



Metropolitan Transportation Commission

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

Meeting Agenda

Policy Advisory Council

Wednesday, December 13, 2017

1:30 PM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings>.

1. [17-3006](#) Welcome

Action: Information
Presenter: Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (15).

3. [17-3008](#) Approval of November 8, 2017 Meeting Minutes
(5 minutes)

Action: Approval
Presenter: Randi Kinman, Council Chair

Attachments: [03_Minutes_Nov 2017.pdf](#)

4. [17-2957](#) One Bay Area Grant (OBAG 2) County Program
(20 minutes)

Overview of the proposed OBAG 2 County Program of Projects, which includes recommendations from the nine County Congestion Management Agencies for directing \$386 million in federal funds to local transportation projects throughout the Bay Area.

Action: Information

Presenter: Mallory Atkinson

Attachments: [04 OBAG 2 County Program.pdf](#)
[04_HANDOUT_OBAG 2 Presentation 12-13-17.pdf](#)

5. [17-3011](#) Lifeline Transportation Program - Cycle 5 Guidelines
(20 minutes)

Review proposed Lifeline Transportation Program Guidelines for Cycle 5, FY 2016 -17 through FY 2017 - 18, Resolution No. 4309. Last updated in October 2014 for Cycle 4 (Resolution No. 4159), review Cycle 5 guidelines which allocates approximately \$20 million in funding to Congestion Management Agencies. Funding for the Lifeline Transportation Program is provided through Federal 5307 and State Transit Assistance funds.

Action: Information

Presenter: Judis Santos

Attachments: [05 Lifeline-Cycle 5 Guidelines.pdf](#)

6. [17-3068](#) Senate Bill 1 (SB 1) Funding Program Update
(5 minutes)

Update on the various funding programs created and augmented by SB 1.

Action: Information

Presenter: Kenneth Kao

Attachments: [06 SB 1 Competitive Programs.pdf](#)

7. [17-3013](#) Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Halimah Anderson, Staff Liaison

Attachments: [07 Staff Liaison Report.pdf](#)

8. [17-3014](#) Council Member Reports
(5 minutes)

Members of the Council may report on locally relevant issues or events.

Action: Information

Presenter: Randi Kinman, Council Chair

9. [17-3015](#) New Business
 (5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Action: Discussion

Presenter: Randi Kinman, Council Chair

10. Public Comments / Other Business

11. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, January 10, 2018 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3006 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/8/2017 **In control:** Policy Advisory Council
On agenda: 12/13/2017 **Final action:**
Title: Welcome
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Welcome

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Information



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3008 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 11/8/2017 **In control:** Policy Advisory Council
On agenda: 12/13/2017 **Final action:**
Title: Approval of November 8, 2017 Meeting Minutes
(5 minutes)
Sponsors:
Indexes:
Code sections:
Attachments: [03_Minutes_Nov 2017.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of November 8, 2017 Meeting Minutes
(5 minutes)

Presenter:
Randi Kinman, Council Chair

Recommended Action:
Approval

Attachments:



Metropolitan Transportation Commission

Meeting Minutes - Draft

Policy Advisory Council

Agenda Item 3

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

Wednesday, November 8, 2017

1:30 PM

Board Room - 1st Floor

Agenda Items for the November 8, 2017 Policy Advisory Council are not presented in order. The webcast of this meeting can be viewed on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings>.

1. [17-2926](#) Welcome

Action: Information

Presenter: Randy Rentschler, Director, Legislation and Public Affairs and
Randi Kinman, Council Chair

2. Roll Call / Confirm Quorum

Present: 25 - Baker, Blacksten, Burnett, Vice Chair Castellanos, Chaudhary, Coates, Cochran, Diep, Florez, Hedges, Hernandez, Kallins, Chair Kinman, Levin, Lopez, Madden, Mendoza, Miller, Momoh, Regan, Saver, Schweng, Williams, Winter and Wolff

Excused: 2 - Lee and Murray

3. [17-2927](#) Approval of October 11, 2017 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Upon the motion by Hedges and second by Burnett, the October 11, 2017 meeting minutes were approved. The motion carried by the following vote:

Aye: 25 - Baker, Blacksten, Burnett, Vice Chair Castellanos, Chaudhary, Coates, Cochran, Diep, Florez, Hedges, Hernandez, Kallins, Chair Kinman, Levin, Lopez, Madden, Mendoza, Miller, Momoh, Regan, Saver, Schweng, Williams, Winter and Wolff

Absent: 2 - Lee and Murray

4. Council Orientation

- 4a. [17-2930](#) Electronic Payments Section
(20 minutes)

Briefing on the role and responsibilities of the Electronic Payments Section.

