,064,225	4,650	1,068,875	(11,344,502)	0	10,537,184	(216,574)	44,984	10,564,901	10,609,885
WCCTA	3,534,056	8,250	3,542,306	(2,663,262)	0	2,237,914	(45,996)	3,070,962	2,186,004	5,256,966
SUBTOTAL	16,732,996	56,313	16,789,309	(45,059,564)	2,449,524	37,058,711	(761,678)	10,476,302	36,769,279	47,245,581
GRAND TOTAL	\$17,925,509	\$63,626	\$17,989,136	(\$48,902,903)	\$2,449,524	\$39,805,274	(\$818,129)	\$10,522,903	\$39,494,392	\$50,017,295

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

2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY

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FY2016-17 TDA Revenue Estimate					FY2017-18 TDA Revenue Estimate					
FY2016-17 Generation Estimate Adjustment					FY2017-18 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 16)			13,362,830		13. County Auditor Estimate				12,876,410	
2. Actual Revenue (June, 17)			12,785,952		FY2017-18 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				(576,878)	14. MTC Administration (0.5% of Line 13)				64,382	
FY2016-17 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				64,382	
4. MTC Administration (0.5% of Line 3)			(2,884)		16. MTC Planning (3.0% of Line 13)				386,292	
5. County Administration (Up to 0.5% of Line 3) ¹			(2,884)		17. Total Charges (Lines 14+15+16)				515,056	
6. MTC Planning (3.0% of Line 3)			(17,306)		18. TDA Generations Less Charges (Lines 13-17)				12,361,354	
7. Total Charges (Lines 4+5+6)				(23,074)	FY2017-18 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				(553,804)	19. Article 3.0 (2.0% of Line 18)				247,227	
FY2016-17 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				12,114,127	
9. Article 3 Adjustment (2.0% of line 8)			(11,076)		21. Article 4.5 (5.0% of Line 20)				0	
10. Funds Remaining (Lines 8-9)				(542,728)	22. TDA Article 4 (Lines 20-21)				12,114,127	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				(542,728)						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	382,568	1,471	384,040	(639,134)	0	256,566	(11,076)	(9,605)	247,227	237,622
Article 4.5										
SUBTOTAL	382,568	1,471	384,040	(639,134)	0	256,566	(11,076)	(9,605)	247,227	237,622
Article 4/8										
GGBHTD ³	0	0	0	(7,594,363)	0	7,931,518	(342,407)	(5,252)	7,507,125	7,501,873
Marin Transit ³	(373)	4,629	4,256	(4,440,516)	0	4,640,233	(200,321)	3,652	4,607,002	4,610,654
SUBTOTAL	(373)	4,629	4,256	(12,034,879)	0	12,571,751	(542,728)	(1,600)	12,114,127	12,112,527
GRAND TOTAL	\$382,195	\$6,100	\$388,295	(\$12,674,013)	\$0	\$12,828,317	(\$553,804)	(\$11,205)	\$12,361,354	\$12,350,149

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

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FY2016-17 TDA Revenue Estimate					FY2017-18 TDA Revenue Estimate					
FY2016-17 Generation Estimate Adjustment					FY2017-18 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 16)			8,160,000		13. County Auditor Estimate				8,638,000	
2. Actual Revenue (June, 17)			8,441,427		FY2017-18 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				281,427	14. MTC Administration (0.5% of Line 13)				43,190	
FY2016-17 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				43,190	
4. MTC Administration (0.5% of Line 3)			1,407		16. MTC Planning (3.0% of Line 13)				259,140	
5. County Administration (Up to 0.5% of Line 3) ¹			1,407		17. Total Charges (Lines 14+15+16)				345,520	
6. MTC Planning (3.0% of Line 3)			8,443		18. TDA Generations Less Charges (Lines 13-17)				8,292,480	
7. Total Charges (Lines 4+5+6)				11,257	FY2017-18 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				270,170	19. Article 3.0 (2.0% of Line 18)				165,850	
FY2016-17 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				8,126,630	
9. Article 3 Adjustment (2.0% of line 8)			5,403		21. Article 4.5 (5.0% of Line 20)				406,332	
10. Funds Remaining (Lines 8-9)				264,767	22. TDA Article 4 (Lines 20-21)				7,720,298	
11. Article 4.5 Adjustment (5.0% of Line 10)			13,238							
12. Article 4 Adjustment (Lines 10-11)				251,529						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	451,008	2,998	454,006	(580,358)	0	156,672	5,403	35,723	165,850	201,573
Article 4.5	46,282	372	46,654	(430,129)	0	383,846	13,238	13,609	406,332	419,941
SUBTOTAL	497,290	3,370	500,660	(1,010,487)	0	540,518	18,641	49,332	572,182	621,514
Article 4/8										
NVTA ³	7,248,572	52,882	7,301,455	(12,489,388)	2,699,378	7,293,082	251,529	5,056,055	7,720,298	12,776,353
SUBTOTAL	7,248,572	52,882	7,301,455	(12,489,388)	2,699,378	7,293,082	251,529	5,056,055	7,720,298	12,776,353
GRAND TOTAL	\$7,745,862	\$56,253	\$7,802,115	(\$13,499,875)	\$2,699,378	\$7,833,600	\$270,170	\$5,105,387	\$8,292,480	\$13,397,867

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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

**FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	50,724,425			13. County Auditor Estimate	51,303,002		
2. Actual Revenue (June, 17)	48,379,045			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(2,345,380)		14. MTC Administration (0.5% of Line 13)	256,515		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	256,515		
4. MTC Administration (0.5% of Line 3)	(11,727)			16. MTC Planning (3.0% of Line 13)	1,539,090		
5. County Administration (Up to 0.5% of Line 3) ¹	(11,727)			17. Total Charges (Lines 14+15+16)	2,052,120		
6. MTC Planning (3.0% of Line 3)	(70,361)			18. TDA Generations Less Charges (Lines 13-17)	49,250,882		
7. Total Charges (Lines 4+5+6)		(93,815)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(2,251,565)		19. Article 3.0 (2.0% of Line 18)	985,018		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	48,265,864		
9. Article 3 Adjustment (2.0% of line 8)	(45,031)			21. Article 4.5 (5.0% of Line 20)	2,413,293		
10. Funds Remaining (Lines 8-9)		(2,206,534)		22. TDA Article 4 (Lines 20-21)	45,852,571		
11. Article 4.5 Adjustment (5.0% of Line 10)	(110,327)						
12. Article 4 Adjustment (Lines 10-11)		(2,096,207)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	863,224	16,271	879,495	(1,829,691)	0	973,909	(45,031)	(21,318)	985,018	963,700
Article 4.5	(61,305)	3	(61,302)	0	(2,217,564)	2,386,077	(110,327)	(3,116)	2,413,293	2,410,177
SUBTOTAL	801,919	16,274	818,193	(1,829,691)	(2,217,564)	3,359,986	(155,358)	(24,434)	3,398,311	3,373,877
Article 4										
SFMTA	63,282	778	64,060	(45,526,013)	2,217,564	45,335,462	(2,096,207)	(5,134)	45,852,571	45,847,437
SUBTOTAL	63,282	778	64,060	(45,526,013)	2,217,564	45,335,462	(2,096,207)	(5,134)	45,852,571	45,847,437
GRAND TOTAL	\$865,201	\$17,052	\$882,253	(\$47,355,704)	\$0	\$48,695,448	(\$2,251,565)	(\$29,568)	\$49,250,882	\$49,221,314

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	39,205,837			13. County Auditor Estimate	40,772,410		
2. Actual Revenue (June, 17)	39,836,192			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		630,355		14. MTC Administration (0.5% of Line 13)	203,862		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	203,862		
4. MTC Administration (0.5% of Line 3)	3,152			16. MTC Planning (3.0% of Line 13)	1,223,172		
5. County Administration (Up to 0.5% of Line 3) ¹	3,152			17. Total Charges (Lines 14+15+16)	1,630,896		
6. MTC Planning (3.0% of Line 3)	18,911			18. TDA Generations Less Charges (Lines 13-17)	39,141,514		
7. Total Charges (Lines 4+5+6)		25,215		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		735,519		19. Article 3.0 (2.0% of Line 18)	782,830		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	38,358,684		
9. Article 3 Adjustment (2.0% of line 8)	14,710			21. Article 4.5 (5.0% of Line 20)	1,917,934		
10. Funds Remaining (Lines 8-9)		720,809		22. TDA Article 4 (Lines 20-21)	36,440,750		
11. Article 4.5 Adjustment (5.0% of Line 10)	36,040						
12. Article 4 Adjustment (Lines 10-11)		684,769					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,386,381	30,249	2,416,630	(1,711,873)	0	752,752	14,710	1,472,219	782,830	2,255,049
Article 4.5	252,206	2,630	254,836	(1,844,243)	0	1,844,243	36,040	290,876	1,917,934	2,208,810
SUBTOTAL	2,638,587	32,879	2,671,466	(3,556,116)	0	2,596,995	50,750	1,763,095	2,700,764	4,463,859
Article 4										
SamTrans	4,722,382	44,699	4,767,081	(37,609,609)	0	35,040,609	684,769	2,882,850	36,440,750	39,323,600
SUBTOTAL	4,722,382	44,699	4,767,081	(37,609,609)	0	35,040,609	684,769	2,882,850	36,440,750	39,323,600
GRAND TOTAL	\$7,360,969	\$77,578	\$7,438,547	(\$41,165,725)	\$0	\$37,637,604	\$735,519	\$4,645,945	\$39,141,514	\$43,787,459

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	108,772,000			13. County Auditor Estimate	111,543,000		
2. Actual Revenue (June, 17)	104,622,483			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		-4,149,517		14. MTC Administration (0.5% of Line 13)	557,715		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	557,715		
4. MTC Administration (0.5% of Line 3)	(20,748)			16. MTC Planning (3.0% of Line 13)	3,346,290		
5. County Administration (Up to 0.5% of Line 3) ¹	(20,748)			17. Total Charges (Lines 14+15+16)	4,461,720		
6. MTC Planning (3.0% of Line 3)	(124,486)			18. TDA Generations Less Charges (Lines 13-17)	107,081,280		
7. Total Charges (Lines 4+5+6)		(165,982)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(3,508,423)		19. Article 3.0 (2.0% of Line 18)	2,141,626		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	104,939,654		
9. Article 3 Adjustment (2.0% of line 8)	(70,168)			21. Article 4.5 (5.0% of Line 20)	5,246,983		
10. Funds Remaining (Lines 8-9)		(3,438,255)		22. TDA Article 4 (Lines 20-21)	99,692,671		
11. Article 4.5 Adjustment (5.0% of Line 10)	(171,913)						
12. Article 4 Adjustment (Lines 10-11)		(3,266,342)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,797,885	45,210	5,843,096	(7,451,337)		2,088,422	(70,168)	410,013	2,141,626	2,551,639
Article 4.5	176,678	221	176,899	0	(5,122,777)	5,116,635	(171,913)	(1,156)	5,246,983	5,245,827
SUBTOTAL	5,974,563	45,431	6,019,995	(7,451,337)	(5,122,777)	7,205,057	(242,081)	408,857	7,388,609	7,797,466
Article 4										
VTA	3,361,206	18,268	3,379,474	(102,473,954)	5,122,777	97,216,063	(3,266,342)	(21,982)	99,692,671	99,670,689
SUBTOTAL	3,361,206	18,268	3,379,474	(102,473,954)	5,122,777	97,216,063	(3,266,342)	(21,982)	99,692,671	99,670,689
GRAND TOTAL	\$9,335,770	\$63,699	\$9,399,469	(\$109,925,291)	\$0	\$104,421,120	(\$3,508,423)	\$386,875	\$107,081,280	\$107,468,155

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	17,773,436			13. County Auditor Estimate	18,508,568		
2. Actual Revenue (June, 17)	18,325,780			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		552,344		14. MTC Administration (0.5% of Line 13)	92,543		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	92,543		
4. MTC Administration (0.5% of Line 3)	2,762			16. MTC Planning (3.0% of Line 13)	555,257		
5. County Administration (Up to 0.5% of Line 3) ¹	2,762			17. Total Charges (Lines 14+15+16)	740,343		
6. MTC Planning (3.0% of Line 3)	16,570			18. TDA Generations Less Charges (Lines 13-17)	17,768,225		
7. Total Charges (Lines 4+5+6)		22,094		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		530,250		19. Article 3.0 (2.0% of Line 18)	355,365		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	17,412,860		
9. Article 3 Adjustment (2.0% of line 8)	10,605			21. Article 4.5 (5.0% of Line 20)	0		
10. Funds Remaining (Lines 8-9)		519,645		22. TDA Article 4 (Lines 20-21)	17,412,860		
11. Article 4.5 Adjustment (5.0% of Line 10)	0						
12. Article 4 Adjustment (Lines 10-11)		519,645					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4.5										
SUBTOTAL	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371
Article 4/8										
Dixon	1,057,683	4,549	1,062,232	(501,795)	0	745,767	23,370	1,329,574	776,613	2,106,187
Fairfield	2,644,836	19,059	2,663,895	(6,121,099)	0	4,355,601	135,287	1,033,685	4,535,754	5,569,439
Rio Vista	409,992	2,440	412,432	(335,741)	0	318,930	9,756	405,377	332,122	737,499
Solano County	1,158,796	6,193	1,164,989	(638,406)	0	753,163	23,598	1,303,344	784,315	2,087,659
Suisun City	42,081	246	42,328	(1,166,611)	0	1,124,528	35,106	35,351	1,171,040	1,206,391
Vacaville	7,141,004	39,952	7,180,956	(3,147,211)	7,147	3,686,482	115,114	7,842,488	3,838,959	11,681,447
Vallejo/Benicia ⁴	7,990,922	29,989	8,020,911	(9,905,795)	0	5,736,777	177,413	4,029,305	5,974,057	10,003,362
SUBTOTAL	20,445,313	102,429	20,547,742	(21,816,658)	7,147	16,721,249	519,645	15,979,124	17,412,860	33,391,984
GRAND TOTAL	\$20,900,186	\$106,061	\$21,006,247	(\$22,344,012)	\$7,147	\$17,062,499	\$530,250	\$16,262,130	\$17,768,225	\$34,030,355

- Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
- Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY 2017-18 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

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FY2016-17 TDA Revenue Estimate				FY2017-18 TDA Revenue Estimate			
FY2016-17 Generation Estimate Adjustment				FY2017-18 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 16)	22,800,000			13. County Auditor Estimate	23,700,000		
2. Actual Revenue (June, 17)	22,693,423			FY2017-18 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(106,577)		14. MTC Administration (0.5% of Line 13)	118,500		
FY2016-17 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	118,500		
4. MTC Administration (0.5% of Line 3)	(533)			16. MTC Planning (3.0% of Line 13)	711,000		
5. County Administration (Up to 0.5% of Line 3) ¹	(533)			17. Total Charges (Lines 14+15+16)	948,000		
6. MTC Planning (3.0% of Line 3)	(3,197)			18. TDA Generations Less Charges (Lines 13-17)	22,752,000		
7. Total Charges (Lines 4+5+6)		(4,263)		FY2017-18 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(57,649)		19. Article 3.0 (2.0% of Line 18)	455,040		
FY2016-17 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	22,296,960		
9. Article 3 Adjustment (2.0% of line 8)	(1,153)			21. Article 4.5 (5.0% of Line 20)	0		
10. Funds Remaining (Lines 8-9)		(56,496)		22. TDA Article 4 (Lines 20-21)	22,296,960		
11. Article 4.5 Adjustment (5.0% of Line 10)	0						
12. Article 4 Adjustment (Lines 10-11)		(56,496)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,216,538	13,773	1,230,311	(927,155)	0	437,760	(1,153)	739,763	455,040	1,194,803
Article 4.5										
SUBTOTAL	1,216,538	13,773	1,230,311	(927,155)	0	437,760	(1,153)	739,763	455,040	1,194,803
Article 4/8										
GGBHTD ⁴	11,501	8,338	19,839	(5,362,560)	0	5,362,560	(14,124)	5,715	5,574,240	5,579,955
Petaluma	1,142,790	11,536	1,154,326	(2,275,418)	149,530	1,830,846	(4,822)	854,461	1,910,014	2,764,475
Santa Rosa	3,312,501	15,151	3,327,652	(7,040,644)	0	5,610,668	(14,778)	1,882,899	5,852,331	7,735,230
Sonoma County/Healdsburg ⁵	5,958,140	41,565	5,999,705	(11,205,356)	397,663	8,646,166	(22,773)	3,815,406	8,960,375	12,775,781
SUBTOTAL	10,424,933	76,589	10,501,522	(25,883,979)	547,193	21,450,240	(56,496)	6,558,481	22,296,960	28,855,441
GRAND TOTAL	\$11,641,471	\$90,363	\$11,731,833	(\$26,811,134)	\$547,193	\$21,888,000	(\$57,649)	\$7,298,244	\$22,752,000	\$30,050,244

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
4. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.
5. Beginning in FY2012-13, the Healdsburg apportionment area is combined with Sonoma County.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2016-17 STA Revenue Estimate			FY2017-18 STA Revenue Estimate			
1. State Estimate (Jan, 17)	\$74,330,208		4. Projected Carryover (Aug, 17)		\$8,169,203	
2. Actual Revenue (Nov, 17)	\$74,952,733		5. State Estimate (Nov, 17)		\$121,966,872	
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)		\$130,136,075	
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance	Outstanding	Actual	Projected	Revenue	Available For
	(w/interest) ¹	Commitments ²	Revenue	Carryover ³	Estimate ⁴	Allocation
ACCMA - Corresponding to ACE	246,494	(61,012)	187,798	373,280	166,953	540,233
Caltrain	500,891	(4,377,639)	3,907,288	30,540	5,558,219	5,588,759
CCCTA	57,376	(472,375)	441,617	26,618	531,871	558,489
City of Dixon	8,687	0	3,427	12,114	4,635	16,749
ECCTA	27,711	(162,443)	204,524	69,792	246,192	315,984
City of Fairfield	12,754	(99,055)	86,301	0	117,283	117,283
GGBHTD	2,104,772	(5,536,844)	3,458,733	26,661	2,581,035	2,607,696
City of Healdsburg	378	(1,136)	0	(758)	0	(758)
LAVTA	194,782	(198,154)	178,506	175,134	248,346	423,480
Marin Transit	1,101,772	(800,000)	644,196	945,968	914,624	1,860,592
NVTA	17,493	(48,095)	44,609	14,007	60,029	74,036
City of Petaluma	(7,565)	(2,265)	10,018	188	29,271	29,459
City of Rio Vista	4	0	535	539	1,650	2,189
SamTrans	(455,703)	(1,928,726)	2,402,954	18,525	5,473,295	5,491,820
SMART		0	0	0	686,214	686,214
City of Santa Rosa	132,488	(230,810)	98,080	(242)	128,509	128,267
Solano County Transit	30,923	(232,409)	201,486	0	262,321	262,321
Sonoma County Transit	49,626	(155,820)	106,195	1	151,562	151,563
City of Union City	2,877	(30,579)	30,198	2,496	76,392	78,888
Vacaville City Coach		0	0	0	19,725	19,725
VTA	(206,692)	(8,967,236)	9,245,198	71,270	19,328,819	19,400,089
VTA - Corresponding to ACE	78,180	(279,214)	201,034	0	130,543	130,543
WCCTA	32,463	(261,454)	231,437	2,446	318,703	321,149
WETA	4,969,063	0	950,689	5,919,752	1,237,512	7,157,264
SUBTOTAL	8,898,775	(23,845,266)	22,634,823	7,688,331	38,273,703	45,962,034
AC Transit	354,557	(7,347,212)	6,992,655	0	14,057,804	14,057,804
BART	880,136	(16,679,563)	16,065,418	265,991	27,236,238	27,502,229
SFMTA	4,410,205	(33,455,161)	29,259,837	214,881	42,399,127	42,614,008
SUBTOTAL	5,644,898	(57,481,936)	52,317,910	480,872	83,693,169	84,174,041
GRAND TOTAL	\$14,543,672	(\$81,327,202)	\$74,952,733	\$8,169,203	\$121,966,872	\$130,136,075

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Negative balances are due to accrual adjustments made by MTC Finance because of delayed STA revenue payments from the State Controller's Office.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.
3. Projected carryover as of 6/30/17 does not include interest accrued in FY2016-17.
4. FY2017-18 STA revenue generation based on the \$121.97 million estimate from the State Controller's Office on October 20, 2017.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

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FY2016-17 STA Revenue Estimate			FY2017-18 STA Revenue Estimate			
1. State Estimate (Jan, 17)	\$26,001,993		4. Projected Carryover (Aug, 17)	\$27,685,503		
2. Actual Revenue (Nov, 17)	\$26,215,027		5. State Estimate ⁴ (Nov, 17)	\$45,757,459		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$73,442,962		
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Actual Revenue	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
Northern Counties/Small Operators						
Marin	39,591	(808,106)	778,281	9,766	850,744	860,510
Napa	21,349	(436,665)	420,593	5,277	459,753	465,030
Solano/Vallejo ⁵	4,407,653	(66,916)	1,266,645	5,607,383	1,384,578	6,991,961
Sonoma	75,410	(1,545,276)	1,488,543	18,677	1,627,136	1,645,813
CCCTA	74,742	(1,531,621)	1,475,391	18,512	1,612,760	1,631,272
ECCTA	45,233	(822,024)	891,203	114,412	974,179	1,088,591
LAVTA	688,319	(700,785)	609,709	597,243	666,477	1,263,720
Union City	191,330	(219,299)	213,446	185,477	233,319	418,796
WCCTA	9,979	(202,009)	196,563	4,533	214,864	219,397
SUBTOTAL	5,553,605	(6,332,701)	7,340,374	6,561,280	8,023,810	14,585,090
Regional Paratransit						
Alameda	40,912	(790,629)	805,977	56,260	881,019	937,279
Contra Costa	28,989	(588,707)	570,536	10,818	623,657	634,475
Marin	5,593	(114,294)	110,083	1,382	120,332	121,714
Napa	4,533	(92,689)	89,277	1,121	97,588	98,709
San Francisco	32,425	(663,879)	639,477	8,023	699,017	707,040
San Mateo	16,004	(327,341)	315,293	3,956	344,649	348,605
Santa Clara	45,837	(937,540)	903,033	11,330	987,113	998,443
Solano	727,050	(35,406)	246,536	938,180	269,489	1,207,669
Sonoma	17,891	(366,581)	353,122	4,432	386,000	390,432
SUBTOTAL	919,234	(3,917,066)	4,033,334	1,035,502	4,408,864	5,444,366
Lifeline ⁶						
Alameda	468,123	(717,476)	2,005,223	1,755,870		1,755,870
Contra Costa	1,350,941	(1,075,499)	926,911	1,202,353		1,202,353
Marin	498,296	(502,218)	196,599	192,677		192,677
Napa	80,809	(123,960)	195,141	151,990		151,990
San Francisco	536,481	(683,770)	1,037,352	890,063		890,063
San Mateo	2,652,943	(2,169,130)	424,675	908,488		908,488
Santa Clara	5,029,580	(730,000)	1,823,970	6,123,550		6,123,550
Solano	805,283	(690,197)	375,665	490,751		490,751
Sonoma	2,063,567	(1,468,363)	571,029	1,166,233		1,166,233
MTC Mean-Based Discount Project	759,948	(46,750)	0	713,198		713,198
JARC Funding Restoration ⁷	550,842	(259,013)	0	291,829		291,829
Lifeline Reserve for Cycle 5	0	0	0	0	8,260,121	8,260,121
SUBTOTAL	14,796,815	(8,466,375)	7,556,565	13,887,002	8,260,121	22,147,123
MTC Regional Coordination Program ⁸	17,650,156	(19,105,914)	6,951,421	5,495,664	7,598,638	13,094,302
BART to Warm Springs	328,985	(328,985)	0	0	0	0
eBART	0	0	0	0	0	0
Transit Emergency Service Contingency Fund ⁹	333,729	0	333,333	667,062	333,333	1,000,395
SamTrans	38,993	0	0	38,993	0	38,993
STA Population-Based SB 1 Reserve	0	0	0	0	17,132,693	17,132,693
GRAND TOTAL	\$39,621,518	(\$38,151,040)	\$26,215,027	\$27,685,503	\$45,757,459	\$73,442,962

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

3. The projected carryover as of 6/30/2017 does not include interest accrued in FY 2016-17.

4. FY2017-18 STA revenue generation based on the \$45.76 million estimate from the State Controller's Office on October 20, 2017.

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

6. Lifeline Cycle 4 concluded in FY 2015-16, however due to lower than expected revenues funds from FY 2016-17 are being used to finish out Cycle 4. Unused FY 2016-17 funds and all FY 2017-18 funds are held in reserve for Lifeline Cycle 5.

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

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

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

FY 2017-18 FUND ESTIMATE
BRIDGE TOLLS^{1,2}

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Fund Source	Balance ³	Outstanding Commitments ⁴	Programming Amount ⁵	Projected Carryover	Programming Amount ⁵	Available for Allocation
AB 664 Bridge Revenues						
70% East Bay	9,272,567	(9,272,567)	1,600,000	1,600,000	17,600,000	19,200,000
30% West Bay	31,974,508	(31,974,508)	22,000,000	22,000,000	20,000,000	42,000,000
SUBTOTAL	41,247,076	(41,247,076)	23,600,000	23,600,000	37,600,000	37,600,000
MTC 2% Toll Revenues						
Ferry Capital	4,164,209	(2,490,803)	1,000,000	2,673,406	1,000,000	3,673,406
Bay Trail	97,281	(547,281)	450,000	0	450,000	450,000
Studies	737,366	(34,695)	0	702,670	0	702,670
SUBTOTAL	4,998,856	(3,072,779)	1,450,000	3,376,076	1,450,000	4,826,076
5% State General Fund Revenues						
Ferry	11,314,489	(4,500,000)	2,977,621	9,792,110	3,002,010	12,794,120
Bay Trail	0	(265,380)	265,380	0	273,421	273,421
SUBTOTAL	11,314,489	(4,765,380)	3,243,001	9,792,110	3,275,431	13,067,541

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The AB 664, RM1, and MTC 2% Toll Revenues, listed above, commencing in FY2010-11, are funded from this payment.

2. RM1 90% Rail Extension allocation is made through MTC Resolutions 3833 and 3915.

3. Balance as of 6/30/16 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

4. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.

5. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for AB 664, 2%, and 5% bridge toll revenues.

FY 2017-18 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2016-17 AB1107 Revenue Estimate		FY2017-18 AB1107 Estimate	
1. Original MTC Estimate (Feb, 16)	\$80,749,839	4. Projected Carryover (Feb, 17)	\$0
2. Actual Revenue (June, 17)	\$82,394,156	5. MTC Estimate (Feb, 17)	\$84,840,000
3. Revenue Adjustment (Lines 2-1)	\$1,644,317	6. Total Funds Available (Lines 4+5)	\$84,840,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2016	FY2015-17	6/30/2016	FY2015-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(41,197,078)	40,374,920	822,158	0	42,420,000	42,420,000
SFMTA	0	0	0	(41,197,078)	40,374,920	822,158	0	42,420,000	42,420,000
TOTAL	\$0	\$0	\$0	(\$82,394,156)	\$80,749,839	\$1,644,316	\$0	\$84,840,000	\$84,840,000

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17. FY 2016-17 interest payments from the State of CA will be allocated to AC Transit and SFMTA and will increase the outstanding commitment.

**FY 2017-18 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
Total Available	\$3,957,166	\$937,279	\$1,936,569	\$634,475
AC Transit	\$3,617,066	\$847,532	\$586,383	\$199,524
LAVTA	\$134,616	\$57,125		
Pleasanton	\$72,501			
Union City	\$132,984	\$32,622		
CCCTA			\$800,163	\$286,623
ECCTA			\$422,557	\$104,841
WCCTA			\$127,470	\$43,488
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2017-18			
CCCTA	\$807,314			
LAVTA	\$691,187			
ECCTA	\$2,624,596			
WCCTA	\$2,747,732			
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			\$27,236,238	
STA Revenue-Based	BART	AC Transit	(416,745)	Fare Coordination Set-Aside ²
STA Revenue-Based	BART	CCCTA	(807,314)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(591,679)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,624,596)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,488,141)	BART Feeder Bus
Total Payment			(6,928,474)	
Remaining BART STA Revenue-Based Funds			\$20,307,764	
Total Available BART TDA Article 4 Funds			\$359,099	
TDA Article 4	BART-Alameda	LAVTA	(99,508)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(259,591)	BART Feeder Bus
Total Payment			(359,099)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$5,473,295	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$4,672,271	
Total Available Union City TDA Article 4 Funds			\$8,327,154	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$8,210,455	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments.

**FY 2017-18 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-16	MTC Res-3833	MTC Res-3925	FY2017-18
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs ¹	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

1. BART to Warm Springs remaining commitment of \$2,691,476 proposed to be retired through Resolution No. 4268 due to the upcoming opening of the project and the lack of STA Spillover revenues.

FY 2017-18 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

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FY2016-17 LCTOP Revenue Estimate¹		FY2017-18 LCTOP Revenue Estimate²	
1. Statewide Appropriation (Dec, 16)	\$34,500,000	5. Estimated Statewide Appropriation (Jan, 17)	\$74,774,000
2. MTC Region Revenue-Based Funding	\$9,609,000	6. Estimated MTC Region Revenue-Based Funding	\$20,826,262
3. MTC Region Population-Based Funding	\$3,346,000	7. Estimated MTC Region Population-Based Funding	\$7,285,387
4. Total MTC Region Funds	\$12,955,000	8. Estimated Total MTC Region Funds	\$28,111,649

1. The FY 2016-17 LCTOP revenue generation based on FY 2016-17 Cap and Trade auction proceeds. As of January 2017 Caltrans and the State Controller's Office have yet to release detailed FY 2016-17 funding information.

2. The FY 2017-18 LCTOP revenue generation based on the \$74.78 million estimated in the FY 2017-18 State Budget.

FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS

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FY2016-17 STA SGR Revenue-Based Revenue Estimate		FY2017-18 STA SGR Revenue-Based Revenue Estimate	
1. State Estimate	\$0	4. Projected Carryover (Nov, 17)	\$0
2. Actual Revenue	\$0	5. State Estimate (Nov, 17)	\$27,314,810
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$27,314,810

STA STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2016	FY2015-17	FY2016-17	6/30/2017	FY2017-18	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate	Projected Carryover	Revenue Estimate ^{1,2}	Available For Allocation
ACCMA - Corresponding to ACE	0	0	0	0	37,389	37,389
Caltrain	0	0	0	0	1,244,778	1,244,778
CCCTA	0	0	0	0	119,114	119,114
City of Dixon	0	0	0	0	1,038	1,038
ECCTA	0	0	0	0	55,135	55,135
City of Fairfield	0	0	0	0	26,266	26,266
GGBHTD	0	0	0	0	578,030	578,030
LAVTA	0	0	0	0	55,618	55,618
Marin Transit	0	0	0	0	204,833	204,833
NVTA	0	0	0	0	13,444	13,444
City of Petaluma	0	0	0	0	6,555	6,555
City of Rio Vista	0	0	0	0	370	370
SamTrans	0	0	0	0	1,225,759	1,225,759
SMART	0	0	0	0	153,679	153,679
City of Santa Rosa	0	0	0	0	28,780	28,780
Solano County Transit	0	0	0	0	58,748	58,748
Sonoma County Transit	0	0	0	0	33,943	33,943
City of Union City	0	0	0	0	17,108	17,108
Vacaville City Coach	0	0	0	0	4,417	4,417
VTA	0	0	0	0	4,328,741	4,328,741
VTA - Corresponding to ACE	0	0	0	0	29,236	29,236
WCCTA	0	0	0	0	71,374	71,374
WETA	0	0	0	0	277,144	277,144
SUBTOTAL	0	0	0	0	8,571,499	8,571,499
AC Transit	0	0	0	0	3,148,283	3,148,283
BART	0	0	0	0	6,099,629	6,099,629
SFMTA	0	0	0	0	9,495,399	9,495,399
SUBTOTAL	0	0	0	0	18,743,311	18,743,311
GRAND TOTAL	\$0	\$0	\$0	\$0	\$27,314,810	\$27,314,810

1. FY2017-18 STA State of Good Repair revenue generation is based on October 20, 2017 estimates from the State Controller's Office. The STA State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18.

2. Transit operators are required to submit agency governing board-approved project lists to Caltrans by January 31, 2018 in order to be eligible to receive STA SGR Program funds.

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2016-17 STA SGR Population-Based Revenue Estimate		FY2017-18 STA SGR Population-Based Revenue Estimate ^{1,2}	
1. Statewide Estimate	\$0	4. Statewide Estimate (Nov, 17)	\$52,500,000
2. Estimated MTC Region STA SGR Population-Based Funding	\$0	5. Estimated MTC Region STA SGR Population-Based Funding	\$10,247,507
3. Total MTC Region Funds	\$0	6. Estimated Total MTC Region Funds	\$10,247,507

1. FY2017-18 STA State of Good Repair revenue generation is based on October 20, 2017 estimates from the State Controller's Office. The STA State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18.

2. FY2017-18 STA State of Good Repair Population-Based funds will be held in reserve until the Commission takes action to program the funds to an eligible project(s) by January 2018.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2953 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 10/6/2017 **In control:** Programming and Allocations Committee
On agenda: 11/8/2017 **Final action:**
Title: MTC Resolution No. 4304. Transportation Development Act (TDA) Triennial Audit report, Transit Sustainability Project (TSP) Performance report, and approval of the FY 2017-18 Productivity Improvement Program (PIP).

A presentation on the performance audit results conducted for AC Transit, BART, Central Contra Costa County Transit Authority, Petaluma, Santa Rosa, and Sonoma County Transit; an update on the region's large transit operators' progress to date in meeting the performance requirements of the Transit Sustainability Project (TSP); and a request to approve the FY2017-18 PIP.

Sponsors:

Indexes:

Code sections:

Attachments: [7b PAC 3b Reso-4304 TSP-PIP-TDA.pdf](#)
[3b Reso-4304 TSP-PIP-TDA.pdf](#)

Date	Ver.	Action By	Action	Result
11/8/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4304. Transportation Development Act (TDA) Triennial Audit report, Transit Sustainability Project (TSP) Performance report, and approval of the FY 2017-18 Productivity Improvement Program (PIP).

A presentation on the performance audit results conducted for AC Transit, BART, Central Contra Costa County Transit Authority, Petaluma, Santa Rosa, and Sonoma County Transit; an update on the region's large transit operators' progress to date in meeting the performance requirements of the Transit Sustainability Project (TSP); and a request to approve the FY2017-18 PIP.

Presenter:

Melanie Choy and George Pierlott

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Agenda Item 3b

MTC Resolution No. 4304

Subject: Transit Sustainability Project (TSP) Performance report, approval of the FY 2017-18 Productivity Improvement Program (PIP), and Transportation Development Act (TDA) Triennial Audit report.

Background: **Transit Sustainability Project (TSP) and Productivity Improvement Program (PIP)**

In accordance with TDA legislation, MTC annually adopts a PIP, which is a set of projects to be undertaken by transit operators in the region within the next three years to improve productivity and lower operating costs. Before MTC can allocate TDA or State Transit Assistance (STA) funds to the operators for FY 2018-19, MTC must approve the FY 2017-18 PIP and affirm that operators have made a reasonable effort in implementing their PIP project(s) in FY2015-16.

Historically, PIP projects were derived from recommendations made in the operators' most recently completed TDA performance audits. In coordination with the transit operators, the PIP development process was revised in 2014 to incorporate the TSP performance metrics for the largest seven operators (recent results shown in Attachment 1) and specific service and institutional recommendations for the smaller operators. Attachment 2 summarizes the PIP projects for each operator; Resolution No. 4304 provides a more detailed description of all PIP projects.

Large Operators – PIP Projects

The seven large operators (AC Transit, BART, Caltrain, Golden Gate, SamTrans, SFMTA, and SCVTA) have identified achieving a 5% reduction by FY2016-17 in one of the TSP performance metrics as their PIP project. After the end of a fiscal year, it takes approximately one year to finalize the National Transit Database (NTD) data, which results in a time lag for the TSP analysis. This year's TSP performance analysis is based on FY 2015-16 data; the FY 2016-17 performance will be presented in Fall 2018. At that time, per the TSP (MTC Resolution No. 4060, Revised), MTC staff will make recommendations regarding conditioning existing and new operating and capital funding administered by MTC on progress toward achieving the performance targets.

Six of the seven operators have achieved a 5% reduction against the baseline for FY2015-16 in at least one of the metrics: Cost per Revenue Hour, Cost per Passenger, or Cost per Passenger Mile. SFMTA has not.

Most operators are achieving the 5% performance target due to strong ridership and longer passenger trips rather than through a significant reduction in costs. Achieving *both* higher ridership and better cost control is the key to a more sustainable future for Bay Area public transit. Additionally, the agencies have submitted annual updates to their TSP strategic plans that identify strategies to continue progress towards achieving the 5% reductions by FY2016-17 and beyond.

Small Operators – PIP Projects

The smaller operators have drawn upon recommendations from the TDA performance audit, TSP, or other agency plans to improve productivity or lower operating costs. Additionally, MTC is sponsoring and coordinating the development of a group Transit

Asset Management (TAM) plan on behalf of the small operators. The Plan will include an inventory of capital assets, condition assessment, decision support tools, and investment prioritization, and will help the region's small operators meet requirements in FTA's Final TAM Rule and enable agencies to refine their asset management practices to deliver passenger services safely and effectively

TDA Triennial Audits

The TDA requires that MTC administer triennial performance audits of the region's transit operators. Operators are divided into three groups, with one group audited each year on a three-year cycle. The audits are conducted under contract by an independent auditing firm, currently Pierlott and Associates, LLC. The attached presentation summarizes findings for the recently completed audits, focusing on each operator's three-year trends for certain performance indicators, including cost per hour, cost per passenger and passengers per hour. In summary, service effectiveness and cost efficiency trends were mixed between FY2013-14 and FY2015-16 as shown below:

Productivity and Ridership Trends			
Agency	Productivity	Ridership	Notes
AC Transit	↓	↓	Service increase and small decrease in ridership
BART	↓	↑	Service increase and increase in ridership
CCCTA	↔	↑	Small increase in hours and increase in ridership
Petaluma	↓	↓	Increased service and small decrease in ridership
Santa Rosa	↓	↓	Steady hours and decrease in ridership
Sonoma Co.	↔	↓	Small increase in hours and large decrease in ridership

Issues: **SFMTA.** While SFMTA continues to make good-faith efforts to meet the 5 percent cost reduction targets, SFMTA did not achieve the metrics in FY 2014-15 or in 2015-16; the agency has met the TSP performance metrics in past years. SFMTA has been focused on improving service quality and reliability by investing in service increases, deferred maintenance and safety. Such investments do not typically result in lowering cost per passenger or passenger mile in the short-term. SFMTA also recently replaced malfunctioning Automatic Passenger Counters (which likely resulted in undercounting passengers) and this correction may appear in the FY 2016-17 data.

Recommendation: Refer MTC Resolution No. 4304 to the Commission for approval.

Attachments: Attachment 1 – Large Operators – TSP Performance Metric Summary
Attachment 2 – List of Operators and Summary of PIP Projects
Presentation
MTC Resolution No. 4304

Attachment 1 -- Large Operator Performance Metrics and Targets
FY 2015-16 Performance vs. Baseline Year

OPERATING COST PER VEHICLE SERVICE HOUR

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY2016-17 Target (a)
	Year	Performance	FY2015-16	FY2015-16	
AC Transit	FY2010-11	\$176.81	\$178.29	0.8%	\$167.97
BART	FY2009-10	\$289.57	\$291.48	0.7%	\$275.09
Caltrain	FY2010-11	\$444.08	\$457.30	3.0%	\$421.88
GGBHTD	FY2010-11	\$363.88	\$339.12	-6.8%	\$345.68
SFMTA	FY2009-10	\$213.54	\$218.26	2.2%	\$202.86
SamTrans	FY2008-09	\$207.07	\$177.05	-14.5%	\$196.71
VTA	FY2010-11	\$193.98	\$188.42	-2.9%	\$184.28

OPERATING COST PER PASSENGER

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY2016-17 Target (a)
	Year	Performance	FY2015-16	FY2015-16	
AC Transit	FY2008-09	\$6.14	\$6.87	11.9%	\$5.83
BART	FY2008-09	\$5.07	\$4.60	-9.3%	\$4.82
Caltrain	FY2009-10	\$9.15	\$6.11	-33.2%	\$8.69
GGBHTD	FY2010-11	\$16.13	\$15.96	-1.0%	\$15.32
SFMTA	FY2009-10	\$3.41	\$3.45	1.1%	\$3.24
SamTrans	FY2010-11	\$8.97	\$9.57	6.8%	\$8.52
VTA	FY2009-10	\$7.82	\$8.18	4.7%	\$7.43

OPERATING COST PER PASSENGER MILE

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY2016-17 Target (a)
	Year	Performance	FY2015-16	FY2015-16	
AC Transit	FY2009-10	\$2.10	\$1.67	-20.7%	\$1.99
BART	FY2008-09	\$0.40	\$0.34	-15.0%	\$0.38
Caltrain	FY2007-08	\$0.38	\$0.24	-36.7%	\$0.36
GGBHTD	FY2008-09	\$1.15	\$1.06	-7.9%	\$1.09
SFMTA	FY2009-10	\$1.63	\$1.64	0.6%	\$1.55
SamTrans	FY2010-11	\$1.87	\$1.98	6.1%	\$1.78
VTA	FY2009-10	\$1.65	\$1.42	-14.0%	\$1.57

Note: Shading indicates a five percent or greater real reduction in metric, i.e. meeting the five percent goal
(a) Equals five percent reduction from baseline highest year in FY2015-16 dollars.

Attachment 2 – Summary of PIP Projects

Large Operators

Agency	Project	Estimated Completion Date
AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, SCVTA	Transit Sustainability Project (TSP) – Achieve a 5% reduction in at least one of the Resolution 4060 – TSP Performance Measures: Cost per hour, cost per passenger, or cost per passenger mile.	End of FY2016-17 and annually thereafter.

Small Operators

Regional Projects

Agency	Project	Status
All Small Operators	Transit Asset Management Plan	New
WETA	Fare Program Transfer Policy	Completed
	Alameda Terminals Access Improvements	Continuing

Alameda County

Agency	Project	Status
LAVTA	Paratransit Service Data Improvement Project	Completed
	Fixed Route Bus Service On-Time Performance Improvement Project	Continuing
Union City	Paratransit Plus Trip Productivity	Completed
	Implement Clipper	Completed
	Evaluate Automatic Vehicle Location (AVL) Technology	Completed
	Computer Aided Dispatch (CAD)/AVL Service Monitoring Program	New

Agency	Project	Status
	Student Transit Pass Pilot Program (with ACTC)	New

Contra Costa County

Agency	Project	Status
CCCTA	Bus Stop Access Improvement Project	Continuing
ECCTA	Increase Passenger Productivity and Cost-effectiveness of Paratransit Service	Completed
	Non-ADA Paratransit to Fixed Route Incentive Program	New
WestCat	Implement Timed Transfers at Hercules Transit Center	Continuing

Marin County

Agency	Project	Status
Marin Transit	Participate in San Rafael Bettini Transit Center Relocation Study	Completed
	Clipper Improvements	Continuing
	Scheduling Software for Demand Responsive Transportation Services	Continuing
	Service Performance Review	New

Napa County

Agency	Project	Status
NVRTA	Computer Aided Dispatch/ AVL system	Completed
	VINE Bus Stop Informational Signs Upgrade	Continuing
	VINE Transit Comprehensive Operational Analysis	Continuing
	VINE Transit Express Bus Study	Continuing

Solano County

Agency	Project	Status
Solano Transportation Authority for all Solano County Operators	I-80/I-680/I-780/State Route 12 Transit Corridor Study Update	Completed
	Solano County Mobility Management Program Enhancements	Continuing
	Solano Express Operations Implementation Plan	New
Fairfield	Fleet Replacement Program	New
	Plan to Improve Preventable Accident Rate	New
	Outreach Plan for No-shows and Late Cancellations	New
Rio Vista	Improve service efficiency and effectiveness	Completed
SolTrans	Implement Automatic Call-back System for Paratransit Customers	Completed
	Compressed Natural Gas (CNG) Fueling Facility	Completed
	AVL Implementation	Completed
City of Vacaville	Zero Emissions Bus Research	Completed
	Service Evaluation and Route Planning	New

Sonoma County

Agency	Project	Status
City of Petaluma	SMART Service Coordination Project	Completed
	Adopt Transit Asset Management Plan	Part of regional plan
	Quality of Service Performance Monitoring Program	New
Santa Rosa	Reimagining CityBus Implementation	Continuing
	Implement Paratransit Efficiency Recommendations Tier One	Continuing
Sonoma County	New Service in Conjunction with SMART Opening	New
	Adopt Transit Asset Management Plan	Part of regional plan

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Presentation

**FY2017 TDA Operator Performance Audits
and Transit Sustainability Project**



**Metropolitan Transportation Commission
Programming & Allocations Committee
November 8, 2017**

Presentation Overview

Part A: Transit Sustainability Project (TSP) – Large Operator Performance

- Reduction from baseline of at least one cost metric by 5% by FY2016-17
- Starting in FY2018-19, MTC will link operating and capital funds administered by MTC to progress towards achieving the performance targets

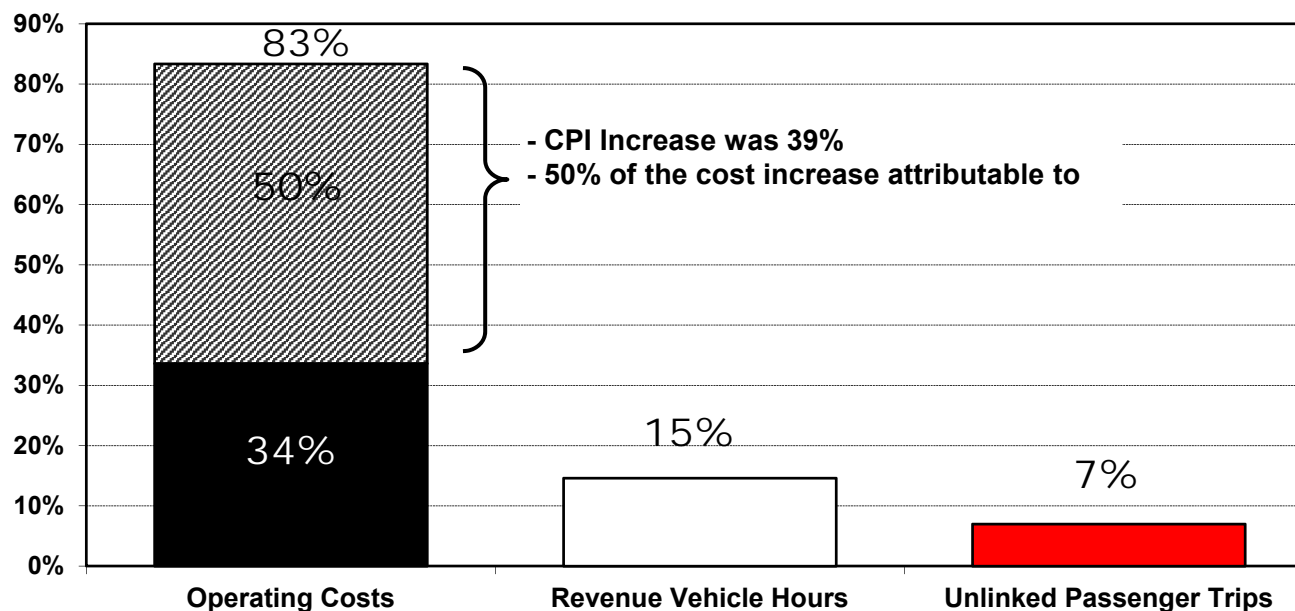
Part B: TDA Performance Audits

- Triennial compliance audits are focused on multi-year trends and performance measures
- Current audit round: AC Transit, BART, CCCTA, Petaluma, Santa Rosa, Sonoma County Transit

Performance Metrics	
TDA Audit	TSP Large Operator Metrics
Cost Per Vehicle Service Hour	Cost Per Vehicle Service Hour
Cost Per Passenger	Cost Per Passenger
Passengers Per Vehicle Service Hour	Cost Per Passenger Mile
Passengers Per Vehicle Service Mile	
Vehicle Service Hours Per Employee	

Bay Area Large Operators: Percent Change in Cost and Performance Indicators (1997 – 2008)

- Transit Sustainability Project Initiative: 2009 - 2012
- Goal: to reverse trend and achieve cost increases in line with ridership and service increases



Transit Sustainability Project (TSP) and Transit Performance

MTC annually adopts Productivity Improvement Program (PIP) projects in accordance with TDA law. PIP projects derived from:

- Strategic Plans developed by the largest seven operators to achieve performance targets set forth in MTC Resolution 4060
- Service and institutional recommendations set forth in MTC Resolution 4060
- TDA performance audit findings and other agency initiatives



MTC Resolution 4060: TSP Performance Metrics and Targets

- Target: Reduce operating cost per service hour, cost per passenger, or cost per passenger mile by 5% by FY2016-17 and no growth beyond CPI thereafter
- Targets set compared to the highest cost per metric experienced by each agency between 2008 and 2011
- Starting in FY2018-19, MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance targets
- Finalizing NTD data takes about 1 year, which results in a time lag for the TSP analysis. Assessment of the FY 2016-17 will be presented to the Commission in Fall of 2018.