Action: Information

Presenter: Carol Kuester, Director, Electronic Payments

Aleta Dupree was called to speak.

- 4b. [17-2958](#) Programming and Allocations Section
(20 minutes)

Briefing on the role and responsibilities of the Programming and Allocations Section.

Action: Information

Presenter: Anne Richman, Director, Programming and Allocations

- 4c. [17-2931](#) Legislation and Public Affairs Section
(20 minutes)

Briefing on the role and responsibilities of the Legislation and Public Affairs Section.

Action: Information

Presenter: Randy Rentschler, Director, Legislation and Public Affairs

5. [17-2979](#) 2018 Draft MTC/ABAG Joint Advocacy Program
(30 minutes)

Review of 2018 Draft Legislative Advocacy Program.

Action: Information and Discussion

Presenter: Georgia Gann Dohrmann, Legislation and Public Affairs

6. [17-2932](#) Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Halimah Anderson, Staff Liaison

7. [17-2933](#) Council Member Reports
(5 minutes)

Members of the Council may report on locally relevant issues or events.

Action: Information

Presenter: Randi Kinman, Council Chair

8. [17-2934](#) New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Action: Discussion

Presenter: Randi Kinman, Council Chair

9. Public Comments / Other Business

10. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, December 13, 2017 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2957 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/10/2017 **In control:** Policy Advisory Council
On agenda: 12/13/2017 **Final action:**
Title: One Bay Area Grant (OBAG 2) County Program
(20 minutes)

Overview of the proposed OBAG 2 County Program of Projects, which includes recommendations from the nine County Congestion Management Agencies for directing \$386 million in federal funds to local transportation projects throughout the Bay Area.

Sponsors:

Indexes:

Code sections:

Attachments: [04_OBAG 2 County Program.pdf](#)
[04_HANDOUT_OBAG 2 Presentation 12-13-17.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

One Bay Area Grant (OBAG 2) County Program
(20 minutes)

Overview of the proposed OBAG 2 County Program of Projects, which includes recommendations from the nine County Congestion Management Agencies for directing \$386 million in federal funds to local transportation projects throughout the Bay Area.

Presenter:

Mallory Atkinson

Recommended Action:

Information

Attachments:



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 4

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

TO: Policy Advisory Council

DATE: December 6, 2017

FR: Mallory Atkinson, MTC

RE: One Bay Area Grant (OBAG 2) County Program

Policy Advisory Council Agenda Item 4 on OBAG 2 County Program is attached as presented to this month's Programming and Allocations Committee, which will meet on December 13, 2017.

MTC staff will be at your December 13 meeting to discuss the OBAG 2 County Program.

Attachment

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Metropolitan Transportation Commission Programming and Allocations Committee

December 13, 2017

Agenda Item 5a

MTC Resolution No. 4202, Revised

Subject: Proposed revisions to the One Bay Area Grant 2 (OBAG 2) program, including approval of the project recommendations from the nine county Congestion Management Agencies (CMAs) for the \$386 million County Program.

Background: The OBAG 2 program framework was adopted by the Commission in November 2015, and revised in July 2016 to incorporate additional revenues and housing-related elements. The program establishes the Commission's 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 FY2017-18 through FY2021-22.

The OBAG 2 program is divided into a Regional Program (\$476 million), managed by MTC, and a County Program (\$386 million), managed by the nine county Congestion Management Agencies (CMAs):

This month, staff recommend the following revisions to the OBAG 2 County and Regional Programs:

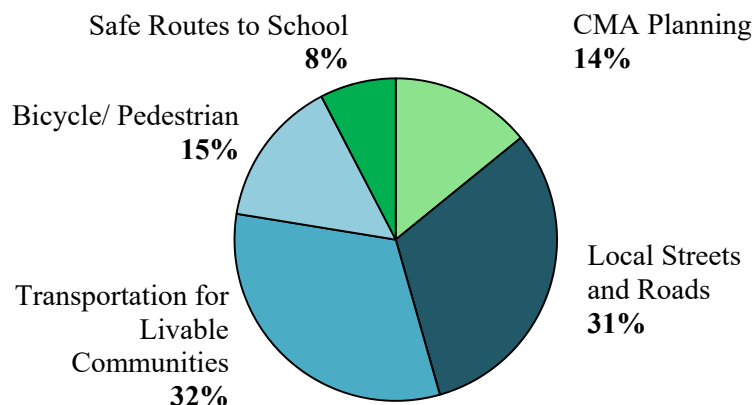
1. County Program Project Recommendations: Following the July 2016 Commission action to distribute additional revenues and housing-related elements into the OBAG 2 program, CMAs were given one year to lead a unified call for projects and recommend projects to MTC by July 2017.