MTC Resolution 4060: TSP Performance Metrics and Targets

FY 2015-16 Assessment

Transit Operator	Percent Change from Highest Baseline Year in FY 2015-16 (a)		
	Cost per Vehicle Service Hour	Cost Per Passenger	Cost Per Passenger Mile
AC Transit	0.8%	11.9%	-20.7%
BART	0.7%	-9.3%	-15.0%
Caltrain	3.0%	-33.2%	-36.7%
GGBHTD	-6.8%	-1.0%	-7.9%
SFMTA	2.2%	1.1%	0.6%
SamTrans	-14.3%	7.1%	6.3%
VTA	-2.9%	4.7%	-14.0%

Historical Performance

Historical Performance in 1 or more of metrics			
FY 12-13	FY 13-14	FY 14-15	FY 15-16
✓	✓	✓	✓
✓	✓	✓	✓
✓	✓	✓	✓
✓	✓	✓	✓
✓	✓		
	✓	✓	✓
✓	✓	✓	✓

Note:

(a) Highest baseline year varies by each operator. Percentages shown represent the percentage change in FY 2015-16 from the baseline year for each of the 3 TSP performance metrics. Shading indicates a five percent or greater real reduction. Figures are represented in FY2015-16 dollars.

Performance Measure Progress to Date

- Operating cost per hour exhibits mixed results with only two of the operators achieving the 5% reduction target.
- While three operators exhibit improved cost per passenger, only two meet, or exceed 5% reduction target.
- Five of the seven operators on target to achieve 5% reduction in cost per passenger miles.
- SFMTA did not meet the three metrics:
 - Agency has worked to keep inflation-adjusted increases in operating cost per passenger mile stable.
 - Agency has been focused on improving service quality and reliability by investing in service increase, deferred maintenance and safety.
 - Such investments do not typically result in lowering unit cost per passenger or passenger mile in the short-term.
 - Agency recently replaced malfunctioning Automatic Passenger Counters (APCs) (which resulted in undercounting passengers); correction may appear in FY 2016-17 reporting year.



Small Operators: PIP Focus on TSP Recommendations

Project Types*	Status
Corridor/sub-regional Updates to Express Bus Plans	In progress
Clipper Implementation	Completed
Transit Asset Management Plans	In progress
Mobility Management	In progress
Operational Improvements	In progress

* In addition, TDA Audit recommendations are statutorily required to be PIP projects.

FY2017 TDA Performance Audits – Audit Plan

Audit Period

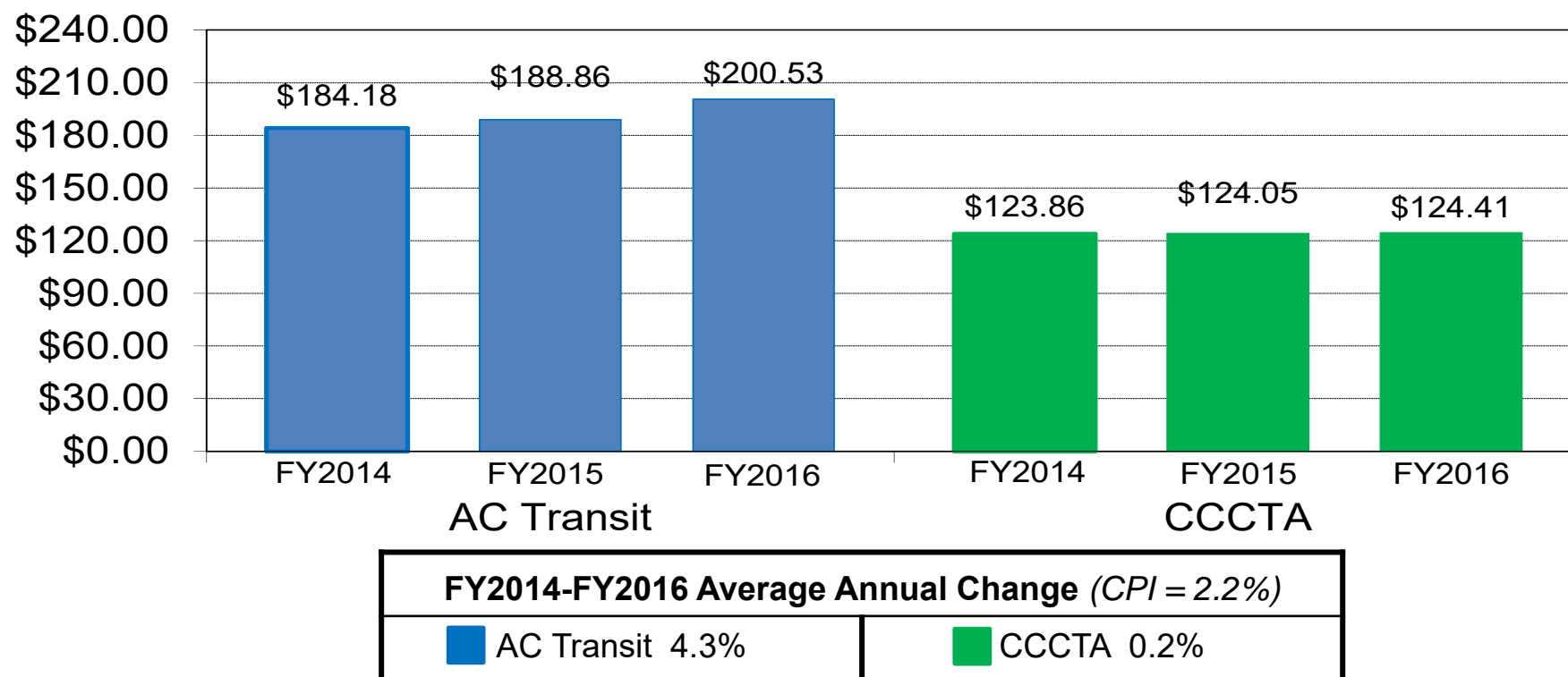
- FYs 2013-14, 2014-15 and 2015-16

Audit Activities

- Review data collection, management and reporting methods.
- TDA performance indicator trend analysis.
- Compliance with statutory and regulatory requirements.
- Review actions to implement prior audit recommendations.
- Functional area performance review.
- Conclusions, commentary and recommendations.

Fixed-Route Bus – Larger Operators

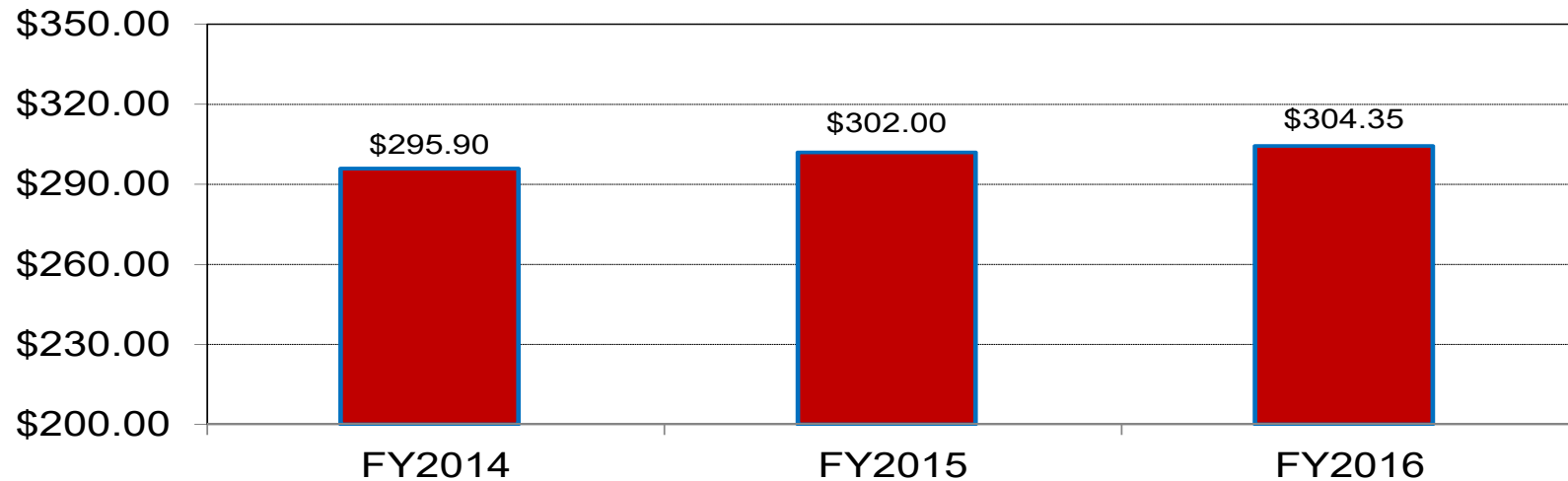
Cost per Vehicle Service Hour



- AC Transit's cost per hour increased by 6.2 percent in FY2016, largely due to costs associated with ramping up for the AC Go service expansion.
- CCCTA's cost per hour reflected operating costs and vehicle service hours trending similarly in each year.

BART - Heavy Rail Transit

Cost per Car Service Hour



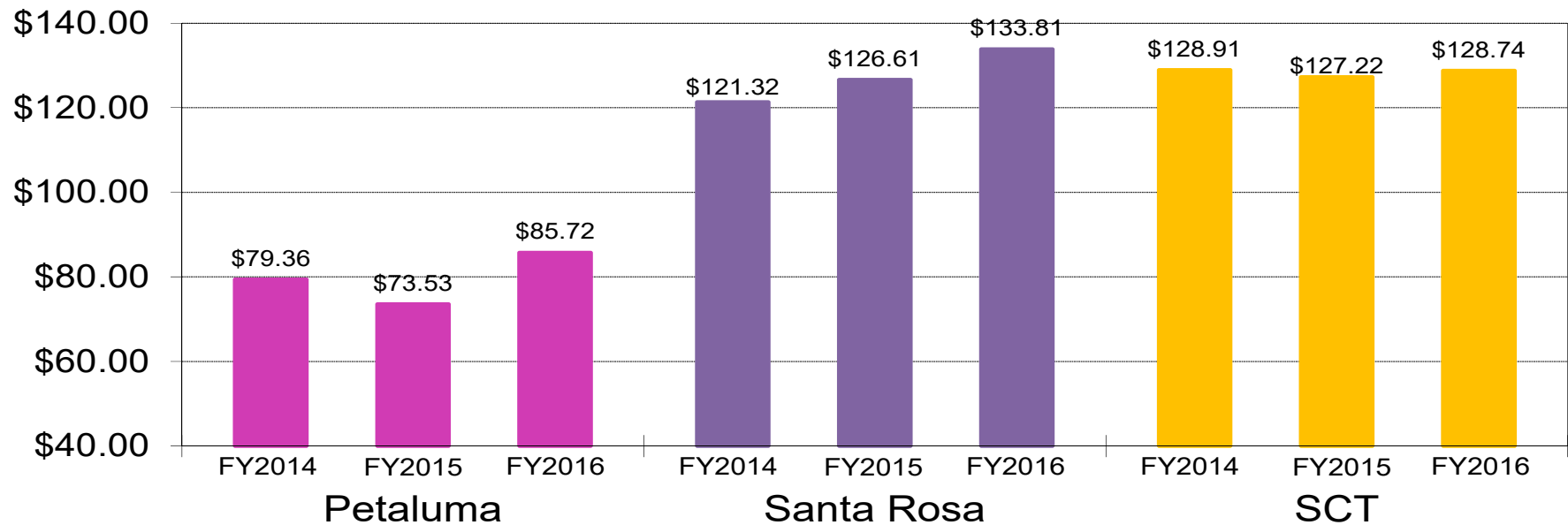
FY2014-FY2016 Average Annual Change (CPI = 2.2%)

 BART 1.4%

- BART operating costs rose 7.7 percent per year on average while car service hours rose 6.2 percent per year, however cost per hour only increased by 1.4%

Fixed-Route Bus – Smaller Operators

Cost per Vehicle Service Hour



FY2014-FY2016 Average Annual Change (CPI = 2.2%)

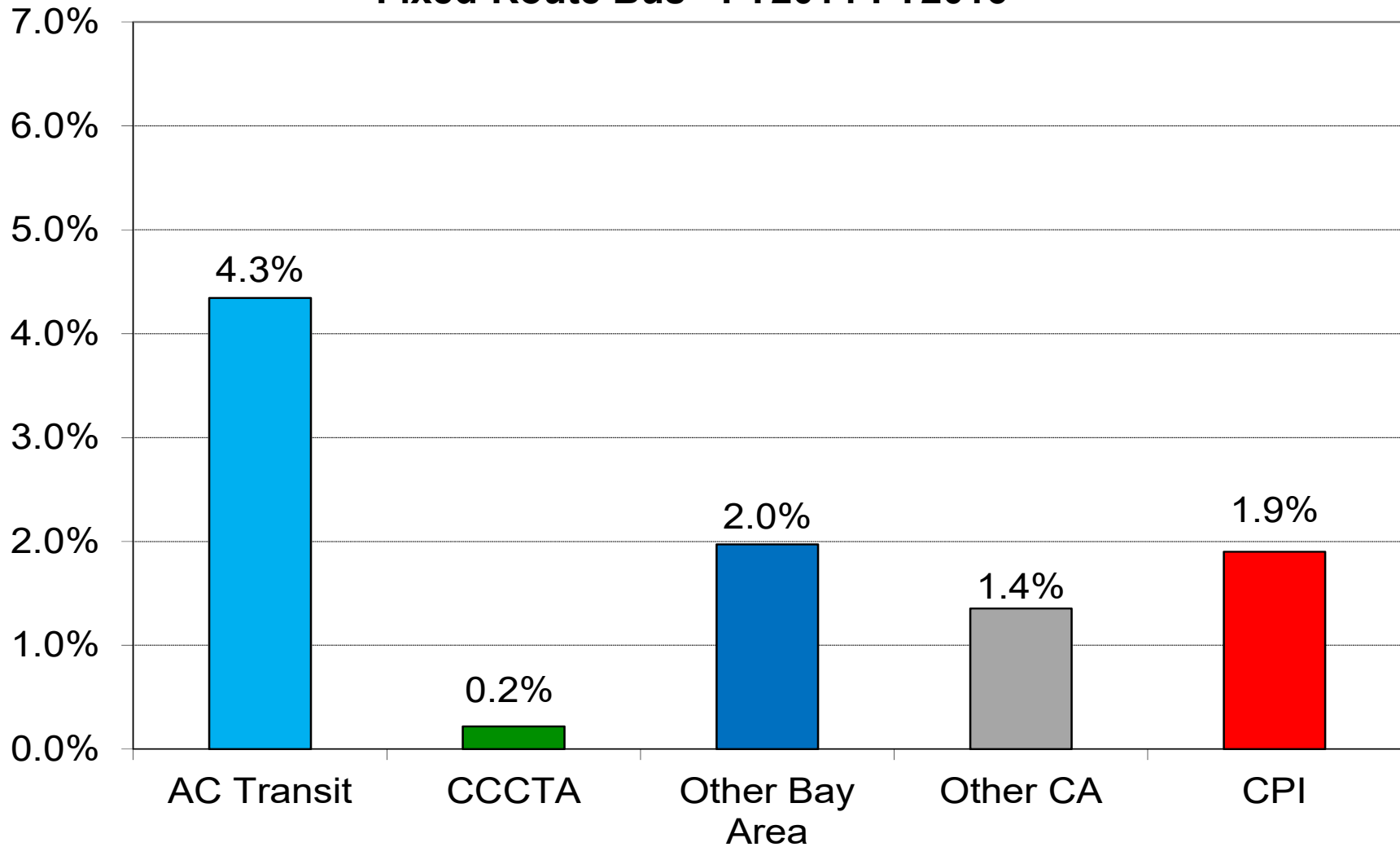
■ Petaluma 3.9%	■ Santa Rosa 5.0%	■ SCT -0.1%
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- Petaluma's cost per hour decreased in FY2015 but higher purchased transportation costs resulted in a 16 percent increase in FY2016.
- Santa Rosa experienced moderate increases in operating costs while service hours remained steady.
- SCT's cost per hour decreased slightly overall during the audit period.

Productivity and Ridership Trends

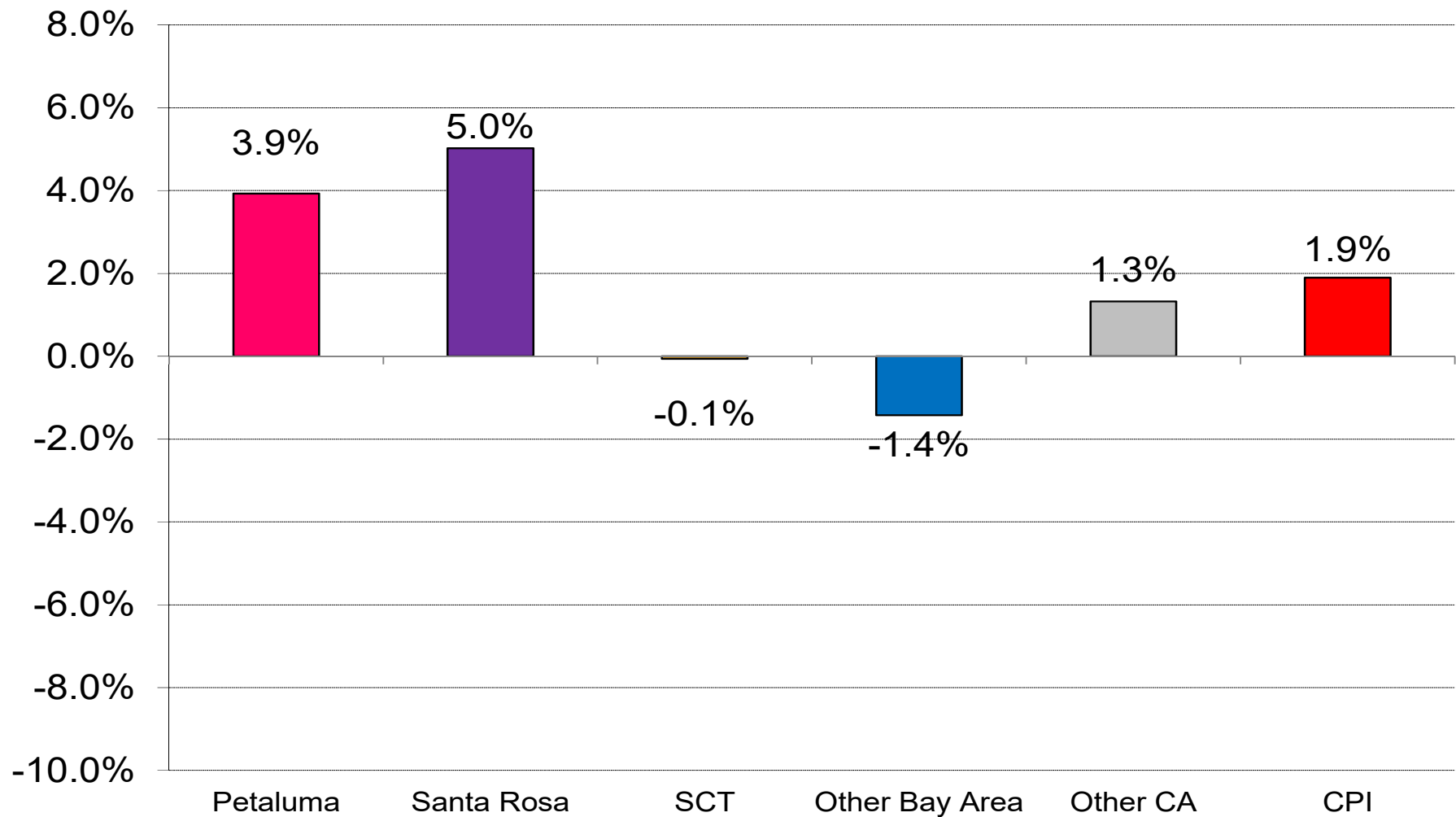
Agency	Productivity	Ridership	Notes
AC Transit	↓	↓	Service increase and small decrease in ridership
BART	↓	↑	Service increase and increase in ridership
CCCTA	↔	↑	Small increase in hours and increase in ridership
Petaluma	↓	↓	Increased service and small decrease in ridership
Santa Rosa	↓	↓	Steady hours and decrease in ridership
Sonoma Co.	↔	↓	Small increase in hours and large decrease in ridership

**Comparison of Average Annual Change in
Cost per Vehicle Service Hour for Larger Operators
Fixed-Route Bus - FY2014-FY2016**



“Other Bay Area”: GGBHTD, SamTrans, SFMTA, and VTA.

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Smaller Operators Fixed-Route Bus - FY2014-FY2016



“Other Bay Area”: FAST, LAVTA, NVTA, Tri Delta, Union City, Vacaville, and WestCAT.

Audit Recommendations

Several operators* had audit recommendations, generally in areas of:

1. Paratransit program improvements - i.e. related to trip denials, trip cancellations, schedules
2. Improved data collection and reporting
3. Improved schedule adherence
4. Reductions in mechanical failures and accident rates

* East Bay Paratransit, CCCTA, Petaluma, Santa Rosa, Sonoma County

Date: November 15, 2017
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4304

This resolution adopts MTC's FY2017-18 Productivity Improvement Program (PIP).

This resolution includes the following attachments:

Attachment A: Productivity Improvement Program for Large and Small Transit Operators

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet for November 8, 2017.

Date: November 15, 2017
W.I.: 1514
Referred By: PAC

Re: MTC Productivity Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4304

WHEREAS, Public Utilities Code (PUC) section 99244 provides that each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of transit operators within the area under its jurisdiction; and

WHEREAS, as provided for in Government Code sections 66500 et seq., the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, PUC section 99244 provides that recommendations for improvements and productivity shall include, but not be limited to, those recommendations related to productivity made in the triennial performance audits of transit operators conducted pursuant to PUC section 99246; and

WHEREAS, in accordance with PUC section 99244, MTC is required each fiscal year, to make a finding that a transit operator has made a reasonable effort in implementing productivity improvement recommendations prior to approving the allocation of Transportation Development Act (TDA) funds in an amount greater than was allocated to the operator in the preceding fiscal year; and

WHEREAS, in accordance with PUC section 99314.7, MTC is required each fiscal year, to make a finding that a transit operator has made reasonable effort in implementing productivity improvements pursuant to PUC section 99244, prior to approving the allocation of State Transit Assistance (STA) funds to the operator for operating purposes; and

WHEREAS, in accordance with PUC section 99233.2, MTC may support the regional transportation planning process by providing technical assistance funding to transit operators or other entities to implement transit productivity improvements; now, therefore, be it

RESOLVED, that MTC adopts the productivity improvement projects set forth in Attachment A to this resolution, and incorporated herein by reference; and

RESOLVED, that MTC finds that all transit operators identified in Attachment A have made reasonable effort in implementing productivity improvements and are eligible for allocations of TDA and STA funds next fiscal year in accordance with PUC sections 99244 and 99314.7.

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 November 15, 2017.

Date: November 15, 2017
W.I.: 1514
Referred By: PAC

Attachment A
Resolution No. 4304
Page 1 of 12

Large Operators

Transit Operator: AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, and SCVTA

Project Title: Transit Sustainability Project – Performance Measures

Project Goal: Progress towards achieving a 5% reduction by FY2016-17 in at least one of the three performance measures outlined in MTC Resolution 4060.

Project Description: MTC Resolution No. 4060 established performance measures and targets for the largest seven Bay Area transit operators to achieve a five percent (5%) reduction by FY2016-17 in one of three performance measures and with no growth beyond the Consumer Price Index (CPI) thereafter. These measures are:

- Cost Per Vehicle Service Hour;
- Cost Per Passenger; and
- Cost per Passenger Mile.

Each agency adopted a strategic plan in FY2012-13 that described how the agency intends to meet one or more of the performance targets. Beginning in FY2013-14, each agency is required to submit performance data on all three measures and targets as part of MTC's ongoing monitoring of progress towards meeting the targets.

Estimated Completion Date: Evaluation of FY 2016-17 will be presented in Fall 2018.

Small Operators

Regional

Transit Operator: All Small Operators

Project Title: Transit Asset Management Plan

Project Goal: Meet federal requirements and maintain transit networks in a state of good repair.

Project Description: The Metropolitan Transportation Commission (MTC), is sponsoring and coordinating the development of a group Transit Asset Management (TAM) plan on behalf of the small operators in the San Francisco Bay Area region. This Plan will help the region's small operators meet core requirements in FTA's Final TAM Rule and enable agencies to refine and expand their asset management practices to deliver passenger services safely and effectively across the region. The Plan will include an inventory of capital assets, condition assessment, decision support tools, and investment prioritization for all the small operators in the region.

Estimated Completion Date: June 2018

Transit Operator: Water Emergency Transportation Authority (WETA)

Project Title: Alameda Terminals Access Improvements

Project Goal: Improve opportunities for accessing both ferry terminals in Alameda, encouraging non-automotive modes such as transit, walking and biking.

Project Description: The Alameda Terminals Access Plan, currently underway and being developed, will identify a series of capital and programmatic improvements to encourage more riders to take the ferry in Alameda. The Access Improvements will likely range from bike lane gap closures, bicycle parking, pedestrian safety improvements and bus routing and scheduling changes.

Estimated Completion Date: October 2017

Alameda County

Transit Operator: Livermore Amador Valley Transit Authority (LAVTA)

Project Title: Fixed Route Bus Service On-Time Performance Improvement Project

Project Goal: Examine causes and prepare a plan for improving on-time performance of the fixed route bus service.

Project Description: LAVTA's fixed-route on-time performance for the three years of the most current TDA audit period was consistently in the 80 percent range. The previous Short Range Transit Plan included a standard of 90 percent. LAVTA has examined its fixed-route bus service to determine the cause(s) for the underperforming on-time scheduled bus service through the process of a comprehensive operations analysis that was completed in FY16. LAVTA will implement the changes over the course of the next 18 months, with the goal of reaching 85% within that timeframe.

Estimated Completion Date: February 2018

Transit Operator: Union City

Project Title: Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) Service Monitoring Program (*NEW*)

Project Goal: Enhance fixed-route service performance via remote system monitoring and provide real-time information to customers.

Project Description: Union City Transit will implement a cloud-based service monitoring system that includes Computer Aided Dispatch, GPS Automatic Vehicle Location, Automatic Passenger Counters and other ITS features. The system will also provide real-time information to passengers for real-time arrival and trip planning purposes.

Estimated Completion Date: June 2018

Transit Operator: Union City

Project Title: Student Transit Pass Pilot Program (*NEW*)

Project Goal: Increase student ridership and reduce barriers to transportation access to/from school.

Project Description: Alameda County Transportation Commission (ACTC) has a three-year student transit pass pilot project to test different pass programs to determine if and which pass programs will increase student ridership. ACTC contracted with Union City to purchase passes for students in the first year and in the second year (current FY) will reimburse Union City Transit for trips taken. Pilot started in FY17 and will conclude in FY19 with the goal of creating a countywide student transit pass program.

Estimated Completion Date: July 2019

Contra Costa County

Transit Operator: Central Contra Costa Transit Authority (CCCTA)/ County Connection

Project Title: Bus Stop Access Improvement Project

Project Goal: Improve access to bus stops by providing passenger amenities, improved signage, and ADA accessibility.

Project Description: Recommendations in the Bus Stop Access Improvement Study will be implemented to improve passenger amenities, provide additional information to the public, and improve ADA accessibility.

Estimated Completion Date: December 2018

Transit Operator: Eastern Contra Costa Transit Authority/Tri-Delta Transit

Project Title: Non-ADA Paratransit to Fixed Route Incentive Program (*NEW*)

Project Goal: Increase efficiency by reducing the number of non-ADA trips and reduce the per passenger operating costs of our paratransit service by incentivizing non-ADA users to utilize fixed route and Transportation Network Company partner alternatives.

Project Description: Tri Delta Transit will implement a pilot program to provide incentives for non-ADA users to use existing fixed route and TNC partner services rather than existing

paratransit. Efforts will include major fare incentives as well as significant public outreach and travel training.

Estimated Completion Date: June 2018

Transit Operator: Western Contra Costa Transit Authority (WestCat)

Project Title: Implement Timed Transfers at Hercules Transit Center

Project Goal: The project seeks to improve the predictability and convenience of transfers between local feeder routes and express services. The project will also allow WCCTA to gauge the effectiveness of feeder connections and to make adjustments accordingly.

Project Description: WCCTA proposes to implement a new comprehensive local & express bus schedule in October 2017. The schedule will focus on creating a pulse system where local & express routes converge on a transit hub to maximize transfer opportunities. Ridership data from before and after the schedule is implemented will be analyzed to assess the ability of the new system to increase transfer activity and to increase the use of local feeder routes.

Estimated Completion Date: April 2018

Marin County

Transit Operator: Marin Transit

Project Title: Clipper Improvements

Project Goal: Increase Clipper usage on local Marin Transit services.

Project Description: Since 2007 Marin Transit has monitored Clipper usage on its routes and has observed a very low rate of participation by riders. Between FY15 and FY16 Clipper usage dropped from 10% of ridership in FY15 to just 7.5% of ridership in FY2016. The reason for the decline appears to be a preference on the part of Marin Transit riders for other pass options. This project aims to increase use of Clipper by simplifying the system, increasing availability of Clipper cards and decreasing the minimum value required to be added to cards.

Estimated Completion Date: June 2018

Transit Operator: Marin Transit

Project Title: Scheduling Software for Demand Responsive Transportation Services

Project Goal: Implement technology solutions to increase productivity on demand responsive services.

Project Description: Marin Transit recognizes that advances in technology and increased rates of internet and smart phone use present the opportunity for more seamless experiences and new options for travel. Marin Access riders are adopting technology, and have expressed interest in the benefits technology has to offer for transportation. The District will identify, procure, or develop technology tools that will best address identified technology needs included in the 2016 report on Marin Access Strategic Analysis and Recommendations.

Estimated Completion Date: December 2017

Transit Operator: Marin Transit

Project Title: Service Performance Review (NEW)

Project Goal: Identify and implement service improvements to help meet performance goals.

Project Description: In June 2016, Marin Transit implemented a major service change, which added almost 20% more service. Now that the changes have been in place for over a year, this project will include a comprehensive assessment of all fixed-route services, including performance trends relative to the Districts' adopted targets, and will identify any underperforming routes. The primary targets used to evaluate route-level performance are productivity, measured in passengers per hour, and cost effectiveness, measured in average subsidy per passenger. The District also plans to perform a comprehensive ridecheck, which will provide data on stop-level ridership by route. Using the results of the assessment, Marin Transit will develop recommendations for service improvements.

Estimated Completion Date: June 2018

Napa County

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Bus Stop Informational Signs Upgrade

Project Goal: Replace existing bus signage with new signs containing more customer service options and information.

Project Description: The new bus stop signs will inform riders at the stop of automated phone and text lines for information relating to bus service at the specific stop. The signs will also contain information for those possessing smart phones on access to service information via internet or phone application. The purpose of this is to direct some customer service questions to automated sources to reduce the amount of time spent answering routine questions by VINE staff therefore increasing customer service efficiency.

Estimated Completion Date: June 2018

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Transit Comprehensive Operational Analysis (COA)

Project Goal: The goal of the COA is to find inefficiencies in the transit system and recommend corrective or mitigating actions. The study will also give NVTa potential areas where service is lacking and what can be done to increase service in those areas. This study will cover fixed route as well as on demand services. It will exclude express services but will incorporate findings from the Vine Transit Express Bus Study.

Project Description: NVTa will analyze data regarding Vine's current fixed and on demand services and make recommendations to improve service efficiencies.

Estimated Completion Date: January 2018

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Transit Express Bus Study

Project Goal: The goal of the VINE Transit Express Bus Study is to identify potential areas for expansion of service, capital improvements and efficiency enhancements.

Project Description: NVTa will hire a consultant to survey current conditions, gather data and make suggestions for future improvements to the Vine Express Bus network.

Estimated Completion Date: November 2017

Solano County

Transit Operator: Solano Transportation Authority for all Solano County Operators (Dixon, FAST, Rio Vista, Soltrans, Vacaville)

Project Title: Solano County Mobility Management Program Enhancements

Project Goal: Implement a Mobility Management Plan for Seniors, People with Disabilities and the Low-Income to assist individuals find the right transportation to maintain and/or develop their mobility.

Project Description: The four components of the Mobility Management are 1) One Stop Call Center; 2) Travel Training Program; 3) Countywide In-Person ADA Eligibility Determination; and 4) Intercity Taxi Scrip. The first three have been implemented. Solano Transportation Authority will now administer the Intercity Taxi Scrip Program and incorporate non-ambulatory service into the program.

Estimated Completion Date: July 2018

Transit Operator: Solano Transportation Authority for all Solano County Operators (Dixon, FAST, Rio Vista, Soltrans, Vacaville)

Project Title: Solano Express Operations Implementation Plan

Project Goal: Implement the revised Express Bus service to improve intra-county and inter-regional service, increase ridership, and meet performance standards.

Project Description: In July 2017, the Board approved the Solano Express Operations Implementation Plan to consolidate the seven existing routes into three routes. Staff is finalizing route schedules, making needed capital improvements, and preparing a marketing plan. FAST and Soltrans' will need to have public hearings and outreach regarding the proposed service

changes. Operational changes are planned to be implemented in two phases: July 2018 and July 2019.

Estimated Completion Date: July 2019

Transit Operator: Fairfield

Project Title: Fleet Replacement Program (NEW)

Project Goal: Decrease the mechanical failure rate.

Project Description: The City of Fairfield maintains the FAST bus fleet, including both fixed-route and paratransit vehicles. City staff is observing a high rate of mechanical failures as a result of the aging fleet. City staff will outline a fleet replacement schedule for both fixed route buses and paratransit buses in order to manage the spare ration and reduce the average age of the fleet, resulting in decreased mechanical failures.

Estimated Completion Date: March 2018

Transit Operator: Fairfield

Project Title: Plan to Improve Preventable Accident Rate (NEW)

Project Goal: Decrease the number of preventable accidents per 100,000 bus miles traveled.

Project Description: Staff will implement an improved training program that includes more comprehensive operator training to reduce the preventable accident rate and ensure it remains at a reduced level.

Estimated Completion Date: June 2018

Transit Operator: Fairfield

Project Title: Outreach Plan for No-Shows and Late Cancellations (NEW)

Project Goal: Implement an outreach plan for individuals who habitually have no-shows or late cancellations.

Project Description: Staff will implement an outreach plan for new and current paratransit riders and offer specialized training for individuals on how to schedule/cancel paratransit trips.

Estimated Completion Date: June 2018

Transit Operator: City of Vacaville

Project Title: Service Evaluation and Route Planning (NEW)

Project Goal: Identify fixed route transit improvements which can be implemented by August 2018.

Project Description: Vacaville will hire a transportation consultant to aid staff in the evaluation of City Coach fixed routes with the goal of identifying improvements which can be implemented by Fall 2018.

Estimated Completion Date: September 2018

Sonoma County

Transit Operator: City of Petaluma

Project Title: Quality of Service Performance Monitoring Program (NEW)

Project Goal: Improve data collection and reporting for quality of service statistics.

Project Description: Petaluma will begin collecting quality of service data for both bus and paratransit services, and develop a comprehensive set of performance indicators to include with their existing performance monitoring system.

Estimated Completion Date: June 2018

Transit Operator: Santa Rosa

Project Title: Reimagining CityBus Implementation

Project Goal: The Reimagining CityBus project has redesigned the existing fixed-route system with extensive public input to make transit more frequent and provide direct service. The City will advertise, promote and implement the Reimagining CityBus project.

Project Description: "Reimagining Santa Rosa CityBus" is the first comprehensive re-design of Santa Rosa's transit system in over 25 years. It is a complete redesign of the CityBus system with improved more frequent and more direct service. Staff will expand awareness of this reimagined CityBus service through an expansive, enthusiastic, coordinated marketing campaign. This newly designed system operates 15-minute service on the major corridors with strong anchor points at both ends making travelling throughout the city much easier and faster. It will provide excellent service to major shopping areas, local schools, the junior college, the SMART station, businesses and major medical facilities. Service changes were implemented in May 2017 and staff will monitor and make adjustments as necessary.

Estimated Completion Date: June 2018

Transit Operator: Santa Rosa

Project Title: Implement Paratransit Efficiency Recommendations Tier One

Project Goal: Implement Council-approved recommendations for increasing efficiency of paratransit service delivery to improve the level of paratransit service utilizing existing resources.

Project Description: This project involves implementation and monitoring of Paratransit efficiency review tier one recommendations focused on reducing demand during peak service hours, including: 1) Reducing level of subscription trips through the implementation of a moratorium on new requests 2) Negotiating requested trip times 3) Reducing level of demand for paratransit service to Earle Baum Center for the Blind 4) Limiting level of paratransit service to the Oakmont Community.

Estimated Completion Date: July 2018

Transit Operator: Sonoma County (NEW)

Project Title: New Service in Conjunction with SMART Opening

Project Goal: Coordinate service with SMART and provide a first/last mile connection.

Project Description: Sonoma County Transit will introduce a new route to connect Sonoma County Airport Business Park commuters using SMART rail service. Schedule and routing will be reviewed and adjusted as needed.

Estimated Completion Date: January 2018

Metropolitan Transportation Commission

Programming and Allocations Committee

November 8, 2017

Agenda Item 3b

MTC Resolution No. 4304

Subject: Transit Sustainability Project (TSP) Performance report, approval of the FY 2017-18 Productivity Improvement Program (PIP), and Transportation Development Act (TDA) Triennial Audit report.

Background: **Transit Sustainability Project (TSP) and Productivity Improvement Program (PIP)**

In accordance with TDA legislation, MTC annually adopts a PIP, which is a set of projects to be undertaken by transit operators in the region within the next three years to improve productivity and lower operating costs. Before MTC can allocate TDA or State Transit Assistance (STA) funds to the operators for FY 2018-19, MTC must approve the FY 2017-18 PIP and affirm that operators have made a reasonable effort in implementing their PIP project(s) in FY2015-16.

Historically, PIP projects were derived from recommendations made in the operators' most recently completed TDA performance audits. In coordination with the transit operators, the PIP development process was revised in 2014 to incorporate the TSP performance metrics for the largest seven operators (recent results shown in Attachment 1) and specific service and institutional recommendations for the smaller operators. Attachment 2 summarizes the PIP projects for each operator; Resolution No. 4304 provides a more detailed description of all PIP projects.

Large Operators – PIP Projects

The seven large operators (AC Transit, BART, Caltrain, Golden Gate, SamTrans, SFMTA, and SCVTA) have identified achieving a 5% reduction by FY2016-17 in one of the TSP performance metrics as their PIP project. After the end of a fiscal year, it takes approximately one year to finalize the National Transit Database (NTD) data, which results in a time lag for the TSP analysis. This year's TSP performance analysis is based on FY 2015-16 data; the FY 2016-17 performance will be presented in Fall 2018. At that time, per the TSP (MTC Resolution No. 4060, Revised), MTC staff will make recommendations regarding conditioning existing and new operating and capital funding administered by MTC on progress toward achieving the performance targets.

Six of the seven operators have achieved a 5% reduction against the baseline for FY2015-16 in at least one of the metrics: Cost per Revenue Hour, Cost per Passenger, or Cost per Passenger Mile. SFMTA has not.

Most operators are achieving the 5% performance target due to strong ridership and longer passenger trips rather than through a significant reduction in costs. Achieving *both* higher ridership and better cost control is the key to a more sustainable future for Bay Area public transit. Additionally, the agencies have submitted annual updates to their TSP strategic plans that identify strategies to continue progress towards achieving the 5% reductions by FY2016-17 and beyond.













Small Operators – PIP Projects

The smaller operators have drawn upon recommendations from the TDA performance audit, TSP, or other agency plans to improve productivity or lower operating costs. Additionally, MTC is sponsoring and coordinating the development of a group Transit

Asset Management (TAM) plan on behalf of the small operators. The Plan will include an inventory of capital assets, condition assessment, decision support tools, and investment prioritization, and will help the region's small operators meet requirements in FTA's Final TAM Rule and enable agencies to refine their asset management practices to deliver passenger services safely and effectively

TDA Triennial Audits

The TDA requires that MTC administer triennial performance audits of the region's transit operators. Operators are divided into three groups, with one group audited each year on a three-year cycle. The audits are conducted under contract by an independent auditing firm, currently Pierlott and Associates, LLC. The attached presentation summarizes findings for the recently completed audits, focusing on each operator's three-year trends for certain performance indicators, including cost per hour, cost per passenger and passengers per hour. In summary, service effectiveness and cost efficiency trends were mixed between FY2013-14 and FY2015-16 as shown below:

Productivity and Ridership Trends			
Agency	Productivity	Ridership	Notes
AC Transit			Service increase and small decrease in ridership
BART			Service increase and increase in ridership
CCCTA			Small increase in hours and increase in ridership
Petaluma			Increased service and small decrease in ridership
Santa Rosa			Steady hours and decrease in ridership
Sonoma Co.			Small increase in hours and large decrease in ridership

Issues: **SFMTA.** While SFMTA continues to make good-faith efforts to meet the 5 percent cost reduction targets, SFMTA did not achieve the metrics in FY 2014-15 or in 2015-16; the agency has met the TSP performance metrics in past years. SFMTA has been focused on improving service quality and reliability by investing in service increases, deferred maintenance and safety. Such investments do not typically result in lowering cost per passenger or passenger mile in the short-term. SFMTA also recently replaced malfunctioning Automatic Passenger Counters (which likely resulted in undercounting passengers) and this correction may appear in the FY 2016-17 data.

Recommendation: Refer MTC Resolution No. 4304 to the Commission for approval.

Attachments: Attachment 1 – Large Operators – TSP Performance Metric Summary
Attachment 2 – List of Operators and Summary of PIP Projects
Presentation
MTC Resolution No. 4304

Attachment 1 -- Large Operator Performance Metrics and Targets
FY 2015-16 Performance vs. Baseline Year

OPERATING COST PER VEHICLE SERVICE HOUR

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY2016-17 Target (a)
	Year	Performance	FY2015-16	FY2015-16	
AC Transit	FY2010-11	\$176.81	\$178.29	0.8%	\$167.97
BART	FY2009-10	\$289.57	\$291.48	0.7%	\$275.09
Caltrain	FY2010-11	\$444.08	\$457.30	3.0%	\$421.88
GGBHTD	FY2010-11	\$363.88	\$339.12	-6.8%	\$345.68
SFMTA	FY2009-10	\$213.54	\$218.26	2.2%	\$202.86
SamTrans	FY2008-09	\$207.07	\$177.05	-14.5%	\$196.71
VTA	FY2010-11	\$193.98	\$188.42	-2.9%	\$184.28

OPERATING COST PER PASSENGER

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY2016-17 Target (a)
	Year	Performance	FY2015-16	FY2015-16	
AC Transit	FY2008-09	\$6.14	\$6.87	11.9%	\$5.83
BART	FY2008-09	\$5.07	\$4.60	-9.3%	\$4.82
Caltrain	FY2009-10	\$9.15	\$6.11	-33.2%	\$8.69
GGBHTD	FY2010-11	\$16.13	\$15.96	-1.0%	\$15.32
SFMTA	FY2009-10	\$3.41	\$3.45	1.1%	\$3.24
SamTrans	FY2010-11	\$8.97	\$9.57	6.8%	\$8.52
VTA	FY2009-10	\$7.82	\$8.18	4.7%	\$7.43

OPERATING COST PER PASSENGER MILE

Transit Operator	Baseline Highest Year		Assessment Year	Percent Change from Highest	FY2016-17 Target (a)
	Year	Performance	FY2015-16	FY2015-16	
AC Transit	FY2009-10	\$2.10	\$1.67	-20.7%	\$1.99
BART	FY2008-09	\$0.40	\$0.34	-15.0%	\$0.38
Caltrain	FY2007-08	\$0.38	\$0.24	-36.7%	\$0.36
GGBHTD	FY2008-09	\$1.15	\$1.06	-7.9%	\$1.09
SFMTA	FY2009-10	\$1.63	\$1.64	0.6%	\$1.55
SamTrans	FY2010-11	\$1.87	\$1.98	6.1%	\$1.78
VTA	FY2009-10	\$1.65	\$1.42	-14.0%	\$1.57

Note: Shading indicates a five percent or greater real reduction in metric, i.e. meeting the five percent goal
(a) Equals five percent reduction from baseline highest year in FY2015-16 dollars.

Attachment 2 – Summary of PIP Projects

Large Operators

Agency	Project	Estimated Completion Date
AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, SCVTA	Transit Sustainability Project (TSP) – Achieve a 5% reduction in at least one of the Resolution 4060 – TSP Performance Measures: Cost per hour, cost per passenger, or cost per passenger mile.	End of FY2016-17 and annually thereafter.

Small Operators

Regional Projects

Agency	Project	Status
All Small Operators	Transit Asset Management Plan	New
WETA	Fare Program Transfer Policy	Completed
	Alameda Terminals Access Improvements	Continuing

Alameda County

Agency	Project	Status
LAVTA	Paratransit Service Data Improvement Project	Completed
	Fixed Route Bus Service On-Time Performance Improvement Project	Continuing
Union City	Paratransit Plus Trip Productivity	Completed
	Implement Clipper	Completed
	Evaluate Automatic Vehicle Location (AVL) Technology	Completed
	Computer Aided Dispatch (CAD)/AVL Service Monitoring Program	New

Agency	Project	Status
	Student Transit Pass Pilot Program (with ACTC)	New

Contra Costa County

Agency	Project	Status
CCCTA	Bus Stop Access Improvement Project	Continuing
ECCTA	Increase Passenger Productivity and Cost-effectiveness of Paratransit Service	Completed
	Non-ADA Paratransit to Fixed Route Incentive Program	New
WestCat	Implement Timed Transfers at Hercules Transit Center	Continuing

Marin County

Agency	Project	Status
Marin Transit	Participate in San Rafael Bettini Transit Center Relocation Study	Completed
	Clipper Improvements	Continuing
	Scheduling Software for Demand Responsive Transportation Services	Continuing
	Service Performance Review	New

Napa County

Agency	Project	Status
NVTa	Computer Aided Dispatch/ AVL system	Completed
	VINE Bus Stop Informational Signs Upgrade	Continuing
	VINE Transit Comprehensive Operational Analysis	Continuing
	VINE Transit Express Bus Study	Continuing

Solano County

Agency	Project	Status
Solano Transportation Authority for all Solano County Operators	I-80/I-680/I-780/State Route 12 Transit Corridor Study Update	Completed
	Solano County Mobility Management Program Enhancements	Continuing
	Solano Express Operations Implementation Plan	New
Fairfield	Fleet Replacement Program	New
	Plan to Improve Preventable Accident Rate	New
	Outreach Plan for No-shows and Late Cancellations	New
Rio Vista	Improve service efficiency and effectiveness	Completed
SolTrans	Implement Automatic Call-back System for Paratransit Customers	Completed
	Compressed Natural Gas (CNG) Fueling Facility	Completed
	AVL Implementation	Completed
City of Vacaville	Zero Emissions Bus Research	Completed
	Service Evaluation and Route Planning	New

Sonoma County

Agency	Project	Status
City of Petaluma	SMART Service Coordination Project	Completed
	Adopt Transit Asset Management Plan	Part of regional plan
	Quality of Service Performance Monitoring Program	New
Santa Rosa	Reimagining CityBus Implementation	Continuing
	Implement Paratransit Efficiency Recommendations Tier One	Continuing
Sonoma County	New Service in Conjunction with SMART Opening	New
	Adopt Transit Asset Management Plan	Part of regional plan

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Presentation

**FY2017 TDA Operator Performance Audits
and Transit Sustainability Project**



**Metropolitan Transportation Commission
Programming & Allocations Committee
November 8, 2017**

Presentation Overview

Part A: Transit Sustainability Project (TSP) – Large Operator Performance

- Reduction from baseline of at least one cost metric by 5% by FY2016-17
- Starting in FY2018-19, MTC will link operating and capital funds administered by MTC to progress towards achieving the performance targets

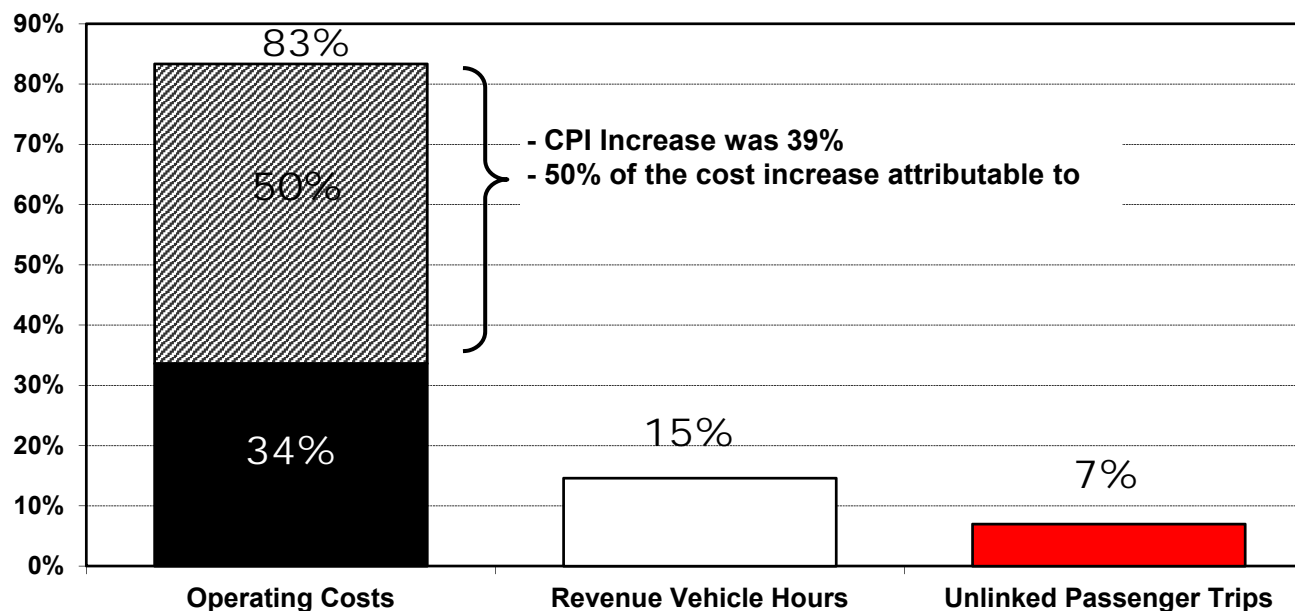
Part B: TDA Performance Audits

- Triennial compliance audits are focused on multi-year trends and performance measures
- Current audit round: AC Transit, BART, CCCTA, Petaluma, Santa Rosa, Sonoma County Transit

Performance Metrics	
TDA Audit	TSP Large Operator Metrics
Cost Per Vehicle Service Hour	Cost Per Vehicle Service Hour
Cost Per Passenger	Cost Per Passenger
Passengers Per Vehicle Service Hour	Cost Per Passenger Mile
Passengers Per Vehicle Service Mile	
Vehicle Service Hours Per Employee	

Bay Area Large Operators: Percent Change in Cost and Performance Indicators (1997 – 2008)

- Transit Sustainability Project Initiative: 2009 - 2012
- Goal: to reverse trend and achieve cost increases in line with ridership and service increases



Transit Sustainability Project (TSP) and Transit Performance

MTC annually adopts Productivity Improvement Program (PIP) projects in accordance with TDA law. PIP projects derived from:

- Strategic Plans developed by the largest seven operators to achieve performance targets set forth in MTC Resolution 4060
- Service and institutional recommendations set forth in MTC Resolution 4060
- TDA performance audit findings and other agency initiatives



MTC Resolution 4060: TSP Performance Metrics and Targets

- Target: Reduce operating cost per service hour, cost per passenger, or cost per passenger mile by 5% by FY2016-17 and no growth beyond CPI thereafter
- Targets set compared to the highest cost per metric experienced by each agency between 2008 and 2011
- Starting in FY2018-19, MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance targets
- Finalizing NTD data takes about 1 year, which results in a time lag for the TSP analysis. Assessment of the FY 2016-17 will be presented to the Commission in Fall of 2018.