This month, staff recommends approval of the OBAG 2 County Program as recommended by the CMAs. A snapshot of the recommended investments by project type is provided in the chart below. The full list of project recommendations by county are provided in Attachment B-2 of the program resolution.

The OBAG 2 County Program Report Card (Appendix A) provides an overview of the projects recommended by the county CMAs, progress made in meeting the program objectives described above, and compliance with numerous policy requirements. Key findings are summarized in Attachment 1.

The OBAG 2 County Program Report Card and findings in Attachment 1 are provided to the Commission as a regional perspective on project funding recommendations from the CMAs, as well as to inform future programming policy actions.

OBAG 2 County Program Investments by Project Type



Program Total: \$386 million

2. Housing Production Incentive Revisions: In addition to the recommended revisions for the County Program, staff recommends revising the OBAG 2 Project Selection and Programming Policy to reflect changes made to the *80k by 2020 Challenge Grant* by the Commission as part of its adoption of the 2018 Regional Transportation Improvement Program (RTIP) Guidelines. These revisions include:

- Increasing the number of jurisdictions eligible to receive the challenge grant from 10 to 15;
- Clarifying that the preservation, in addition to permitting, of affordable housing units will be credited in the program; and
- Provision that at least one jurisdiction from each county will be awarded a challenge grant.

Issues:

1) TIP Amendments to Follow Requirements: Project sponsors must also meet several requirements in order for MTC to program their grant funding into the federal Transportation Improvement Program (TIP). These requirements include local policy compliance, completion of a complete streets checklist for all capital projects, maintaining a certified Pavement Management Program (PMP), and participating in annual traffic data collection as part of the federal Highway Performance Monitoring System (HPMS) and periodic local streets and roads needs assessments. Staff will work with CMAs and project sponsor staff to ensure all requirements have been met prior to programming OBAG 2 funds in the TIP.

2) Housing Element Compliance: Staff recommends conditional approval of OBAG 2 County Program funding for the 5 jurisdictions that have not yet submitted Housing Element Annual Progress reports: Albany, Danville, Martinez, Saratoga and Vallejo. In order for these to be eligible for OBAG 2 County Program funds, they must submit a compliant housing element progress report (for the 2016 reporting year) to HCD no later than March 1, 2018.

3) CMAQ Revenue: Caltrans recently informed staff that MTC's apportionment of CMAQ will likely decrease by approximately \$8 million per year starting in FY 2019, resulting in a roughly \$33 million revenue reduction over the OBAG 2 funding period. The revenue reduction is the result of good news on the air quality front; in June 2018 the Bay Area will have completed 20 years of being in attainment of EPA's carbon monoxide (CO) standard, after which the region will no longer be considered a CO maintenance area. In California, CMAQ apportionments are distributed among regions in part based on their maintenance status for air quality standards, with an additional weight being given to regions that are in maintenance or non-attainment.

Staff recommends approval of the County Program of Projects this month, and will develop potential options for addressing a shortfall, should it come to pass, such as: identifying opportunities to direct cost savings and additional fund sources to the program, reducing the size of the program either in a targeted or proportional manner, adding another year to the end of OBAG 2 funding period, carrying forward the shortfall into a following cycle, or seeking a change in state statute regarding fund distribution to reward, rather than penalize, regions that have made progress on air quality requirements.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval. Because Resolution No. 4202 is also proposed for revision under Agenda 5b, 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 1
OBAG 2 Report Card
MTC Resolution No. 4202, Revised, Attachments A, A-3, B-1, and B-2

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Attachment 1

Key One Bay Area Grant (OBAG 2) County Program Findings

- **Similar Project Type Mix, Compared to OBAG 1.**

The mix of project types selected by the CMAs for the OBAG 2 County Program is largely consistent with the results seen in OBAG 1 (Appendix A, page 2). In both rounds, the majority of County Program funding is programmed to active transportation projects, including bicycle and pedestrian investments, Transportation for Livable Communities (TLC), and Safe Routes to School (SRTS).