MTC Resolution 4060: TSP Performance Metrics and Targets

FY 2015-16 Assessment

Transit Operator	Percent Change from Highest Baseline Year in FY 2015-16 (a)		
	Cost per Vehicle Service Hour	Cost Per Passenger	Cost Per Passenger Mile
AC Transit	0.8%	11.9%	-20.7%
BART	0.7%	-9.3%	-15.0%
Caltrain	3.0%	-33.2%	-36.7%
GGBHTD	-6.8%	-1.0%	-7.9%
SFMTA	2.2%	1.1%	0.6%
SamTrans	-14.3%	7.1%	6.3%
VTA	-2.9%	4.7%	-14.0%

Historical Performance

Historical Performance in 1 or more of metrics			
FY 12-13	FY 13-14	FY 14-15	FY 15-16
✓	✓	✓	✓
✓	✓	✓	✓
✓	✓	✓	✓
✓	✓	✓	✓
✓	✓		
	✓	✓	✓
✓	✓	✓	✓

Note:

(a) Highest baseline year varies by each operator. Percentages shown represent the percentage change in FY 2015-16 from the baseline year for each of the 3 TSP performance metrics. Shading indicates a five percent or greater real reduction. Figures are represented in FY2015-16 dollars.

Performance Measure Progress to Date

- Operating cost per hour exhibits mixed results with only two of the operators achieving the 5% reduction target.
- While three operators exhibit improved cost per passenger, only two meet, or exceed 5% reduction target.
- Five of the seven operators on target to achieve 5% reduction in cost per passenger miles.
- SFMTA did not meet the three metrics:
 - Agency has worked to keep inflation-adjusted increases in operating cost per passenger mile stable.
 - Agency has been focused on improving service quality and reliability by investing in service increase, deferred maintenance and safety.
 - Such investments do not typically result in lowering unit cost per passenger or passenger mile in the short-term.
 - Agency recently replaced malfunctioning Automatic Passenger Counters (APCs) (which resulted in undercounting passengers); correction may appear in FY 2016-17 reporting year.



Small Operators: PIP Focus on TSP Recommendations

Project Types*	Status
Corridor/sub-regional Updates to Express Bus Plans	In progress
Clipper Implementation	Completed
Transit Asset Management Plans	In progress
Mobility Management	In progress
Operational Improvements	In progress

* In addition, TDA Audit recommendations are statutorily required to be PIP projects.

FY2017 TDA Performance Audits – Audit Plan

Audit Period

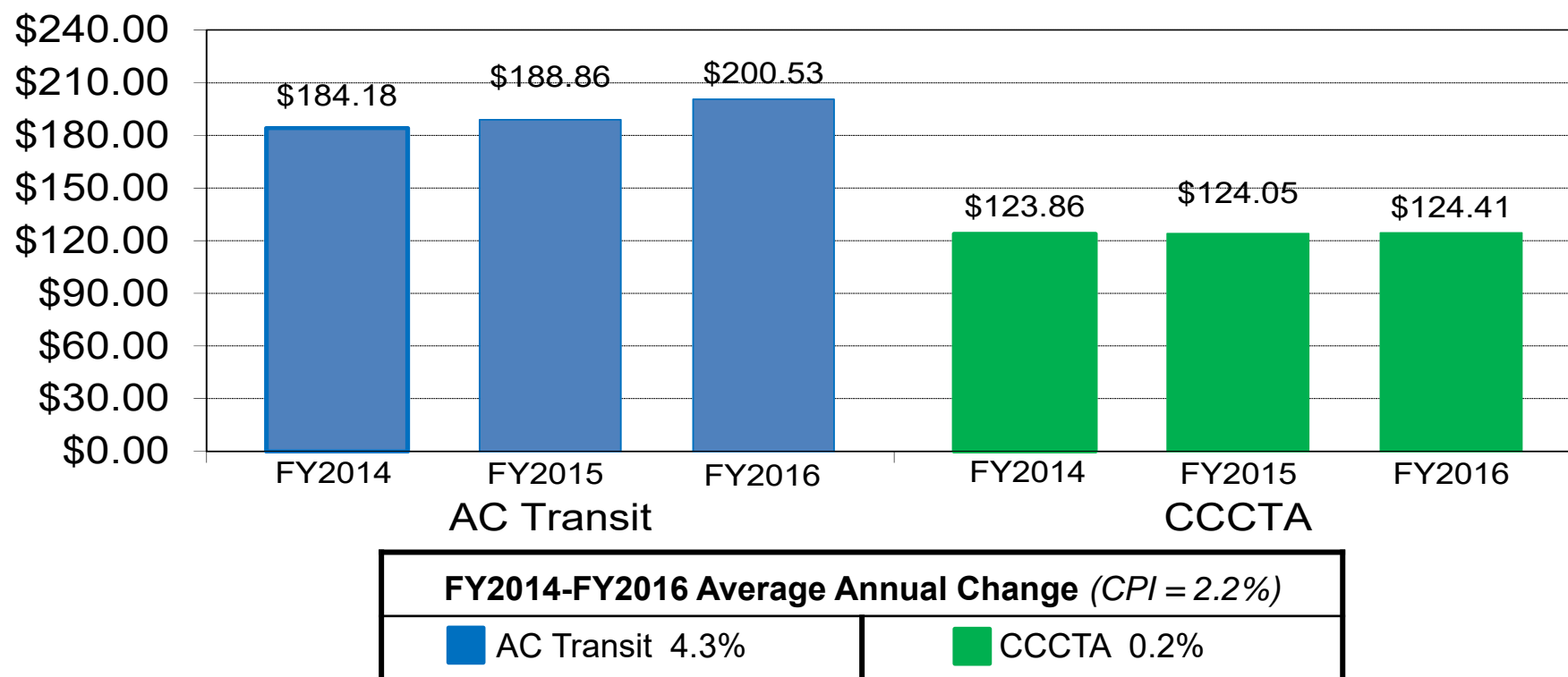
- FYs 2013-14, 2014-15 and 2015-16

Audit Activities

- Review data collection, management and reporting methods.
- TDA performance indicator trend analysis.
- Compliance with statutory and regulatory requirements.
- Review actions to implement prior audit recommendations.
- Functional area performance review.
- Conclusions, commentary and recommendations.

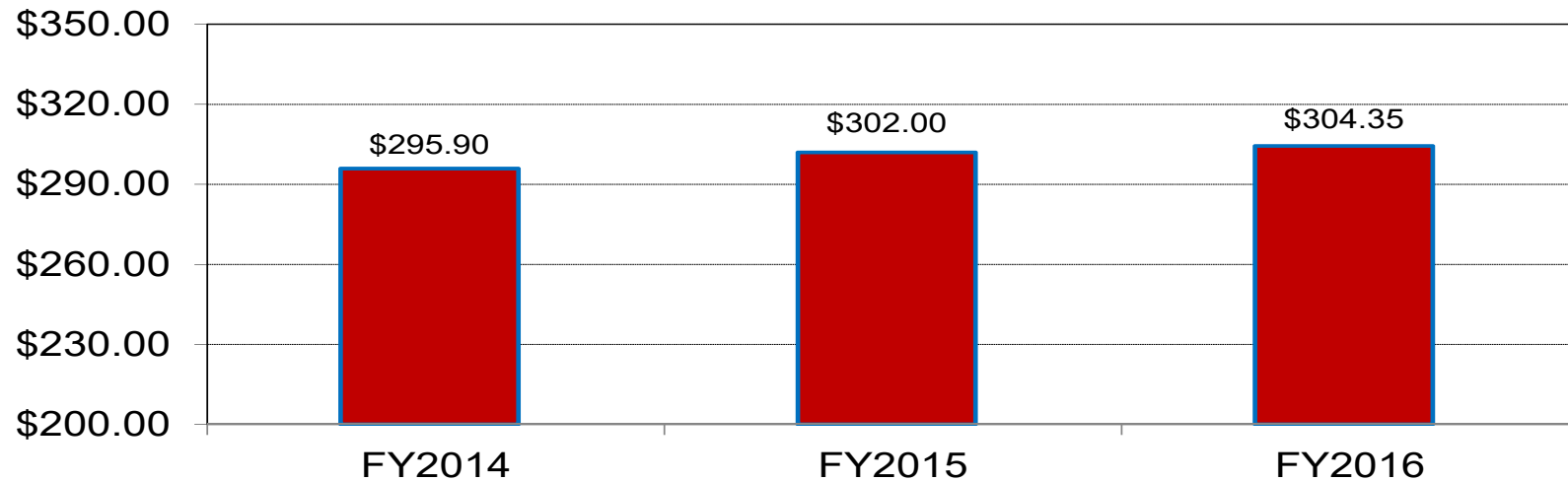
Fixed-Route Bus – Larger Operators

Cost per Vehicle Service Hour



- AC Transit's cost per hour increased by 6.2 percent in FY2016, largely due to costs associated with ramping up for the AC Go service expansion.
- CCCTA's cost per hour reflected operating costs and vehicle service hours trending similarly in each year.

BART - Heavy Rail Transit Cost per Car Service Hour



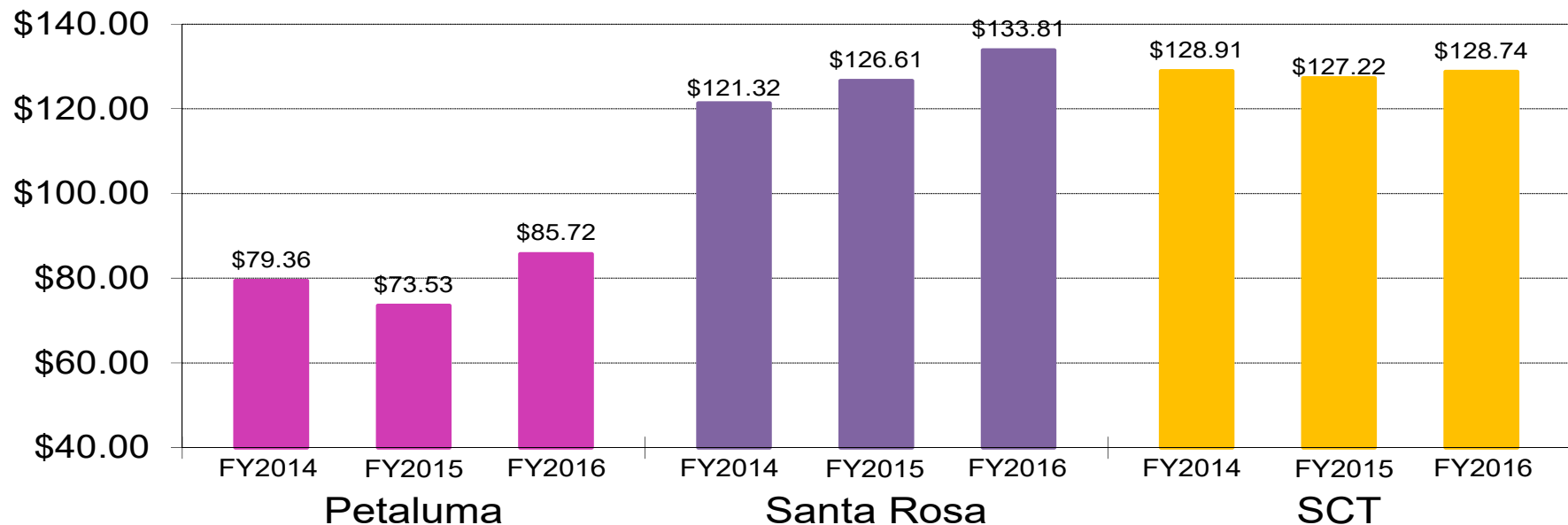
FY2014-FY2016 Average Annual Change (CPI = 2.2%)

 BART 1.4%

- BART operating costs rose 7.7 percent per year on average while car service hours rose 6.2 percent per year, however cost per hour only increased by 1.4%

Fixed-Route Bus – Smaller Operators

Cost per Vehicle Service Hour



FY2014-FY2016 Average Annual Change (CPI = 2.2%)

■ Petaluma 3.9%

■ Santa Rosa 5.0%

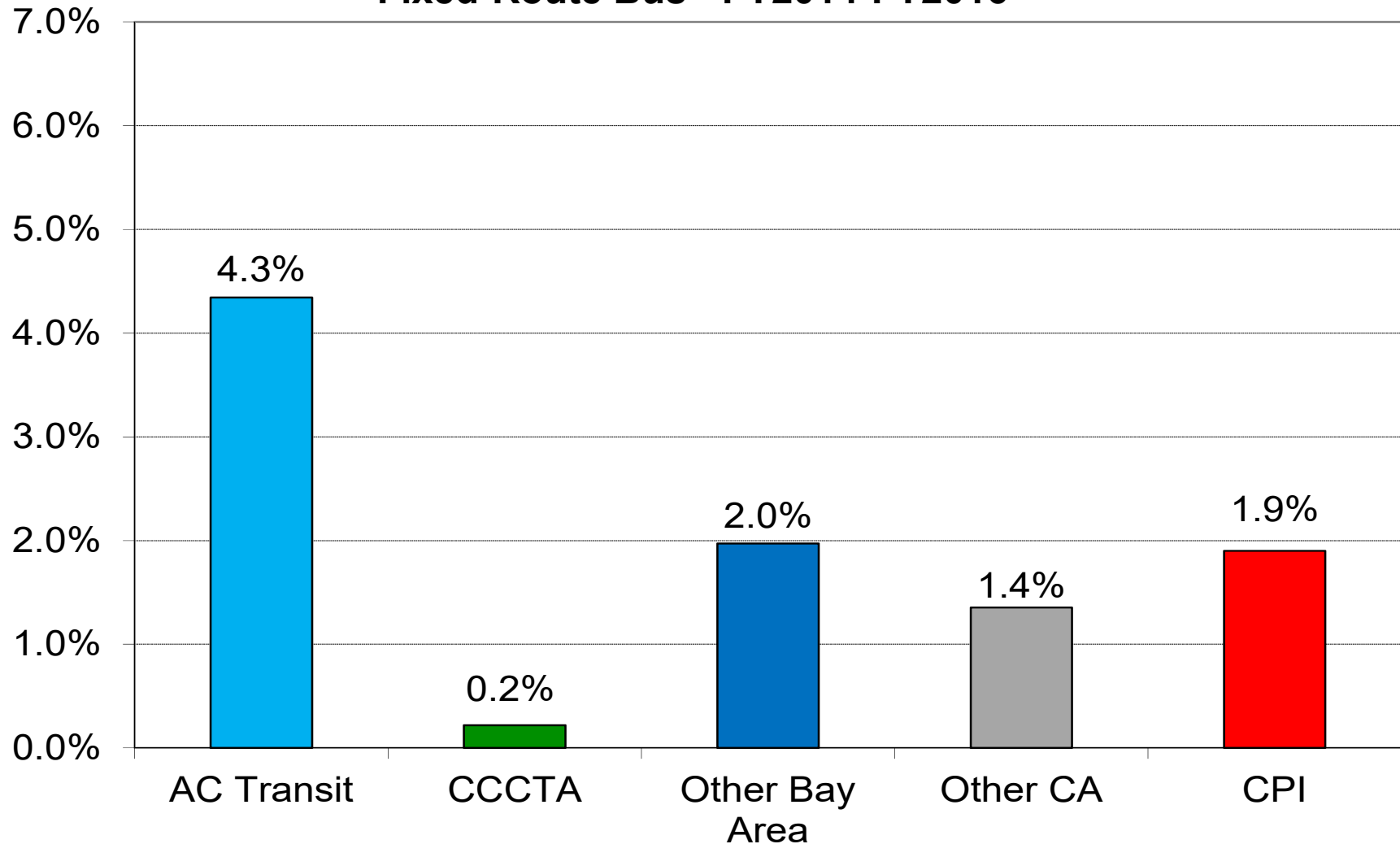
■ SCT -0.1%

- Petaluma's cost per hour decreased in FY2015 but higher purchased transportation costs resulted in a 16 percent increase in FY2016.
- Santa Rosa experienced moderate increases in operating costs while service hours remained steady.
- SCT's cost per hour decreased slightly overall during the audit period.

Productivity and Ridership Trends

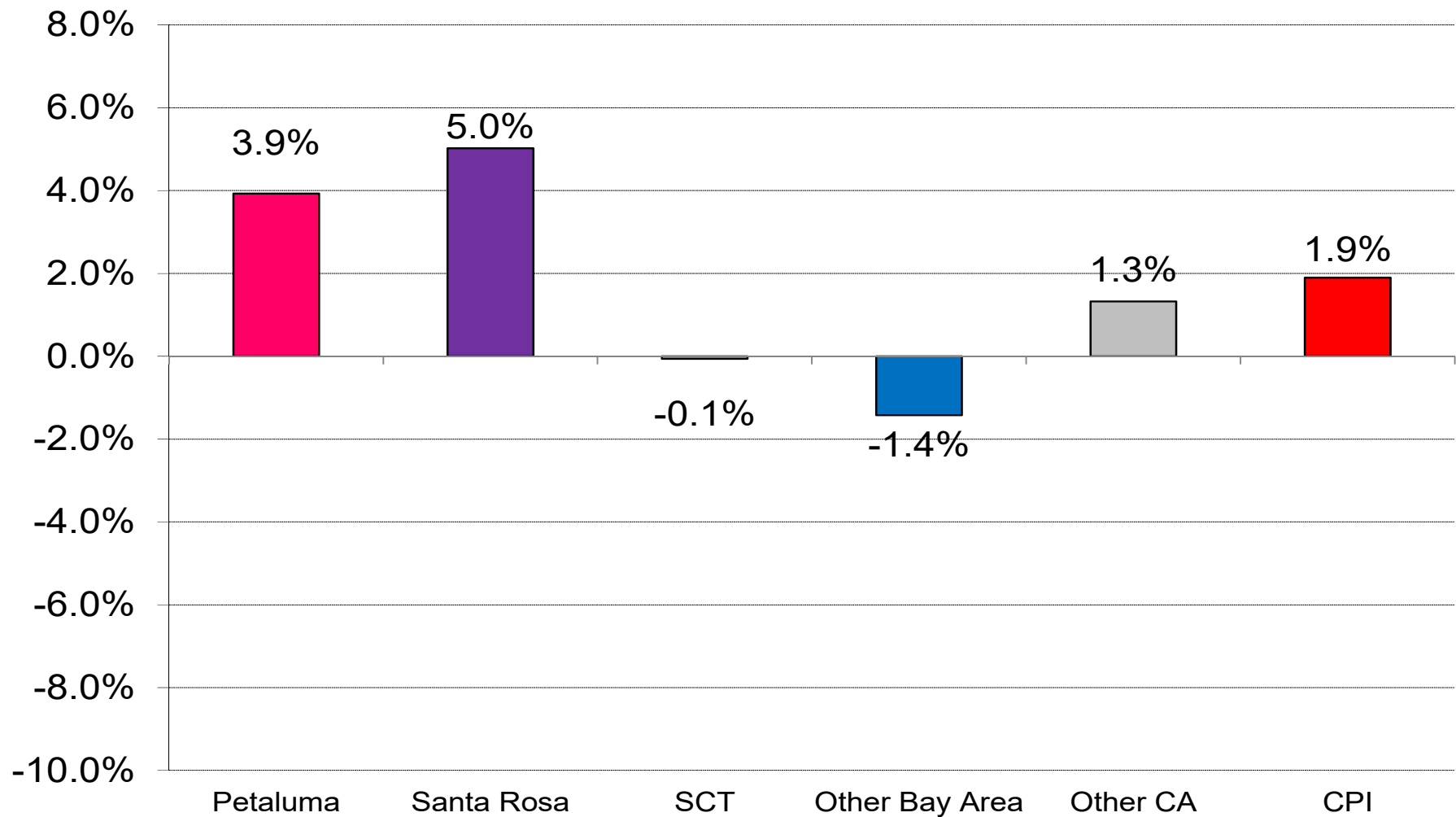
Agency	Productivity	Ridership	Notes
AC Transit	↓	↓	Service increase and small decrease in ridership
BART	↓	↑	Service increase and increase in ridership
CCCTA	↔	↑	Small increase in hours and increase in ridership
Petaluma	↓	↓	Increased service and small decrease in ridership
Santa Rosa	↓	↓	Steady hours and decrease in ridership
Sonoma Co.	↔	↓	Small increase in hours and large decrease in ridership

**Comparison of Average Annual Change in
Cost per Vehicle Service Hour for Larger Operators
Fixed-Route Bus - FY2014-FY2016**



“Other Bay Area”: GGBHTD, SamTrans, SFMTA, and VTA.

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Smaller Operators Fixed-Route Bus - FY2014-FY2016



"Other Bay Area": FAST, LAVTA, NVTA, Tri Delta, Union City, Vacaville, and WestCAT.

Audit Recommendations

Several operators* had audit recommendations, generally in areas of:

1. Paratransit program improvements - i.e. related to trip denials, trip cancellations, schedules
2. Improved data collection and reporting
3. Improved schedule adherence
4. Reductions in mechanical failures and accident rates

* East Bay Paratransit, CCCTA, Petaluma, Santa Rosa, Sonoma County

Date: November 15, 2017
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4304

This resolution adopts MTC's FY2017-18 Productivity Improvement Program (PIP).

This resolution includes the following attachments:

Attachment A: Productivity Improvement Program for Large and Small Transit Operators

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet for November 8, 2017.

Date: November 15, 2017
W.I.: 1514
Referred By: PAC

Re: MTC Productivity Improvement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4304

WHEREAS, Public Utilities Code (PUC) section 99244 provides that each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of transit operators within the area under its jurisdiction; and

WHEREAS, as provided for in Government Code sections 66500 et seq., the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, PUC section 99244 provides that recommendations for improvements and productivity shall include, but not be limited to, those recommendations related to productivity made in the triennial performance audits of transit operators conducted pursuant to PUC section 99246; and

WHEREAS, in accordance with PUC section 99244, MTC is required each fiscal year, to make a finding that a transit operator has made a reasonable effort in implementing productivity improvement recommendations prior to approving the allocation of Transportation Development Act (TDA) funds in an amount greater than was allocated to the operator in the preceding fiscal year; and

WHEREAS, in accordance with PUC section 99314.7, MTC is required each fiscal year, to make a finding that a transit operator has made reasonable effort in implementing productivity improvements pursuant to PUC section 99244, prior to approving the allocation of State Transit Assistance (STA) funds to the operator for operating purposes; and

WHEREAS, in accordance with PUC section 99233.2, MTC may support the regional transportation planning process by providing technical assistance funding to transit operators or other entities to implement transit productivity improvements; now, therefore, be it

RESOLVED, that MTC adopts the productivity improvement projects set forth in Attachment A to this resolution, and incorporated herein by reference; and

RESOLVED, that MTC finds that all transit operators identified in Attachment A have made reasonable effort in implementing productivity improvements and are eligible for allocations of TDA and STA funds next fiscal year in accordance with PUC sections 99244 and 99314.7.

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 November 15, 2017.

Date: November 15, 2017
W.I.: 1514
Referred By: PAC

Attachment A
Resolution No. 4304
Page 1 of 12

Large Operators

Transit Operator: AC Transit, BART, Caltrain, Golden Gate Transit, SamTrans, SFMTA, and SCVTA

Project Title: Transit Sustainability Project – Performance Measures

Project Goal: Progress towards achieving a 5% reduction by FY2016-17 in at least one of the three performance measures outlined in MTC Resolution 4060.