- **Investments Continue to be Focused in Priority Development Areas.**

In the OBAG 2 County Program, CMAs directed a majority of their available funds (82%) to transportation projects that are within Priority Development Areas (PDAs) or that are outside PDAs but provide improved transit, bicycle and/or pedestrian access to a nearby PDA (Appendix A, page 8). This significant emphasis on investing in locally-adopted PDAs, as defined by the CMAs, exceeds the minimum investment target established by the OBAG program, which requires the four North Bay counties to program at least 50% of their funds to PDAs, and the remaining five counties in the Peninsula, East Bay and South Bay to program a minimum of 70% to support PDAs.

- **Definitions for PDA Investments Vary by County.**

For a project located outside of a PDA, CMAs are provided the flexibility to determine whether or not the project provides improved access to a nearby PDA. The criteria adopted vary significantly among the CMAs, posing a significant challenge for regional assessment of PDA investments (Appendix A, page 14).

- **Results are Mixed for Linking Funding to Local Contributions to Housing Objectives.**

An important element of the OBAG County Program is the use of transportation funding to incentivize local jurisdictions to plan for and produce housing, particularly affordable housing. In OBAG 2, the jurisdictions contributing the most towards housing goals tend to also be recommended for the most grant funding, with some exceptions. Additionally, when OBAG 1 and OBAG 2 grants are combined, there are few jurisdictions that have received significantly less funding than expected (or conversely, significantly more), based on their contributions to housing (Appendix A, pages 9-10). Housing considerations are one of many factors that CMAs are required to consider in their project selection process. Staff will work with CMA staff to better understand the implications of these results and whether this approach may need to be adjusted in the future. In some instances this could be a result of undocumented local fund swaps.

- **Self-Certification has mixed results for Local Policy Compliance.**

Self-certification of compliance with policy requirements may be insufficient at reaching universal compliance with OBAG policies (Appendix A, pages 11-12). In particular, 5 jurisdictions that remain out of compliance are still recommended for OBAG 2 funding by their CMAs. One positive result pertains to the Surplus Land requirement, in which general law cities and counties must adopt a resolution affirming compliance with the California Surplus Land Act. All cities and counties recommended by their CMA for OBAG 2 funding have met this new requirement.

- **Housing Anti-Displacement Criteria Added, but Impact Unclear.**

In OBAG 2, the Commission directed CMAs to develop a specific methodology to provide additional weight to jurisdictions that have adopted the most effective housing anti-displacement

Attachment 1 – Key OBAG 2 County Program Findings

Page 2 of 2

policies. The CMAs met this requirement, but the impact of the addition is unclear (Appendix A, page 13). MTC staff will work with CMA staff to better understand what impact this new scoring requirement had on County Program funding decisions as well as on incentivizing local policy adoption by cities and counties. Findings will inform the effort approved by the Commission in October 2017 to develop supplemental housing condition criteria that takes all regional discretionary fund sources into consideration, with results shared for public and stakeholder review by July 2018.

- **CMAs using more funds for own planning.**
In OBAG 2, the CMAs are using \$54 million for their own planning activities (separate from PDA planning), or 14% of the program. In OBAG 1, CMA planning was \$43 million, or 13%.
- **Local Policy Compliance:** To be eligible for OBAG 2 County Program funding, cities and counties are required to comply with several policy requirements, which are also required separately by state law. Of these program requirements, 8 jurisdictions in the Bay Area have still not come into compliance with the requirement to submit annual Housing Element annual Reports to HCD. Of these jurisdictions that have not yet submitted their 2016 progress report to HCD, 5 are recommended for OBAG 2 County Program funding by their respective CMAs.

OBAG 2 Requirement	Jurisdictions Not in Compliance	
Housing Element Annual Progress Reporting	Albany Danville Martinez	Saratoga Vallejo



One Bay Area Grant (OBAG 2)

County Program Report Card

greenhouse gas reduction. To create a funding program that builds upon local priorities to reach regional objectives, the County Program:

- Focuses transportation investments on supporting future growth in Priority Development Areas (PDAs)
- Rewards local contributions to housing with County Program funding, including:
 - Planning and zoning to accommodate future housing growth through the Regional Housing Need Allocation (RHNA) process, and
 - Permitting and production of housing, particularly units that are affordable at the very-low, low, and moderate income levels
- Provides flexibility to the nine County Congestion Management Agencies (CMAs) to select projects that best reflect countywide and local priorities, while still achieving the overall program goals

MTC's innovative One Bay Area Grant (OBAG) County Program is designed to strengthen the ties between local transportation investments and regional goals for affordable housing and