Project Description: MTC Resolution No. 4060 established performance measures and targets for the largest seven Bay Area transit operators to achieve a five percent (5%) reduction by FY2016-17 in one of three performance measures and with no growth beyond the Consumer Price Index (CPI) thereafter. These measures are:

- Cost Per Vehicle Service Hour;
- Cost Per Passenger; and
- Cost per Passenger Mile.

Each agency adopted a strategic plan in FY2012-13 that described how the agency intends to meet one or more of the performance targets. Beginning in FY2013-14, each agency is required to submit performance data on all three measures and targets as part of MTC's ongoing monitoring of progress towards meeting the targets.

Estimated Completion Date: Evaluation of FY 2016-17 will be presented in Fall 2018.

Small Operators

Regional

Transit Operator: All Small Operators

Project Title: Transit Asset Management Plan

Project Goal: Meet federal requirements and maintain transit networks in a state of good repair.

Project Description: The Metropolitan Transportation Commission (MTC), is sponsoring and coordinating the development of a group Transit Asset Management (TAM) plan on behalf of the small operators in the San Francisco Bay Area region. This Plan will help the region's small operators meet core requirements in FTA's Final TAM Rule and enable agencies to refine and expand their asset management practices to deliver passenger services safely and effectively across the region. The Plan will include an inventory of capital assets, condition assessment, decision support tools, and investment prioritization for all the small operators in the region.

Estimated Completion Date: June 2018

Transit Operator: Water Emergency Transportation Authority (WETA)

Project Title: Alameda Terminals Access Improvements

Project Goal: Improve opportunities for accessing both ferry terminals in Alameda, encouraging non-automotive modes such as transit, walking and biking.

Project Description: The Alameda Terminals Access Plan, currently underway and being developed, will identify a series of capital and programmatic improvements to encourage more riders to take the ferry in Alameda. The Access Improvements will likely range from bike lane gap closures, bicycle parking, pedestrian safety improvements and bus routing and scheduling changes.

Estimated Completion Date: October 2017

Alameda County

Transit Operator: Livermore Amador Valley Transit Authority (LAVTA)

Project Title: Fixed Route Bus Service On-Time Performance Improvement Project

Project Goal: Examine causes and prepare a plan for improving on-time performance of the fixed route bus service.

Project Description: LAVTA's fixed-route on-time performance for the three years of the most current TDA audit period was consistently in the 80 percent range. The previous Short Range Transit Plan included a standard of 90 percent. LAVTA has examined its fixed-route bus service to determine the cause(s) for the underperforming on-time scheduled bus service through the process of a comprehensive operations analysis that was completed in FY16. LAVTA will implement the changes over the course of the next 18 months, with the goal of reaching 85% within that timeframe.

Estimated Completion Date: February 2018

Transit Operator: Union City

Project Title: Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) Service Monitoring Program (*NEW*)

Project Goal: Enhance fixed-route service performance via remote system monitoring and provide real-time information to customers.

Project Description: Union City Transit will implement a cloud-based service monitoring system that includes Computer Aided Dispatch, GPS Automatic Vehicle Location, Automatic Passenger Counters and other ITS features. The system will also provide real-time information to passengers for real-time arrival and trip planning purposes.

Estimated Completion Date: June 2018

Transit Operator: Union City

Project Title: Student Transit Pass Pilot Program (*NEW*)

Project Goal: Increase student ridership and reduce barriers to transportation access to/from school.

Project Description: Alameda County Transportation Commission (ACTC) has a three-year student transit pass pilot project to test different pass programs to determine if and which pass programs will increase student ridership. ACTC contracted with Union City to purchase passes for students in the first year and in the second year (current FY) will reimburse Union City Transit for trips taken. Pilot started in FY17 and will conclude in FY19 with the goal of creating a countywide student transit pass program.

Estimated Completion Date: July 2019

Contra Costa County

Transit Operator: Central Contra Costa Transit Authority (CCCTA)/ County Connection

Project Title: Bus Stop Access Improvement Project

Project Goal: Improve access to bus stops by providing passenger amenities, improved signage, and ADA accessibility.

Project Description: Recommendations in the Bus Stop Access Improvement Study will be implemented to improve passenger amenities, provide additional information to the public, and improve ADA accessibility.

Estimated Completion Date: December 2018

Transit Operator: Eastern Contra Costa Transit Authority/Tri-Delta Transit

Project Title: Non-ADA Paratransit to Fixed Route Incentive Program (*NEW*)

Project Goal: Increase efficiency by reducing the number of non-ADA trips and reduce the per passenger operating costs of our paratransit service by incentivizing non-ADA users to utilize fixed route and Transportation Network Company partner alternatives.

Project Description: Tri Delta Transit will implement a pilot program to provide incentives for non-ADA users to use existing fixed route and TNC partner services rather than existing

paratransit. Efforts will include major fare incentives as well as significant public outreach and travel training.

Estimated Completion Date: June 2018

Transit Operator: Western Contra Costa Transit Authority (WestCat)

Project Title: Implement Timed Transfers at Hercules Transit Center

Project Goal: The project seeks to improve the predictability and convenience of transfers between local feeder routes and express services. The project will also allow WCCTA to gauge the effectiveness of feeder connections and to make adjustments accordingly.

Project Description: WCCTA proposes to implement a new comprehensive local & express bus schedule in October 2017. The schedule will focus on creating a pulse system where local & express routes converge on a transit hub to maximize transfer opportunities. Ridership data from before and after the schedule is implemented will be analyzed to assess the ability of the new system to increase transfer activity and to increase the use of local feeder routes.

Estimated Completion Date: April 2018

Marin County

Transit Operator: Marin Transit

Project Title: Clipper Improvements

Project Goal: Increase Clipper usage on local Marin Transit services.

Project Description: Since 2007 Marin Transit has monitored Clipper usage on its routes and has observed a very low rate of participation by riders. Between FY15 and FY16 Clipper usage dropped from 10% of ridership in FY15 to just 7.5% of ridership in FY2016. The reason for the decline appears to be a preference on the part of Marin Transit riders for other pass options. This project aims to increase use of Clipper by simplifying the system, increasing availability of Clipper cards and decreasing the minimum value required to be added to cards.

Estimated Completion Date: June 2018

Transit Operator: Marin Transit

Project Title: Scheduling Software for Demand Responsive Transportation Services

Project Goal: Implement technology solutions to increase productivity on demand responsive services.

Project Description: Marin Transit recognizes that advances in technology and increased rates of internet and smart phone use present the opportunity for more seamless experiences and new options for travel. Marin Access riders are adopting technology, and have expressed interest in the benefits technology has to offer for transportation. The District will identify, procure, or develop technology tools that will best address identified technology needs included in the 2016 report on Marin Access Strategic Analysis and Recommendations.

Estimated Completion Date: December 2017

Transit Operator: Marin Transit

Project Title: Service Performance Review (NEW)

Project Goal: Identify and implement service improvements to help meet performance goals.

Project Description: In June 2016, Marin Transit implemented a major service change, which added almost 20% more service. Now that the changes have been in place for over a year, this project will include a comprehensive assessment of all fixed-route services, including performance trends relative to the Districts' adopted targets, and will identify any underperforming routes. The primary targets used to evaluate route-level performance are productivity, measured in passengers per hour, and cost effectiveness, measured in average subsidy per passenger. The District also plans to perform a comprehensive ridecheck, which will provide data on stop-level ridership by route. Using the results of the assessment, Marin Transit will develop recommendations for service improvements.

Estimated Completion Date: June 2018

Napa County

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Bus Stop Informational Signs Upgrade

Project Goal: Replace existing bus signage with new signs containing more customer service options and information.

Project Description: The new bus stop signs will inform riders at the stop of automated phone and text lines for information relating to bus service at the specific stop. The signs will also contain information for those possessing smart phones on access to service information via internet or phone application. The purpose of this is to direct some customer service questions to automated sources to reduce the amount of time spent answering routine questions by VINE staff therefore increasing customer service efficiency.

Estimated Completion Date: June 2018

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Transit Comprehensive Operational Analysis (COA)

Project Goal: The goal of the COA is to find inefficiencies in the transit system and recommend corrective or mitigating actions. The study will also give NVTa potential areas where service is lacking and what can be done to increase service in those areas. This study will cover fixed route as well as on demand services. It will exclude express services but will incorporate findings from the Vine Transit Express Bus Study.

Project Description: NVTa will analyze data regarding Vine's current fixed and on demand services and make recommendations to improve service efficiencies.

Estimated Completion Date: January 2018

Transit Operator: Napa Valley Transportation Authority (NVTa)

Project Title: VINE Transit Express Bus Study

Project Goal: The goal of the VINE Transit Express Bus Study is to identify potential areas for expansion of service, capital improvements and efficiency enhancements.

Project Description: NVRTA will hire a consultant to survey current conditions, gather data and make suggestions for future improvements to the Vine Express Bus network.

Estimated Completion Date: November 2017

Solano County

Transit Operator: Solano Transportation Authority for all Solano County Operators (Dixon, FAST, Rio Vista, Soltrans, Vacaville)

Project Title: Solano County Mobility Management Program Enhancements

Project Goal: Implement a Mobility Management Plan for Seniors, People with Disabilities and the Low-Income to assist individuals find the right transportation to maintain and/or develop their mobility.

Project Description: The four components of the Mobility Management are 1) One Stop Call Center; 2) Travel Training Program; 3) Countywide In-Person ADA Eligibility Determination; and 4) Intercity Taxi Scrip. The first three have been implemented. Solano Transportation Authority will now administer the Intercity Taxi Scrip Program and incorporate non-ambulatory service into the program.

Estimated Completion Date: July 2018

Transit Operator: Solano Transportation Authority for all Solano County Operators (Dixon, FAST, Rio Vista, Soltrans, Vacaville)

Project Title: Solano Express Operations Implementation Plan

Project Goal: Implement the revised Express Bus service to improve intra-county and inter-regional service, increase ridership, and meet performance standards.

Project Description: In July 2017, the Board approved the Solano Express Operations Implementation Plan to consolidate the seven existing routes into three routes. Staff is finalizing route schedules, making needed capital improvements, and preparing a marketing plan. FAST and Soltrans' will need to have public hearings and outreach regarding the proposed service

changes. Operational changes are planned to be implemented in two phases: July 2018 and July 2019.

Estimated Completion Date: July 2019

Transit Operator: Fairfield

Project Title: Fleet Replacement Program (NEW)

Project Goal: Decrease the mechanical failure rate.

Project Description: The City of Fairfield maintains the FAST bus fleet, including both fixed-route and paratransit vehicles. City staff is observing a high rate of mechanical failures as a result of the aging fleet. City staff will outline a fleet replacement schedule for both fixed route buses and paratransit buses in order to manage the spare ration and reduce the average age of the fleet, resulting in decreased mechanical failures.

Estimated Completion Date: March 2018

Transit Operator: Fairfield

Project Title: Plan to Improve Preventable Accident Rate (NEW)

Project Goal: Decrease the number of preventable accidents per 100,000 bus miles traveled.

Project Description: Staff will implement an improved training program that includes more comprehensive operator training to reduce the preventable accident rate and ensure it remains at a reduced level.

Estimated Completion Date: June 2018

Transit Operator: Fairfield

Project Title: Outreach Plan for No-Shows and Late Cancellations (NEW)

Project Goal: Implement an outreach plan for individuals who habitually have no-shows or late cancellations.

Project Description: Staff will implement an outreach plan for new and current paratransit riders and offer specialized training for individuals on how to schedule/cancel paratransit trips.

Estimated Completion Date: June 2018

Transit Operator: City of Vacaville

Project Title: Service Evaluation and Route Planning (NEW)

Project Goal: Identify fixed route transit improvements which can be implemented by August 2018.

Project Description: Vacaville will hire a transportation consultant to aid staff in the evaluation of City Coach fixed routes with the goal of identifying improvements which can be implemented by Fall 2018.

Estimated Completion Date: September 2018

Sonoma County

Transit Operator: City of Petaluma

Project Title: Quality of Service Performance Monitoring Program (NEW)

Project Goal: Improve data collection and reporting for quality of service statistics.

Project Description: Petaluma will begin collecting quality of service data for both bus and paratransit services, and develop a comprehensive set of performance indicators to include with their existing performance monitoring system.

Estimated Completion Date: June 2018

Transit Operator: Santa Rosa

Project Title: Reimagining CityBus Implementation

Project Goal: The Reimagining CityBus project has redesigned the existing fixed-route system with extensive public input to make transit more frequent and provide direct service. The City will advertise, promote and implement the Reimagining CityBus project.

Project Description: "Reimagining Santa Rosa CityBus" is the first comprehensive re-design of Santa Rosa's transit system in over 25 years. It is a complete redesign of the CityBus system with improved more frequent and more direct service. Staff will expand awareness of this reimagined CityBus service through an expansive, enthusiastic, coordinated marketing campaign. This newly designed system operates 15-minute service on the major corridors with strong anchor points at both ends making travelling throughout the city much easier and faster. It will provide excellent service to major shopping areas, local schools, the junior college, the SMART station, businesses and major medical facilities. Service changes were implemented in May 2017 and staff will monitor and make adjustments as necessary.

Estimated Completion Date: June 2018

Transit Operator: Santa Rosa

Project Title: Implement Paratransit Efficiency Recommendations Tier One

Project Goal: Implement Council-approved recommendations for increasing efficiency of paratransit service delivery to improve the level of paratransit service utilizing existing resources.

Project Description: This project involves implementation and monitoring of Paratransit efficiency review tier one recommendations focused on reducing demand during peak service hours, including: 1) Reducing level of subscription trips through the implementation of a moratorium on new requests 2) Negotiating requested trip times 3) Reducing level of demand for paratransit service to Earle Baum Center for the Blind 4) Limiting level of paratransit service to the Oakmont Community.

Estimated Completion Date: July 2018

Transit Operator: Sonoma County (NEW)

Project Title: New Service in Conjunction with SMART Opening

Project Goal: Coordinate service with SMART and provide a first/last mile connection.

Project Description: Sonoma County Transit will introduce a new route to connect Sonoma County Airport Business Park commuters using SMART rail service. Schedule and routing will be reviewed and adjusted as needed.

Estimated Completion Date: January 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2952 **Version:** 1 **Name:**
Type: Report **Status:** State
File created: 10/6/2017 **In control:** Programming and Allocations Committee
On agenda: 11/8/2017 **Final action:**
Title: Affordable Housing and Sustainable Communities Program Regional Criteria

Update to the regional prioritization criteria for the Cap and Trade Affordable Housing and Sustainable Communities (AHSC) program for the third round funding cycle.

Sponsors:

Indexes:

Code sections:

Attachments: [7c PAC 4a Cap and Trade AHSC Regional Criteria.pdf](#)
[4a Cap and Trade AHSC Regional Criteria.pdf](#)

Date	Ver.	Action By	Action	Result
11/8/2017	1	Programming and Allocations Committee		

Subject:

Affordable Housing and Sustainable Communities Program Regional Criteria

Update to the regional prioritization criteria for the Cap and Trade Affordable Housing and Sustainable Communities (AHSC) program for the third round funding cycle.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Agenda Item 4a

Affordable Housing and Sustainable Communities Program Regional Criteria

Subject: Update to the regional prioritization criteria for the Cap and Trade Affordable Housing and Sustainable Communities (AHSC) program for the third round funding cycle.

Background: The AHSC program is funded through Cap and Trade auction revenues and aims to reduce greenhouse gas emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives. Through the first two rounds, 19 projects in the Bay Area have been awarded over \$157 million in program funds (to construct 1,758 units), representing 35% of the statewide amount.

The current AHSC cycle is a \$255 million call for projects, with applications due to the state on January 16, 2018. Metropolitan Planning Organizations such as MTC have two formal roles in the program: (1) reviewing applications from the region to determine if proposed projects support the implementation of the regional Sustainable Communities strategy; and (2) identifying and recommending applications that meet the highest regional priorities based on criteria established by the MPO. The Strategic Growth Council (SGC), which administers the program, maintains final project selection authority but may use MPO-prioritized lists to inform award selections. In July, the SGC adopted revised program guidelines that continue the general direction of the program, streamline the process for applicants, and take into account feedback regarding program scoring and requirements.

Staff proposes updates to the regional prioritization criteria, including encouraging locating affordable housing in High Opportunity Areas, while still overall emphasizing investments that benefit Communities of Concern and Disadvantaged Communities; considering unit size (to encourage housing for families) when emphasizing projects that provide a greater share and total number of affordable units; and considering cost-effectiveness of projects in provision of housing. Other minor updates are proposed to align with revised state guidelines and to reflect the MTC/ABAG staff consolidation. Attachment A contains the revised principles. Staff will return to the Commission in the winter with recommendations for project endorsements to forward to the SGC.

Issues: In October, staff communicated with SGC staff on potential funding opportunities in the current or future AHSC rounds to replace housing stock lost in the recent North Bay fires. While no formal SGC action has been taken to date, MTC staff will continue to track opportunities with SGC.

Recommendation: Refer the Regional Criteria for Prioritizing Applications under the Affordable Housing and Sustainable Communities Program to the Commission for approval.

Attachments: Attachment A: Regional Criteria for Prioritizing Applications under the Affordable Housing and Sustainable Communities Program

Regional Criteria for Prioritizing Applications under the Affordable Housing and Sustainable Communities Program

Overview

The Affordable Housing and Sustainable Communities (AHSC) final guidelines provide regional agencies an opportunity to advise on AHSC project selection. After an initial screening of applications for Plan Bay Area 2040 supportive elements, MTC staff will review applications and make project recommendations to the Commission for approval and transmittal to the Strategic Growth Council (SGC). The role for regional agencies in this process is advisory, meaning that SGC has the ultimate project selection authority.

Regional Bid Target

Based on program results thus far, MTC proposes a regional program target of 40%, and will prioritize applications for up to 60% of the available funding.

Project Prioritization Process

MTC staff proposes to conduct a **project prioritization process** to provide SGC with a set of regional priority projects, based on the following principles. Although these criteria are not “thresholds” that must be achieved, staff will look most favorably on applications achieving most to all of the following elements, which are listed here roughly in rank order of importance:

- 1. Significant Greenhouse Gas Reduction (GHG).** Prioritize projects that demonstrate significant GHG reduction. While the SGC will employ a statewide methodology in the final applications for quantifying GHG benefits, MTC staff also reserves the right to conduct additional GHG analysis as needed using a regional methodology.
- 2. Support Plan Bay Area 2040’s Focused Growth Investment Strategies.** Develop priorities for each of the three project area types: Transit Oriented Development (TOD), Integrated Connectivity Project (ICP), and Rural Innovation Project Area (RIPA). Prioritize projects including affordable housing developments. Where applicable, prioritize ready-to go projects within Priority Development Areas (PDAs) in high growth jurisdictions and corridors that provide access to jobs and services. Prioritize projects providing both a greater share and total number of affordable units, while also considering unit size, to address concerns about community stability and displacement. When applicable, also prioritize projects that provide funds for active Transit Oriented Affordable Housing (TOAH) projects, all of which have a strong nexus to transit and PDAs and have ownership of land for development. Projects that meet the criteria for TOAH and are at the same state of readiness will also be considered favorably.

3. **Level of Housing Affordability.** For proposals including an affordable housing development as a capital project, prioritize projects in a manner consistent with the Strategic Growth Council's AHSC scoring criteria, which places the highest priority on rental restricted units for households at lower percentages of Area Median Income.
4. **Communities of Concern/Disadvantaged Communities.** Prioritize projects located in or providing benefits to the region's Communities of Concern as well as CalEPA's defined Disadvantaged Communities. Prioritize projects that provide affordable housing in High Opportunity Areas.
5. **Support for the Region's Adopted Transit Priorities.** Prioritize projects that support the Commission's adopted transit priorities. These include the Regional Transit Expansion program of projects (Resolution 3434), Plan Bay Area 2040's regional transit funding priorities, projects under the Core Capacity Challenge Grant program, projects that support the implementation of the Transit Sustainability Project, and recommendations of the Coordinated Public Transit-Human Services Plan.
6. **Funding Leverage/Cost Effectiveness.** Prioritize projects leveraging other funding sources for local match, and projects providing greater amounts of housing at lower costs
7. **OBAG Policy.** When applicable, OBAG's policy requirements should be applied to help determine a project's alignment with the SCS. These requirements include adherence with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement. These policies should be applied based on the jurisdiction of where the project is located (rather than whether the local jurisdiction is listed as co-applicant).

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Agenda Item 4a

Affordable Housing and Sustainable Communities Program Regional Criteria

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Background: The AHSC program is funded through Cap and Trade auction revenues and aims to reduce greenhouse gas emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives. Through the first two rounds, 19 projects in the Bay Area have been awarded over \$157 million in program funds (to construct 1,758 units), representing 35% of the statewide amount.

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Issues: In October, staff communicated with SGC staff on potential funding opportunities in the current or future AHSC rounds to replace housing stock lost in the recent North Bay fires. While no formal SGC action has been taken to date, MTC staff will continue to track opportunities with SGC.

Recommendation: Refer the Regional Criteria for Prioritizing Applications under the Affordable Housing and Sustainable Communities Program to the Commission for approval.

Attachments: Attachment A: Regional Criteria for Prioritizing Applications under the Affordable Housing and Sustainable Communities Program

Regional Criteria for Prioritizing Applications under the Affordable Housing and Sustainable Communities Program

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5. **Support for the Region's Adopted Transit Priorities.** Prioritize projects that support the Commission's adopted transit priorities. These include the Regional Transit Expansion program of projects (Resolution 3434), Plan Bay Area 2040's regional transit funding priorities, projects under the Core Capacity Challenge Grant program, projects that support the implementation of the Transit Sustainability Project, and recommendations of the Coordinated Public Transit-Human Services Plan.
6. **Funding Leverage/Cost Effectiveness.** Prioritize projects leveraging other funding sources for local match, and projects providing greater amounts of housing at lower costs
7. **OBAG Policy.** When applicable, OBAG's policy requirements should be applied to help determine a project's alignment with the SCS. These requirements include adherence with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement. These policies should be applied based on the jurisdiction of where the project is located (rather than whether the local jurisdiction is listed as co-applicant).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2875 **Version:** 1 **Name:**
Type: Resolution **Status:** Federal
File created: 9/8/2017 **In control:** Programming and Allocations Committee
On agenda: 11/8/2017 **Final action:**
Title: MTC Resolution No. 3925, Revised. Bike Share Capital Program

Revisions to MTC Resolution No. 3925, Revised, including staff's sponsor proposal for Phase I of the Bike Share Capital Program.

Sponsors:

Indexes:

Code sections:

Attachments: [7d PAC 5a-Reso-3925 Bike Share Capital Program.pdf](#)
[5a-Reso-3925 Bike Share Capital Program.pdf](#)
[5a-Bike Share Presentationx.pdf](#)

Date	Ver.	Action By	Action	Result
11/8/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 3925, Revised. Bike Share Capital Program

Revisions to MTC Resolution No. 3925, Revised, including staff's sponsor proposal for Phase I of the Bike Share Capital Program.

Presenter:

Kara Oberg

Recommended Action:

Commission Approval

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

TO: MTC Commission

DATE: November 8, 2017

FR: Executive Director

W.I. 1155

RE: MTC Resolution No. 3925, Revised - Bike Share Capital Program Phase 1

On November 8, 2017, the Programming and Allocations Committee approved the staff recommendation to fund the three bike share applications, with three revisions:

- 1) Remove the staff proposed condition to only fund bicycles which lock to a city bicycle rack or other permanent structure. This would allow for these applicants to decide if they would like to have dockless systems in their jurisdiction. It is important to note that dockless bike share companies currently provide dockless bike share at zero cost to cities.
- 2) Direct staff to report back to the Commission on how corridor and sub-regional approaches to bike share implementation could be applied in the future.
- 3) Direct staff to present program data at a future date, highlighting lessons learned from bike share initiatives within the region and across the country.

Additional Correction

The staff recommendation funds the capital and outreach costs for each application. The Richmond and SCTA/TAM proposed award amounts were inadvertently switched in the Committee materials; the correct amounts are shown in Table 1 of this memo. The amounts are based on the capital costs plus an allowance of 18% for outreach.

Table 1: Staff Recommended Funding Total

Sponsor	PAC Amounts	Corrected Amounts
Richmond	\$826,000	\$1,024,000
SCTA & TAM	\$1,024,000	\$826,000
Fremont	\$659,000	\$659,000
MTC	\$75,000	\$75,000
Phase I Total	\$2.6 million	\$2.6 million
Remaining for Future Phase/Investment	\$1.9 million	\$1.9 million

The Committee recommendations including the corrected amounts are reflected in the attached revision of MTC Resolution No. 3925, revised.



Steve Heminger

SH:ko

Attachment: MTC Resolution No. 3925, Revised

Date: October 28, 2009
 W.I.: 1512
 Referred by: PAC
 Revised: 12/16/09-C 07/28/10-C 09/22/10-C
 10/27/10-C 02/23/11-C 03/23/11-C
 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C
 01/28/15-C 05/27/15-C 09/23/15-C
 05/25/16-C 07/27/16-C 12/21/16-C
 04/26/17-C 05/24/17-C 11/15/17-C

ABSTRACT

Resolution No. 3925, Revised

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

The resolution includes the following attachments:

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

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

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

- 1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million);
 - 2) Transportation for Livable Communities (\$4.1 million);
 - 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million).
- In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

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

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

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

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

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

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

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

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the

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MTC Resolution No. 3925, Revised

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Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

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

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

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

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

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

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

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

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

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

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

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

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MTC Resolution No. 3925, Revised

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

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

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

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

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

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

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

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

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MTC Resolution No. 3925, Revised

Page 6

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

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

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

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

On May 24, 2017, Attachment B was revised to increase the Bay Area Air Quality Management District's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$1,061,098 to reflect actual obligations; increase MTC's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$295,636 to reflect estimated final obligations, and indicate that MTC is the sole sponsor of the project; program \$1,440,000 to Concord Commerce Avenue Complete Streets project within the Regional Transportation for Livable Communities (TLC) program; remove \$681,290 in project savings from San Jose's San Carlos Multimodal Streetscape – Phase 2 within the Regional TLC program to address over-programming within the current cycle.

On November 15, 2017, Attachment B was revised to program \$2,584,000 to MTC for Bike Share Capital and Outreach and \$500,000 to San Mateo's Downtown Parking Technology Improvement project as part of an exchange to transfer \$500,000 in non-federal funds to the San Mateo Drive Complete Streets project, within the Climate Initiatives Program.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011,

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MTC Resolution No. 3925, Revised

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February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016, July 13, 2016, December 14, 2016, April 12, 2017, May 10, 2017, and November 8, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

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

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

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

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

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

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

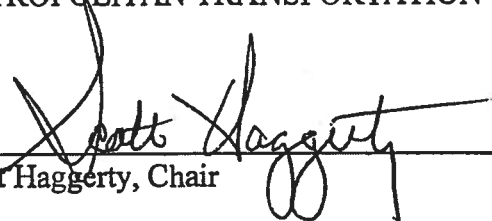
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
November 15, 2017

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		TOTAL: \$22,697,000	\$0	\$22,697,000
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$14,962,000	\$0	\$14,962,000
I-880 Integrated Corridor Management	MTC	\$3,438,000	\$0	\$3,438,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS		TOTAL: \$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	\$2,000,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$51,485,000	\$64,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		TOTAL: \$60,043,000	\$64,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
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Attachment B
November 15, 2017

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	\$2,843,000	\$0	\$2,843,000
Public Education Outreach including SB1339 Implementation	BAAQMD	\$400,000	\$0	\$400,000
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC	\$260,000	\$0	\$260,000
Spare the Air Youth Program 1	MTC	\$3,065,000	\$0	\$3,065,000
Spare the Air Youth Program 2	MTC	\$208,000	\$0	\$208,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$11,401,000	\$0	\$11,401,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social N	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County				
<i>Specific projects TBD by CMAs</i>				
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL		\$15,000,000	\$0	\$15,000,000
Innovative Grants				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	\$5,440,098	\$0	\$5,440,098
Bicycle-Sharing Program (Phase II)	MTC	\$319,636	\$0	\$319,636
Downtown Parking Technology (for San Mateo Dr Complete Sts) Bicycle/Pedestrian Improvements	San Mateo (City)	\$500,000	\$0	\$500,000
Bicycle Sharing Capital and Outreach - Richmond	MTC	\$1,024,000	\$0	\$1,024,000
Bicycle Sharing Capital and Outreach - SCTA & TAM (SMART Corridor)	MTC	\$826,000	\$0	\$826,000
Bicycle Sharing Capital and Outreach - Fremont	MTC	\$659,000	\$0	\$659,000
Bicycle Sharing Capital and Outreach - Implementation	MTC	\$75,000	\$0	\$75,000
Bicycle Sharing in Emerging Communities	TBD	\$1,916,000	\$0	\$1,916,000
Cold-In-Place (CIP) Pavement Recycling	Napa (City)	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000
San Jose Transportation Demand Management	San Jose	\$1,500,000	\$0	\$1,500,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
November 15, 2017

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
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 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL		\$48,979,734	\$376,000	\$49,355,734
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000
SUBTOTAL		\$3,200,000	\$0	\$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	TOTAL:	\$83,580,734	\$376,000	\$83,956,734
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMAs</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkeley Bay Trail (TE)	Berkeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin County	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	\$0	\$159,000	\$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas	\$0	\$501,000	\$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000

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 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL		\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)	TOTAL:	\$19,788,000	\$7,549,000	\$27,337,000

* NOTE: Regional Bicycle Program STP fund administered by County CMAAs as part of the Block Grant Program.

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

6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *				
TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110	\$0	\$402,110
Station Area Plans				
Central Fremont – City Center	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000	\$0	\$448,000
MTC PDA Planning Implementation	MTC	\$1,101,000	\$0	\$1,101,000
ABAG PDA Planning Implementation	ABAG	\$609,890	\$0	\$609,890
Smart Growth Technical Assistance Program	MTC	\$360,000	\$0	\$360,000
SUBTOTAL		\$9,005,000	\$0	\$9,005,000
Transit Oriented Development (TOD)				
SF Park Parking Pricing (<i>Transit Oriented Affordable Housing Exchange</i>)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City	\$4,450,000	\$0	\$4,450,000
Concord Commerce Ave Complete Streets	Concord	\$1,440,000	\$0	\$1,440,000
Richmond Nevin Avenue Imps	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$1,342,710	\$0	\$1,342,710
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000

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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
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 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL		\$42,770,710	\$0	\$42,770,710
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMAs</i>				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$516,612	\$0	\$516,612
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Second Street Complete Streets	SFDPW	\$548,388	\$0	\$548,388
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
SUBTOTAL		\$26,256,000	\$0	\$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)	TOTAL:	\$88,031,710	\$0	\$88,031,710
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.				
7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)	MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL		\$6,000,000	\$0	\$6,000,000
Federal Aid Secondary (FAS) Commitment *				
<i>Specific projects TBD by Counties</i>				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000	\$0	\$1,006,000

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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL		\$15,013,000	\$0	\$15,013,000
Local Streets and Roads (LSR) Rehabilitation **				
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000	\$0	\$1,416,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
November 15, 2017

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL		\$80,789,000	\$0	\$80,789,000
7. LOCAL STREETS AND ROADS (LSR)	TOTAL:	\$101,802,000	\$0	\$101,802,000
* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county. The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share. ** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.				
8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterrent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterrent	GGBH&TD	\$27,000,000	\$0	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000	\$0	\$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys. Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	MTA	\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	MTA	\$500,000	\$0	\$500,000
Small/Northbay Operators (Transit Payback Commitment)	Various			
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL		\$95,810,389	\$31,000,000	\$126,810,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$95,810,389	\$31,000,000	\$126,810,389
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBHTD	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	\$339,924	\$0	\$339,924

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

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

MTC Resolution 3925

Project List***

Attachment B

November 15, 2017

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)		TOTAL: \$8,971,587	\$0	\$8,971,587
First Cycle Total		\$564,624,420	\$103,882,000	\$668,506,420

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-3925_ongoing_STP-CMAQ_Cycle_1\tmp-3925_Attach-B-11-15-17.xlsx\Attach B 11-15-17 Revised

** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.

The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

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

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

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

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Agenda Item 5a

MTC Resolution No. 3925, Revised

Subject: Revisions to MTC Resolution No. 3925, Revised, including staff's proposal for Phase I of the Bike Share Capital Program.

Background: On May 27, 2015, the Commission authorized the Executive Director to negotiate and enter into a contract with Motivate International, Inc. (Motivate) to deliver, implement, and operate a bike share system of at least 7,000 bikes and associated stations in five cities: San Francisco, Oakland, San Jose, Berkeley, and Emeryville. At the same time, the Commission also approved the reprogramming of \$4.5 million in federal funds from the planned bike share expansion to "emerging communities beyond the five cities included in the Motivate proposal."

On April 29, 2016, MTC released the call for projects for Phase I of the two phase Bike Share Capital Program. Attachment A includes a summary of the program and requirements. Eligible applicants were invited to submit Letters of Interest by June 17, 2016. The Cities of Alameda, Fremont, Palo Alto and Richmond, and the Transportation Authority of Marin (TAM) and the Sonoma County Transportation Authority (SCTA) submitted letters. On April 19, 2017, MTC invited these six agencies to submit full applications by June 30, 2017. The Cities of Fremont and Richmond each submitted applications and TAM and SCTA submitted a joint application.

These three applications provide a good geographic representation in four different counties, as well as diverse types of bike share systems, including: 1) a stationless electric bike (e-bike) system in the Counties of Marin and Sonoma along the SMART Corridor; 2) a station-based system that could potentially join one continuous Ford GoBike system in Richmond; and 3) a mix of a station and stationless system in Fremont. Attachment B provides more detail on the specific applications.

U.S. and Bay Area Bike Share Background

Bike share is designed as personalized public transportation that operates 24 hours/day and 7 days/week, with the main purpose of providing short one-way trips. In the Bay Area, Motivate launched Ford GoBike in San Francisco in late June, and shortly thereafter in the other four cities. Currently, over 2,500 of the 7,000 total bikes and 239 of the 540 stations have been deployed. In September, the system was averaging 3,300 trips/day. Almost half of the trips taken by annual members use a Clipper card. As part of the "Bike Share for Everyone" program, Motivate is providing a \$5/year then \$5/month low-income membership which includes unlimited 60-minute trips. In the four months since launch, over 800 people have enrolled. By comparison, after a full year of operation of a similar program in Chicago, roughly 1,100 people were enrolled.

Since the Bike Share Capital call for projects was released, the bike share industry has changed significantly with the onset of dockless bike share.

These dockless systems are operated by international, venture capital funded companies, and their bicycles use a manual back wheel locking mechanism. Table 1 provides some data on dockless bike share. In general, the dockless bicycle operators offer these systems at no costs to cities. These systems have been met with mixed reviews around the country. Overall, there are many opportunities and challenges with these new systems, and many questions that have yet to be answered.

Table 1: Examples of Dockless Bike Share Across the U.S. and Bay Area

City	# of Dockless Bikes	# of Dockless Companies	Dockless Trips/Day	# of Dock Based Bikes	Docked Trips/Day
South San Francisco	400	2	500	0	N/A
Alameda	300	1	TBA	0	N/A
Seattle	5,000	3	2,231	0	N/A
Washington D.C	1,600	4	TBA	4,000	8,400

Bike Share Capital Program Funding Options for Consideration

The scoring committee ranked the three projects very similarly, noting they all have some unique features that would be good to test, but also have some challenges in terms of density, land use and other characteristics that typically contribute to bike share success. Given the Commission's direction to program this funding to emerging cities and in light of the changing landscape of the bike share industry, staff is recommending to move forward with Option 1 below but has provided two other options for Commission consideration described in detail below and summarized in Table 2.

Option 1. Fund the capital and outreach costs for all 3 programs at \$2.6 million (recommended)

Due to the diverse nature of the applications and similar scoring from the review panel, staff proposes funding the capital and outreach for all three programs. Funding three projects exceeds the Bike Share Capital Phase I budget of \$2 million, therefore staff proposes to provide less funding than was requested and is proposing MTC staff administer the grant, which will reduce local and county staff costs. Due to the importance of providing funding for outreach, staff proposes funding all three applications' equipment and outreach costs, with 3% of total funding directed to MTC to administer the grant and provide technical assistance. The amounts by city are shown in Table 2 and total \$2.6 million of the total \$4.5 million Bike Share Capital Program.

Option 2. Fund outreach, equity and project management only; and support bike share principles and workshops at \$1.2 million.

Due to the nature of the bike share industry, with bike share operators providing free bike share equipment, operations and marketing, the Commission could choose to only fund each applicant's outreach, equity and

project management aspects of their bike share systems. This would total less than the Bike Share Capital Phase I budget of \$2 million. Given the important lessons learned from the Ford GoBike system around equity and outreach, it is important to provide adequate funding for these program components. Each applicant would be awarded \$350,000 for outreach, equity and program management funds, with \$150,000 of funding directed to MTC for grant administration and regional development of bike share principles, guidelines, and workshops. This option would invest \$1.2 million of the total \$4.5 million Bike Share Capital Program. The principles and guidelines, such as, Clipper, Application Programming Interface (API), data, equity, and access guidelines, would be incorporated into the Phase I sponsors' contracts with bike share operators, and could inform Phase II and other Bay Area systems.

Option 3. Postpone the programming of Phase I Bike Share Capital and evaluate releasing a regional Request for Proposals.

Given the nature of the bike share industry, with many questions still unanswered regarding the new dockless providers, the Commission could choose to delay the programming of Phase I funding, to allow time to analyze the U.S and Bay Area dockless ridership data and incorporate additional public safeguards into a regional request for proposals (RFP). With a delay, these applicants may decide to enter into a pilot contract with dockless providers, similar to other Bay Area and U.S cities. This option could produce a bifurcated regional bike share landscape and challenges for the local jurisdictions, or it may allow for cities to wait for the regional RFP and provide a cohesive regional bike share network.

Table 2. Phase I Proposed Funding Totals

Jurisdiction	Option 1 Amount	Option 2 Amount	Option 3
Richmond	\$826,000	\$350,000	Postpone
SCTA & TAM	\$1,024,000	\$350,000	
Fremont	\$659,000	\$350,000	
MTC	\$75,000	\$150,000	
Phase I Total	\$2.6 million	\$1.2 million	
Amount Remaining for Future Phase /Investment	\$1.9 million	\$3.3 million	\$4.5 million

Additional Policy Considerations

To help reduce the known challenges currently in the bike share industry, including equity, lack of city authorization, and public right-of-way concerns, staff is proposing safeguards in the recommended Option 1 or the alternatives, as applicable, below, which could become the basis for regional policies and standards:

- Bicycles to lock to a city bicycle rack or other permanent structure, instead of sole back tire locking mechanism
- At least 20% of the service area be located in a Community of Concern (COC) or Community Air Risk Evaluation (CARE) Program Area

- Use of Clipper as a membership identifier
- Bicycle safety standards, such as meeting or exceeding International Organization for Standardization (ISO) 4210: Safety Requirements for City and Trekking Bicycles

These proposed safeguards are meant to promote safety, equity, interoperability and a sense of order in the bike share landscape in the Bay Area. In addition, staff recommends a few administrative approaches to streamline the process and ensure coordination among bike share cities:

- Administration of funding and grant issuance by MTC on behalf of the sponsors to assist local jurisdictions
- Participation in bi-monthly calls with MTC to provide technical assistance and ensure project delivery goals are met

Issues: Uncertainly in the bike share market as described above.

Recommendation: Refer Resolution No. 3925, Revised, to the Commission for approval to fund the capital and outreach for all 3 programs at \$2.6 million. Because Resolution No. 3925 is proposed for revision under Agenda Item 2b, it is included under this Agenda Item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments: Attachment A – Bike Share Capital Program Summary and Requirements
Attachment B – Summary of Bike Share Capital Applications
Resolution No. 3925, Revised, Attachment B.

Agenda Item 5a – Attachment A

Bike Share Capital Program Summary and Requirements

Eligible projects	Bike share capital projects in Bay Area communities other than the privately-funded Motivate expansion.
Sponsor Requirements	<ul style="list-style-type: none">• Provide a detailed funding plan and financial commitments for ongoing operations costs through the first three years of operations, including staff time.• Agree that if the 12-month per-bike usage is less than 0.5 trips per day, MTC may redistribute the capital equipment to another jurisdiction.• Agree to participate in a monthly call with other successful applicants and MTC to ensure project delivery goals are on track and met.
Total amount available	Up to \$2 million in Phase 1
Type of funds	Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Funds (CMAQ) – Federal Funds administered by Caltrans Local Assistance

Agenda Item 5a – Attachment B

Summary of Bike Share Capital Applications

Applicants	City of Richmond	TAM & SCTA	City of Fremont
System Size	15 stations, 144 bikes	200 e-bikes, 100 in each county	17 stations and 150 bikes: 8 stations with a full point of sale (POS) kiosk and 9 without
Project Purpose (per sponsors)	The project will provide a seamless addition to the local and regional transportation network and connects residents, businesses and visitors to jobs, services and their community.	The project would provide a network of smart e-bikes at SMART train stations and key destinations in each city along the SMART corridor. The system would provide first/last mile connections to SMART and an active transportation option for short trips through PDAs.	The Program will be a strong addition to the Fremont community, giving residents and visitors a convenient option for moving around the city. First and last mile connections to BART and Amtrak stations, commuting, shopping, together with leisure rides will allow users to replace vehicle trips with an active mode of transportation.
Project Location	Richmond BART to future Richmond Ferry Terminal (breaking ground 11/17).	Cities of Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, & Larkspur along SMART Corridor.	Fremont Boulevard, beginning near Quarry Lakes Regional Recreation Area and Alameda Creek Regional Trail through Centerville and Downtown to Warm Springs area.

**Full point of sale kiosks serve walk-up riders.*

MTC Resolution No. 3925, Revised and Attachments have been updated and are attached to the Commission memo in this packet.

Bike Share Capital Program Phase I

Programming and Allocations Committee
November 8, 2017

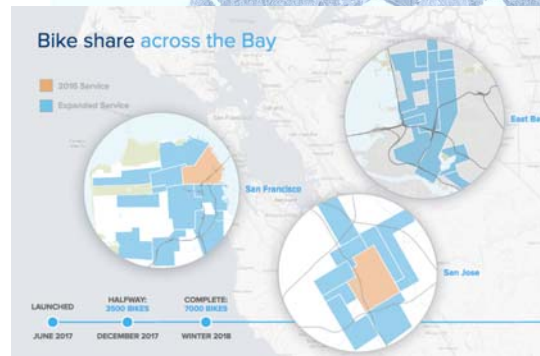


Bike Share Background in the Bay Area

- May 27, 2015 Commission authorized Motivate contract and the programming of \$4.5 million for emerging cities (from OBAG funds)
- April 29, 2016 MTC released call for projects for \$2 million Capital Program (Phase I)
- June 17, 2016 Alameda, Fremont, Palo Alto, Richmond, and TAM/SCTA submitted Letters of Interest
- April 29, 2017 Request for full applications
- June 28, 2017 Ford GoBike Launched in Berkeley, Emeryville, Oakland, San Francisco, and San Jose
- June 30, 2017 Fremont, Richmond, and TAM/SCTA submitted full applications

Bike Share Background in Bay Area

- June 28, 2017 Ford GoBike launched in Bay Area
 - Over 2,500 bicycles and 239 stations have been deployed
 - 3,300 trips/day average
 - Over 800 residents enrolled in Bike Share For All



Bike Share Background – Dockless Bike Share

- Dockless bike share – manual wheel locking mechanism
- Dockless bike share opportunities & challenges:
 - + No cost to jurisdictions for equipment, operations and marketing
 - Public policy concerns with:
 - Right-of-way regulation
 - Open data
 - Bicycle safety
 - Equity & Access
 - Interoperability

Table 1: Examples of Dockless Bike Share Across the U.S. and Bay Area

City	# of Dockless Bikes	# of Dockless Companies	Dockless Trips/Day	# of Dock Based Bikes	Docked Trips/Day
South San Francisco	400	2	500	0	N/A
Alameda	300	1	TBA	0	N/A
Seattle	5,000	3	2,231	0	N/A
Washington D.C.	1,600	4	TBA	4,000	8,400



Bike Share Capital Phase I Applications

TAM/SCTA Project:

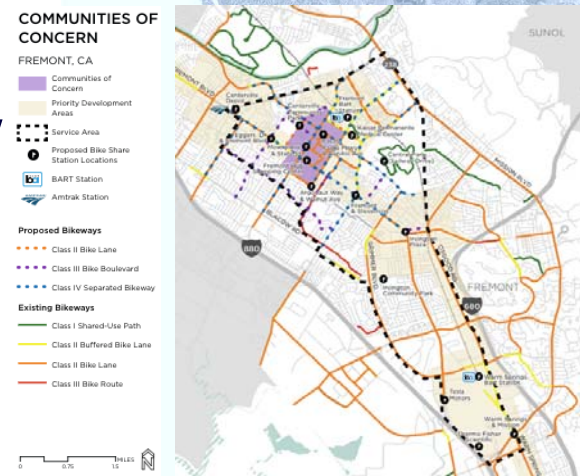
200 stationless bicycles
in Marin and Sonoma
counties along the
SMART Corridor



Bike Share Capital Phase I Applications

Fremont Project:

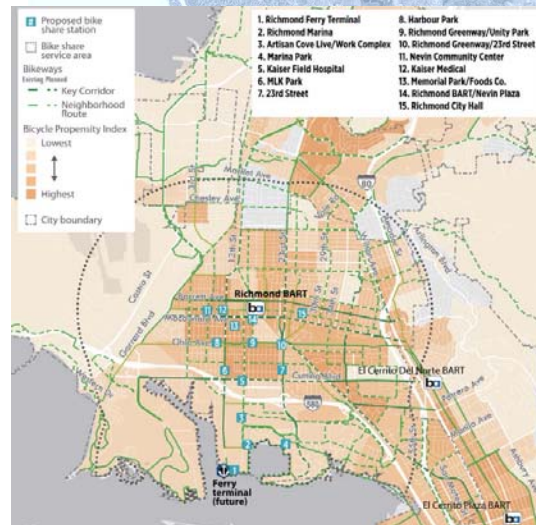
150 bicycles & 17 stations,
with mix of walk-up,
Point of Sale kiosks
and mobile only access
stations



Bike Share Capital Phase I Applications

Richmond Project:

144 bicycles & 15 stations,
focused on BART Station
and upcoming ferry
terminal areas



Capital Program Staff Recommendation

Option 1 (Recommended)

- Fund all 3 programs for \$2.6 million
- With small set-aside for MTC grant administration, to reduce sponsor costs
- Due to diverse nature of applications, similar scoring from the review panel
- Exceeds Phase I funding set-aside; additional funds to be advanced from Phase II

Recommendation Continued

For Option 1 require systems to meet the following policy conditions, to address potential challenges:

1. Bicycles must lock to a city bicycle rack or other permanent structure
2. At least 20% of service area must be located in Community of Concern or Community Air Risk Evaluation Program
3. Require use of Clipper as membership identifier
4. Require equipment to meet safety standards such as International Organization for Standardization (ISO): Safety Requirements for City and Trekking Bicycles

Capital Program – Options

Option 2

- Fund outreach, equity and program management only; and develop details of bike share principles and workshops at \$1.2 million

Option 3

- Postpone the programming of Phase I Bike Share Capital, evaluate releasing a regional RFP

Capital Program – Recommendation

Refer MTC Resolution No. 3925, Revised to incorporate Phase I Bike Capital to the Commission for approval

Jurisdiction	Recommended		
	Option 1 Amount	Option 2 Amount	Option 3
Richmond	\$826,000	\$350,000	Postpone
SCTA & TAM	\$1,024,000	\$350,000	
Fremont	\$659,000	\$350,000	
MTC	\$75,000	\$150,000	
Phase I Total	\$2.6 million	\$1.2 million	
Amount Remaining for Future Phase /Investment	\$1.9 million	\$3.3 million	\$4.5 million

Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Agenda Item 5a

MTC Resolution No. 3925, Revised

Subject: Revisions to MTC Resolution No. 3925, Revised, including staff's proposal for Phase I of the Bike Share Capital Program.

Background: On May 27, 2015, the Commission authorized the Executive Director to negotiate and enter into a contract with Motivate International, Inc. (Motivate) to deliver, implement, and operate a bike share system of at least 7,000 bikes and associated stations in five cities: San Francisco, Oakland, San Jose, Berkeley, and Emeryville. At the same time, the Commission also approved the reprogramming of \$4.5 million in federal funds from the planned bike share expansion to "emerging communities beyond the five cities included in the Motivate proposal."

On April 29, 2016, MTC released the call for projects for Phase I of the two phase Bike Share Capital Program. Attachment A includes a summary of the program and requirements. Eligible applicants were invited to submit Letters of Interest by June 17, 2016. The Cities of Alameda, Fremont, Palo Alto and Richmond, and the Transportation Authority of Marin (TAM) and the Sonoma County Transportation Authority (SCTA) submitted letters. On April 19, 2017, MTC invited these six agencies to submit full applications by June 30, 2017. The Cities of Fremont and Richmond each submitted applications and TAM and SCTA submitted a joint application.

These three applications provide a good geographic representation in four different counties, as well as diverse types of bike share systems, including: 1) a stationless electric bike (e-bike) system in the Counties of Marin and Sonoma along the SMART Corridor; 2) a station-based system that could potentially join one continuous Ford GoBike system in Richmond; and 3) a mix of a station and stationless system in Fremont. Attachment B provides more detail on the specific applications.

U.S. and Bay Area Bike Share Background

Bike share is designed as personalized public transportation that operates 24 hours/day and 7 days/week, with the main purpose of providing short one-way trips. In the Bay Area, Motivate launched Ford GoBike in San Francisco in late June, and shortly thereafter in the other four cities. Currently, over 2,500 of the 7,000 total bikes and 239 of the 540 stations have been deployed. In September, the system was averaging 3,300 trips/day. Almost half of the trips taken by annual members use a Clipper card. As part of the "Bike Share for Everyone" program, Motivate is providing a \$5/year then \$5/month low-income membership which includes unlimited 60-minute trips. In the four months since launch, over 800 people have enrolled. By comparison, after a full year of operation of a similar program in Chicago, roughly 1,100 people were enrolled.