County Program Investments

\$ in millions

County	OBAG 2 County Program (FY18-22)	OBAG 1 County Program (FY13-17)	Total
Alameda	\$77	\$66	\$142
Contra Costa	\$56	\$48	\$104
Marin	\$11	\$11	\$22
Napa	\$8	\$7	\$16
San Francisco	\$48	\$39	\$87
San Mateo	\$33	\$28	\$60
Santa Clara	\$104	\$92	\$196
Solano	\$21	\$20	\$41
Sonoma	\$28	\$24	\$52
Total	\$386	\$334	\$720

Project Types

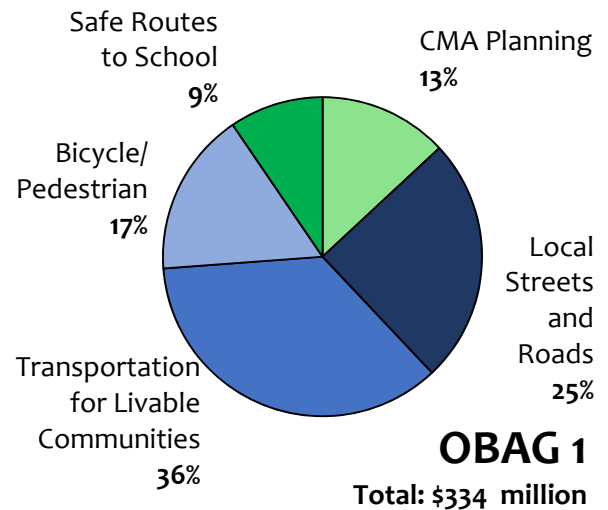
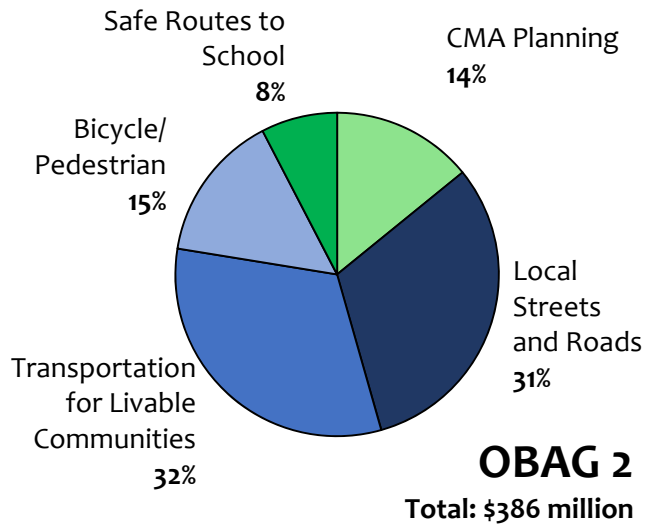
Over the course of the first two cycles of the OBAG program, the greatest share of investments were directed to TLC projects (34% of total). Similar to bike/pedestrian improvements, TLC projects are heavily oriented to bicycle access and walkability, but also include streetscape improvements, road diets, or transit elements. When combining the TLC investments with bicycle/pedestrian (16%) and SRTS (8%) categories, a majority of County Program funds were directed to active transportation projects (58%).

Eligible project types include:

- ❖ Bicycle and pedestrian
- ❖ Transportation for Livable Communities (TLC)
- ❖ Local streets and roads
- ❖ Safe Routes to School (SRTS)
- ❖ Planning

The project mix remained fairly consistent between OBAG 1 and OBAG 2, with roughly equivalent shares being directed to each of the five project types. OBAG 2 does represent a relative shift in emphasis towards local streets and roads (percent share increased nearly 7 points compared to OBAG 1) and a corresponding decrease in share of TLC investments (percent share decreased 4 points from OBAG 1).

Investments by Project Type | Share of County Program Total

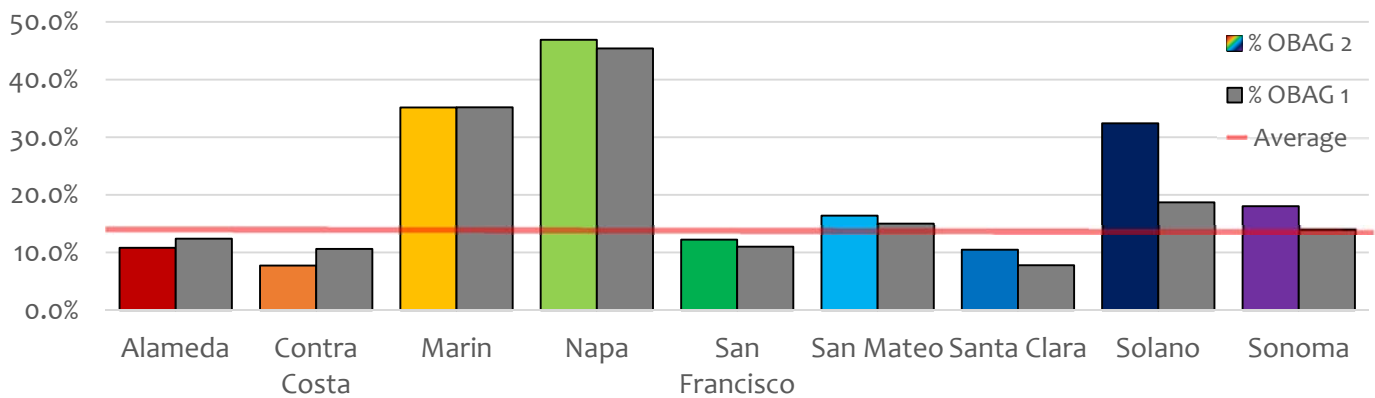


Additional information on the project types and investment levels by county and between funding cycles is provided in the project type focus areas below.

PROJECT TYPE IN FOCUS → CMA Planning Activities

Over the course of the OBAG 1 and 2 County Program, nearly \$100 million has been programmed to general CMA Planning Activities (14% of total program). Although CMA Planning accounts for an average of 14% of the total County Program, the shares for each county have fluctuated somewhat between OBAG 1 and OBAG 2. In OBAG 2, Santa Clara County and Solano County increased the size of their CMA Planning grant significantly (\$3.8 million and \$3.1 million, respectively). However, the relative share of the funding increase as part of each county's discretionary program was much greater in Solano County, which does not have a sales tax measure, (13% point increase over OBAG 1) than Santa Clara County (3% point increase). For the other seven counties, CMA Planning shares remained relatively flat, with absolute changes ranging between 0-4%.

CMA Planning Activities | Share of County Programs



CMA Planning Activities | County Detail

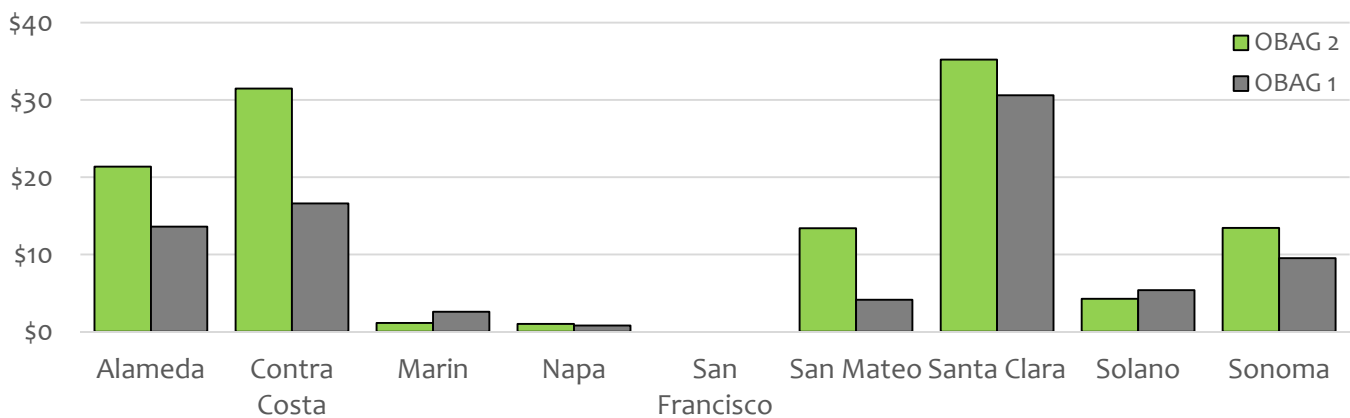
County	OBAG 2 CMA Planning	OBAG 1 CMA Planning	Difference \$ Amount	Difference % of County Program
Alameda ACTC	\$8.3 11%	\$8.1 12%	\$0.2	-1%
Contra Costa CCTA	\$4.3 8%	\$5.1 11%	\$0.8	-3%
Marin TAM	\$3.8 35%	\$3.8 35%	\$0.0	0%
Napa NVTA	\$3.8 47%	\$3.4 45%	\$0.4	2%
San Francisco SFCTA	\$5.9 12%	\$4.3 11%	\$1.6	1%
San Mateo C/CAG	\$5.3 16%	\$4.1 15%	\$1.2	1%
Santa Clara VTA	\$10.9 10%	\$7.1 8%	\$3.8	2%
Solano STA	\$6.9 32%	\$3.7 19%	\$3.1	13%
Sonoma SCTA	\$5.0 18%	\$3.4 14%	\$1.6	4%
Total	\$54.3 14%	\$43.1 13%	\$11.2	1%