Since the Bike Share Capital call for projects was released, the bike share industry has changed significantly with the onset of dockless bike share.

These dockless systems are operated by international, venture capital funded companies, and their bicycles use a manual back wheel locking mechanism. Table 1 provides some data on dockless bike share. In general, the dockless bicycle operators offer these systems at no costs to cities. These systems have been met with mixed reviews around the country. Overall, there are many opportunities and challenges with these new systems, and many questions that have yet to be answered.

Table 1: Examples of Dockless Bike Share Across the U.S. and Bay Area

City	# of Dockless Bikes	# of Dockless Companies	Dockless Trips/Day	# of Dock Based Bikes	Docked Trips/Day
South San Francisco	400	2	500	0	N/A
Alameda	300	1	TBA	0	N/A
Seattle	5,000	3	2,231	0	N/A
Washington D.C	1,600	4	TBA	4,000	8,400

Bike Share Capital Program Funding Options for Consideration

The scoring committee ranked the three projects very similarly, noting they all have some unique features that would be good to test, but also have some challenges in terms of density, land use and other characteristics that typically contribute to bike share success. Given the Commission's direction to program this funding to emerging cities and in light of the changing landscape of the bike share industry, staff is recommending to move forward with Option 1 below but has provided two other options for Commission consideration described in detail below and summarized in Table 2.

Option 1. Fund the capital and outreach costs for all 3 programs at \$2.6 million (recommended)

Due to the diverse nature of the applications and similar scoring from the review panel, staff proposes funding the capital and outreach for all three programs. Funding three projects exceeds the Bike Share Capital Phase I budget of \$2 million, therefore staff proposes to provide less funding than was requested and is proposing MTC staff administer the grant, which will reduce local and county staff costs. Due to the importance of providing funding for outreach, staff proposes funding all three applications' equipment and outreach costs, with 3% of total funding directed to MTC to administer the grant and provide technical assistance. The amounts by city are shown in Table 2 and total \$2.6 million of the total \$4.5 million Bike Share Capital Program.

Option 2. Fund outreach, equity and project management only; and support bike share principles and workshops at \$1.2 million.

Due to the nature of the bike share industry, with bike share operators providing free bike share equipment, operations and marketing, the Commission could choose to only fund each applicant's outreach, equity and

project management aspects of their bike share systems. This would total less than the Bike Share Capital Phase I budget of \$2 million. Given the important lessons learned from the Ford GoBike system around equity and outreach, it is important to provide adequate funding for these program components. Each applicant would be awarded \$350,000 for outreach, equity and program management funds, with \$150,000 of funding directed to MTC for grant administration and regional development of bike share principles, guidelines, and workshops. This option would invest \$1.2 million of the total \$4.5 million Bike Share Capital Program. The principles and guidelines, such as, Clipper, Application Programming Interface (API), data, equity, and access guidelines, would be incorporated into the Phase I sponsors' contracts with bike share operators, and could inform Phase II and other Bay Area systems.

Option 3. Postpone the programming of Phase I Bike Share Capital and evaluate releasing a regional Request for Proposals.

Given the nature of the bike share industry, with many questions still unanswered regarding the new dockless providers, the Commission could choose to delay the programming of Phase I funding, to allow time to analyze the U.S and Bay Area dockless ridership data and incorporate additional public safeguards into a regional request for proposals (RFP). With a delay, these applicants may decide to enter into a pilot contract with dockless providers, similar to other Bay Area and U.S cities. This option could produce a bifurcated regional bike share landscape and challenges for the local jurisdictions, or it may allow for cities to wait for the regional RFP and provide a cohesive regional bike share network.

Table 2. Phase I Proposed Funding Totals

Jurisdiction	Option 1 Amount	Option 2 Amount	Option 3
Richmond	\$826,000	\$350,000	Postpone
SCTA & TAM	\$1,024,000	\$350,000	
Fremont	\$659,000	\$350,000	
MTC	\$75,000	\$150,000	
Phase I Total	\$2.6 million	\$1.2 million	
Amount Remaining for Future Phase /Investment	\$1.9 million	\$3.3 million	\$4.5 million

Additional Policy Considerations

To help reduce the known challenges currently in the bike share industry, including equity, lack of city authorization, and public right-of-way concerns, staff is proposing safeguards in the recommended Option 1 or the alternatives, as applicable, below, which could become the basis for regional policies and standards:

- Bicycles to lock to a city bicycle rack or other permanent structure, instead of sole back tire locking mechanism
- At least 20% of the service area be located in a Community of Concern (COC) or Community Air Risk Evaluation (CARE) Program Area

- Use of Clipper as a membership identifier
- Bicycle safety standards, such as meeting or exceeding International Organization for Standardization (ISO) 4210: Safety Requirements for City and Trekking Bicycles

These proposed safeguards are meant to promote safety, equity, interoperability and a sense of order in the bike share landscape in the Bay Area. In addition, staff recommends a few administrative approaches to streamline the process and ensure coordination among bike share cities:

- Administration of funding and grant issuance by MTC on behalf of the sponsors to assist local jurisdictions
- Participation in bi-monthly calls with MTC to provide technical assistance and ensure project delivery goals are met

Issues: Uncertainly in the bike share market as described above.

Recommendation: Refer Resolution No. 3925, Revised, to the Commission for approval to fund the capital and outreach for all 3 programs at \$2.6 million. Because Resolution No. 3925 is proposed for revision under Agenda Item 2b, it is included under this Agenda Item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments: Attachment A – Bike Share Capital Program Summary and Requirements
Attachment B – Summary of Bike Share Capital Applications
Resolution No. 3925, Revised, Attachment B.

Agenda Item 5a – Attachment A

Bike Share Capital Program Summary and Requirements

Eligible projects	Bike share capital projects in Bay Area communities other than the privately-funded Motivate expansion.
Sponsor Requirements	<ul style="list-style-type: none">• Provide a detailed funding plan and financial commitments for ongoing operations costs through the first three years of operations, including staff time.• Agree that if the 12-month per-bike usage is less than 0.5 trips per day, MTC may redistribute the capital equipment to another jurisdiction.• Agree to participate in a monthly call with other successful applicants and MTC to ensure project delivery goals are on track and met.
Total amount available	Up to \$2 million in Phase 1
Type of funds	Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Funds (CMAQ) – Federal Funds administered by Caltrans Local Assistance

Agenda Item 5a – Attachment B

Summary of Bike Share Capital Applications

Applicants	City of Richmond	TAM & SCTA	City of Fremont
System Size	15 stations, 144 bikes	200 e-bikes, 100 in each county	17 stations and 150 bikes: 8 stations with a full point of sale (POS) kiosk and 9 without
Project Purpose (per sponsors)	The project will provide a seamless addition to the local and regional transportation network and connects residents, businesses and visitors to jobs, services and their community.	The project would provide a network of smart e-bikes at SMART train stations and key destinations in each city along the SMART corridor. The system would provide first/last mile connections to SMART and an active transportation option for short trips through PDAs.	The Program will be a strong addition to the Fremont community, giving residents and visitors a convenient option for moving around the city. First and last mile connections to BART and Amtrak stations, commuting, shopping, together with leisure rides will allow users to replace vehicle trips with an active mode of transportation.
Project Location	Richmond BART to future Richmond Ferry Terminal (breaking ground 11/17).	Cities of Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, & Larkspur along SMART Corridor.	Fremont Boulevard, beginning near Quarry Lakes Regional Recreation Area and Alameda Creek Regional Trail through Centerville and Downtown to Warm Springs area.

**Full point of sale kiosks serve walk-up riders.*

Date: October 28, 2009
 W.I.: 1512
 Referred by: PAC
 Revised: 12/16/09-C 07/28/10-C 09/22/10-C
 10/27/10-C 02/23/11-C 03/23/11-C
 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C
 01/28/15-C 05/27/15-C 09/23/15-C
 05/25/16-C 07/27/16-C 12/21/16-C
 04/26/17-C 05/24/17-C 11/15/17-C

ABSTRACT

Resolution No. 3925, Revised

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

The resolution includes the following attachments:

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

Attachment B – Cycle 1 Project List

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

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million); 2) Transportation for Livable Communities (\$4.1 million); 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

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

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

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

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

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

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

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

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 4

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 5

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 6

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

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

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

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

On May 24, 2017, Attachment B was revised to increase the Bay Area Air Quality Management District's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$1,061,098 to reflect actual obligations; increase MTC's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$295,636 to reflect estimated final obligations, and indicate that MTC is the sole sponsor of the project; program \$1,440,000 to Concord Commerce Avenue Complete Streets project within the Regional Transportation for Livable Communities (TLC) program; remove \$681,290 in project savings from San Jose's San Carlos Multimodal Streetscape – Phase 2 within the Regional TLC program to address over-programming within the current cycle.

On November 15, 2017, Attachment B was revised to program \$2,584,000 to MTC for Bike Share Capital and Outreach and \$500,000 to San Mateo's Downtown Parking Technology Improvement project as part of an exchange to transfer \$500,000 in non-federal funds to the San Mateo Drive Complete Streets project, within the Climate Initiatives Program.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011,

ABSTRACT

MTC Resolution No. 3925, Revised

Page 7

February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016, July 13, 2016, December 14, 2016, April 12, 2017, May 10, 2017, and November 8, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

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

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

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

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

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

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

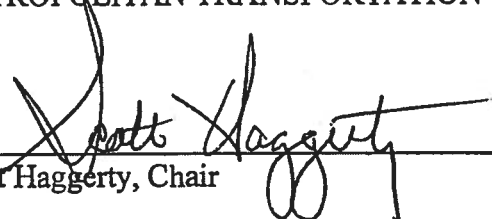
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
November 15, 2017

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
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02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	TOTAL:	\$22,697,000	\$0	\$22,697,000
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$14,962,000	\$0	\$14,962,000
I-880 Integrated Corridor Management	MTC	\$3,438,000	\$0	\$3,438,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS	TOTAL:	\$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	\$2,000,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$51,485,000	\$64,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	\$60,043,000	\$64,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
November 15, 2017

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
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04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
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05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	\$2,843,000	\$0	\$2,843,000
Public Education Outreach including SB1339 Implementation	BAAQMD	\$400,000	\$0	\$400,000
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC	\$260,000	\$0	\$260,000
Spare the Air Youth Program 1	MTC	\$3,065,000	\$0	\$3,065,000
Spare the Air Youth Program 2	MTC	\$208,000	\$0	\$208,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$11,401,000	\$0	\$11,401,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social N	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County				
<i>Specific projects TBD by CMAAs</i>				
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL		\$15,000,000	\$0	\$15,000,000
Innovative Grants				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	\$5,440,098	\$0	\$5,440,098
Bicycle-Sharing Program (Phase II)	MTC	\$319,636	\$0	\$319,636
Bicycle Sharing in Emerging Communities	TBD	\$1,916,000	\$0	\$1,916,000
Bike Share Capital and Outreach	MTC	\$2,584,000	\$0	\$2,584,000
Downtown Parking Technology (for San Mateo Dr Complete Sts) Bicycle/Pedestrian Improvements	San Mateo (City)	\$500,000	\$0	\$500,000
Cold-In-Place (CIP) Pavement Recycling	City of Napa	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000
San Jose Transportation Demand Management	San Jose	\$1,500,000	\$0	\$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL		\$48,979,734	\$376,000	\$49,355,734
Climate Action Program Evaluation				

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
November 15, 2017

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
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04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000
SUBTOTAL		\$3,200,000	\$0	\$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	TOTAL:	\$83,580,734	\$376,000	\$83,956,734
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMAs</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkeley Bay Trail (TE)	Berkeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin County	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	\$0	\$159,000	\$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas	\$0	\$501,000	\$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL		\$19,788,000	\$7,549,000	\$27,337,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

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

MTC Resolution 3925

Project List***

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November 15, 2017

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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
5. REGIONAL BICYCLE PROGRAM (RBP)	TOTAL:	\$19,788,000	\$7,549,000	\$27,337,000
* NOTE: Regional Bicycle Program STP fund administered by County CMAAs as part of the Block Grant Program.				
* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAAs in 2010 RTIP				
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *				
TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110	\$0	\$402,110
Station Area Plans				
Central Fremont – City Center	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000	\$0	\$448,000
MTC PDA Planning Implementation	MTC	\$1,101,000	\$0	\$1,101,000
ABAG PDA Planning Implementation	ABAG	\$609,890	\$0	\$609,890
Smart Growth Technical Assistance Program	MTC	\$360,000	\$0	\$360,000
SUBTOTAL		\$9,005,000	\$0	\$9,005,000
Transit Oriented Development (TOD)				
SF Park Parking Pricing (<i>Transit Oriented Affordable Housing Exchange</i>)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City	\$4,450,000	\$0	\$4,450,000
Concord Commerce Ave Complete Streets	Concord	\$1,440,000	\$0	\$1,440,000
Richmond Nevin Avenue Imps	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$1,342,710	\$0	\$1,342,710
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

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

MTC Resolution 3925

Project List***

Attachment B

November 15, 2017

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL		\$42,770,710	\$0	\$42,770,710
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMAs</i>				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$516,612	\$0	\$516,612
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Second Street Complete Streets	SFDPW	\$548,388	\$0	\$548,388
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
SUBTOTAL		\$26,256,000	\$0	\$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)		TOTAL: \$88,031,710	\$0	\$88,031,710

* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.

7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)	MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL		\$6,000,000	\$0	\$6,000,000
Federal Aid Secondary (FAS) Commitment *				
<i>Specific projects TBD by Counties</i>				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000	\$0	\$1,070,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

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

MTC Resolution 3925

Project List***

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November 15, 2017

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02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
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12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL		\$15,013,000	\$0	\$15,013,000
Local Streets and Roads (LSR) Rehabilitation **				
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Grazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000	\$0	\$500,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
November 15, 2017

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
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02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
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05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL		\$80,789,000	\$0	\$80,789,000
7. LOCAL STREETS AND ROADS (LSR)		TOTAL: \$101,802,000	\$0	\$101,802,000
<p>* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county.</p> <p>The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share.</p> <p>** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.</p>				
8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterrent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterrent	GGBH&TD	\$27,000,000	\$0	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000	\$0	\$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys. Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTA	\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	\$500,000	\$0	\$500,000
Small/Northbay Operators (Transit Payback Commitment)				
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL		\$95,810,389	\$31,000,000	\$126,810,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL: \$95,810,389	\$31,000,000	\$126,810,389
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	Alameda County	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBH&TD	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
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November 15, 2017

MTC Resolution No. 3925, Attachment B
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Revised: 12/16/09-C
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12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$564,624,420	\$103,882,000	\$668,506,420
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)		TOTAL:	\$8,971,587	\$0
First Cycle Total		\$564,624,420	\$103,882,000	\$668,506,420

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

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

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

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

Bike Share Capital Program Phase I

Programming and Allocations Committee
November 8, 2017

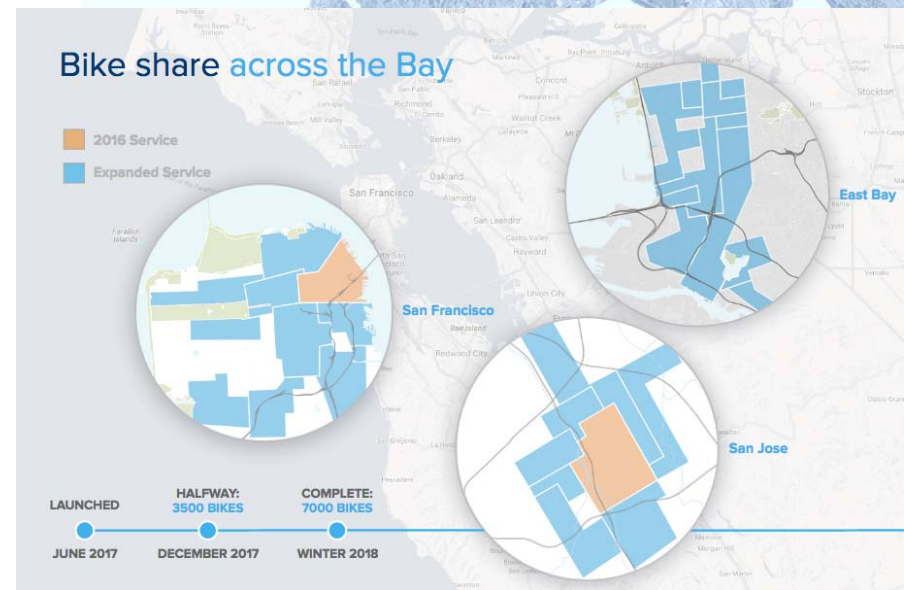


Bike Share Background in the Bay Area

- May 27, 2015 Commission authorized Motivate contract and the programming of \$4.5 million for emerging cities (from OBAG funds)
- April 29, 2016 MTC released call for projects for \$2 million Capital Program (Phase I)
- June 17, 2016 Alameda, Fremont, Palo Alto, Richmond, and TAM/SCTA submitted Letters of Interest
- April 29, 2017 Request for full applications
- June 28, 2017 Ford GoBike Launched in Berkeley, Emeryville, Oakland, San Francisco, and San Jose
- June 30, 2017 Fremont, Richmond, and TAM/SCTA submitted full applications

Bike Share Background in Bay Area

- June 28, 2017 Ford GoBike launched in Bay Area
 - Over 2,500 bicycles and 239 stations have been deployed
 - 3,300 trips/day average
 - Over 800 residents enrolled in Bike Share For All



Bike Share Background – Dockless Bike Share

- Dockless bike share – manual wheel locking mechanism
- Dockless bike share opportunities & challenges:
 - + No cost to jurisdictions for equipment, operations and marketing
 - Public policy concerns with:
 - Right-of-way regulation
 - Open data
 - Bicycle safety
 - Equity & Access
 - Interoperability

Table 1: Examples of Dockless Bike Share Across the U.S. and Bay Area

City	# of Dockless Bikes	# of Dockless Companies	Dockless Trips/Day	# of Dock Based Bikes	Docked Trips/Day
South San Francisco	400	2	500	0	N/A
Alameda	300	1	TBA	0	N/A
Seattle	5,000	3	2,231	0	N/A
Washington D.C	1,600	4	TBA	4,000	8,400



Bike Share Capital Phase I Applications

TAM/SCTA Project:

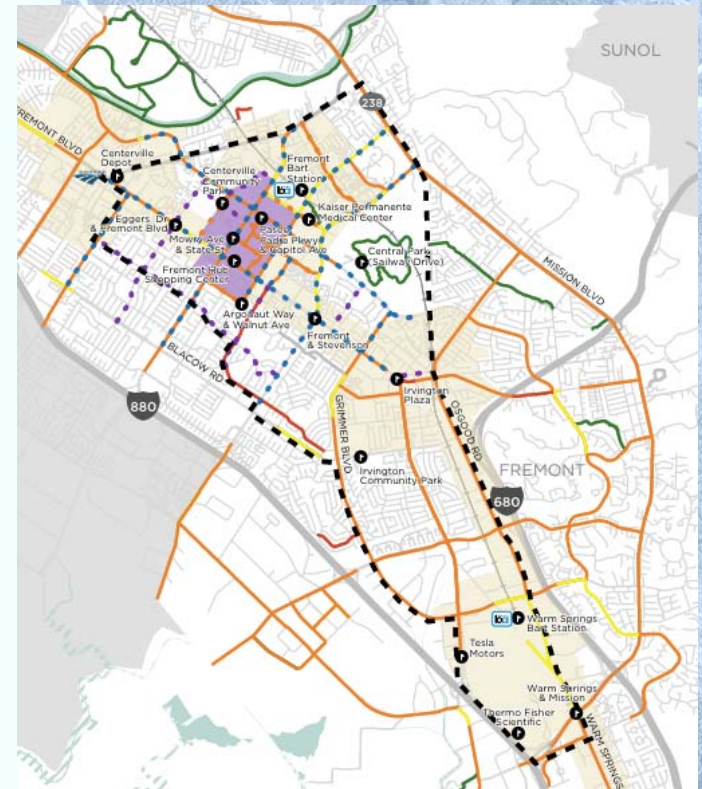
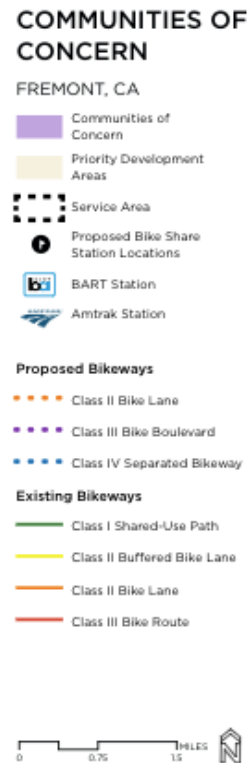
200 stationless bicycles
in Marin and Sonoma
counties along the
SMART Corridor



Bike Share Capital Phase I Applications

Fremont Project:

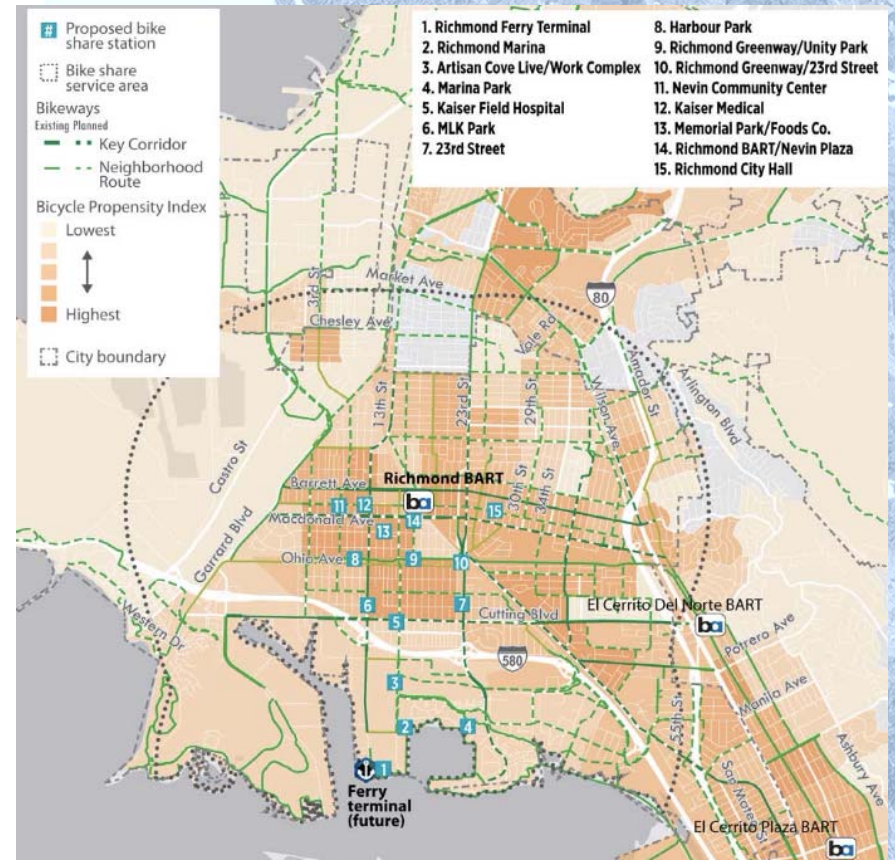
150 bicycles & 17 stations,
with mix of walk-up,
Point of Sale kiosks
and mobile only access
stations



Bike Share Capital Phase I Applications

Richmond Project:

144 bicycles & 15 stations,
focused on BART Station
and upcoming ferry
terminal areas



Capital Program Staff Recommendation

Option 1 (Recommended)

- Fund all 3 programs for \$2.6 million
- With small set-aside for MTC grant administration, to reduce sponsor costs
- Due to diverse nature of applications, similar scoring from the review panel
- Exceeds Phase I funding set-aside; additional funds to be advanced from Phase II

Recommendation Continued

For Option 1 require systems to meet the following policy conditions, to address potential challenges:

1. Bicycles must lock to a city bicycle rack or other permanent structure
2. At least 20% of service area must be located in Community of Concern or Community Air Risk Evaluation Program
3. Require use of Clipper as membership identifier
4. Require equipment to meet safety standards such as International Organization for Standardization (ISO): Safety Requirements for City and Trekking Bicycles

Capital Program – Options

Option 2

- Fund outreach, equity and program management only; and develop details of bike share principles and workshops at \$1.2 million

Option 3

- Postpone the programming of Phase I Bike Share Capital, evaluate releasing a regional RFP

Capital Program – Recommendation

Refer MTC Resolution No. 3925, Revised to incorporate Phase I Bike Capital to the Commission for approval

	Recommended		
Jurisdiction	Option 1 Amount	Option 2 Amount	Option 3
Richmond	\$826,000	\$350,000	Postpone
SCTA & TAM	\$1,024,000	\$350,000	
Fremont	\$659,000	\$350,000	
MTC	\$75,000	\$150,000	
Phase I Total	\$2.6 million	\$1.2 million	
Amount Remaining for Future Phase /Investment	\$1.9 million	\$3.3 million	\$4.5 million