PROJECT TYPE IN FOCUS → Local Streets and Roads Investments

More than \$200 million has been allocated through the County Program to projects that preserve or rehabilitate local streets and roads. The total amount recommended for streets and roads projects in OBAG 2 is \$120 million, a \$38 million (45%) increase from OBAG 1. Included in the OBAG 2 amount for local streets and roads projects is \$12.5 million in Federal-Aid Secondary (FAS) program funds, which are provided to counties by state statute specifically for rural roads. These FAS shares were not included in the OBAG 1 County Program, as the shares had already been programmed in an earlier funding cycle.

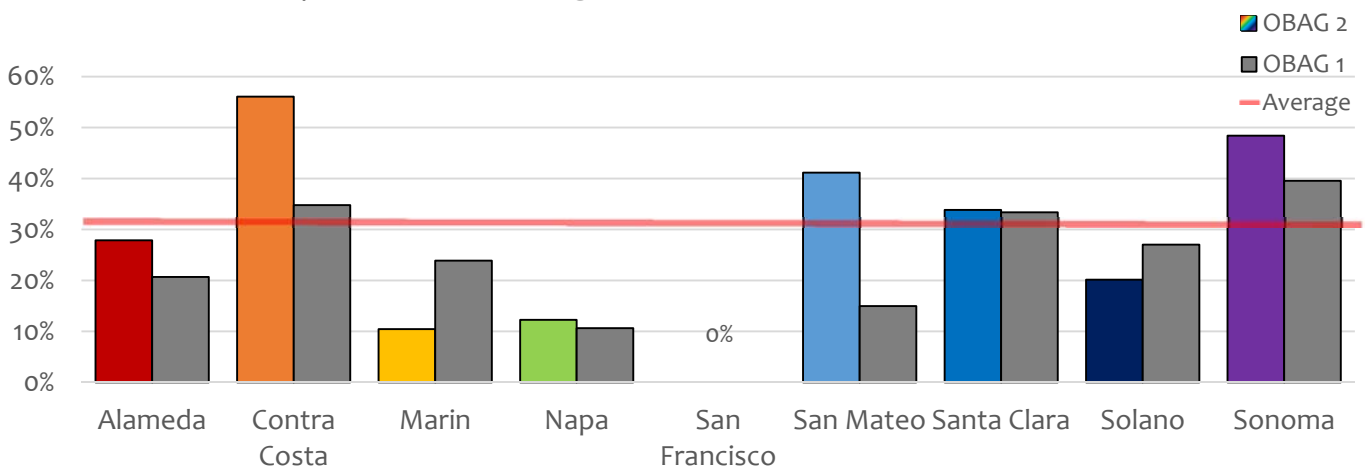
Santa Clara and Contra Costa County have each recommended more than \$30 million to local streets and roads projects through the OBAG 2 program. Notably, San Francisco County has not directed any County Program funding to local streets and roads projects to date.

Local Streets and Roads | Investments by County



In OBAG 2, local streets and roads projects account for 31% of the overall County Program, a slight increase from a 25% share in OBAG 1. This additional emphasis on local streets and roads funding is most notable in Contra Costa County, where 56% of OBAG 2 funds are directed to pavement preservation projects (up from 35% in OBAG 1) and San Mateo County, with 41% going towards local streets and roads (up from 15% in OBAG 1).

Local Streets and Roads | Share of County Programs

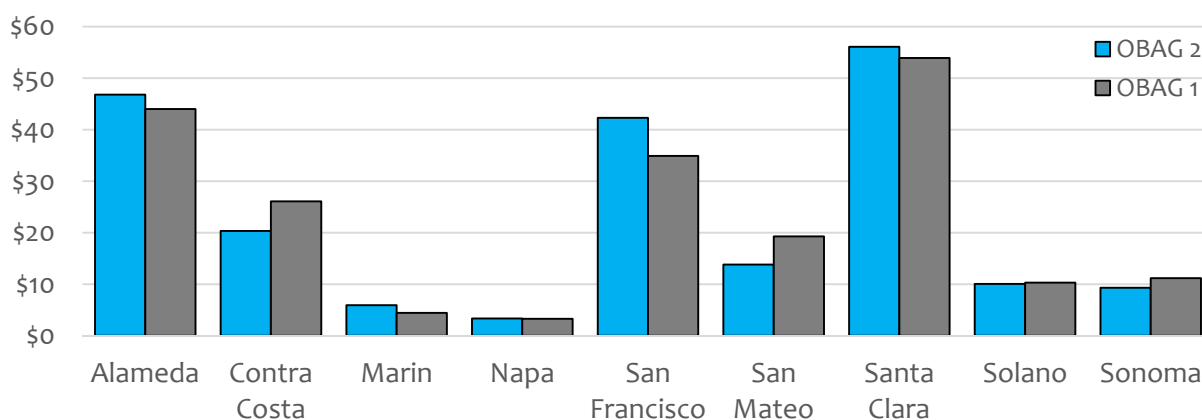


PROJECT TYPES IN FOCUS → Active Transportation Investments

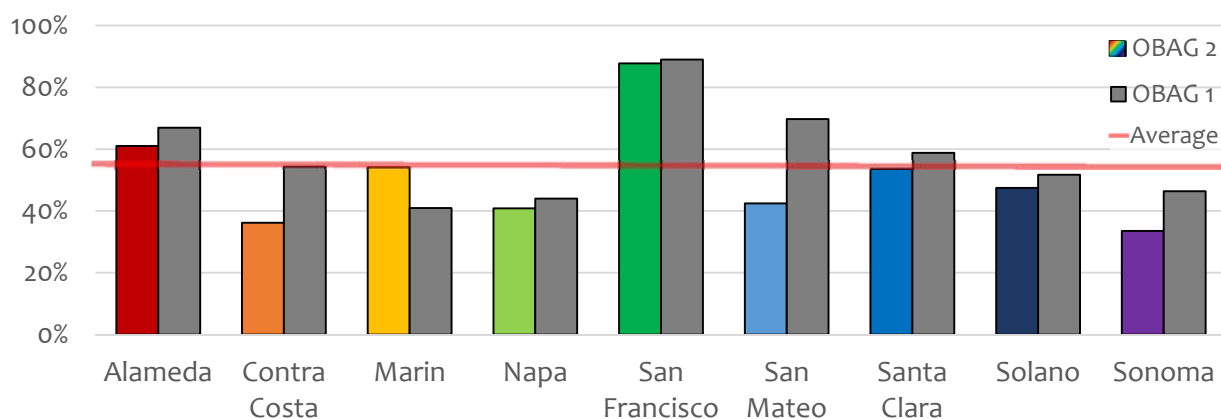
The majority of the OBAG County Program has been invested in active transportation (58%), a combination of Transportation for Livable Communities (TLC), bicycle and pedestrian, and Safe Routes to School (SRTS) projects. Over the course of the first two cycles of the program, more than \$415 million has been invested in projects and programs that improve accessibility, mobility and safety for pedestrians, bicyclists, and public transit riders.

CMAAs programmed approximately the same dollar amount (\$207 million) to active transportation in OBAG 1 and OBAG 2, despite a \$52 million (16%) increase in the overall size of the County Program in OBAG 2. Investments by county in active transportation are detailed below.

Active Transportation Investments | Investments by County



Active Transportation Investments | Share of County Programs



Additional information on investment breakdown for TLC, bicycle/pedestrian, and SRTS projects is provided below.

Active Transportation Investments | *County Investments by Project Type*

County	Transportation for Livable Communities		Bicycle/Pedestrian		Safe Routes to School		Total
	OBAG 2	OBAG 1	OBAG 2	OBAG 1	OBAG 2	OBAG 1	
Alameda	\$34	\$27	\$5	\$10	\$7	\$7	\$91
Contra Costa	\$5	\$21	\$13	\$1	\$2	\$4	\$46
Marin	\$3	\$2	\$2	\$2	\$1	\$1	\$10
Napa	\$2	\$2	\$1	<\$1	\$1	\$1	\$7
San Francisco	\$36	\$24	\$0	\$8	\$6	\$3	\$77
San Mateo	\$4	\$8	\$7	\$9	\$3	\$2	\$33
Santa Clara	\$32	\$24	\$19	\$20	\$6	\$9	\$112
Solano	\$3	\$3	\$5	\$5	\$1	\$2	\$20
Sonoma	\$4	\$8	\$4	\$1	\$2	\$2	\$20
Total	\$123	\$120	\$57	\$56	\$29	\$32	\$417

Top 20 OBAG 2 Grants

In OBAG 2, CMAs identified 184 projects for an average grant size of \$2.1 million. The largest OBAG 2 grants are listed below (table excludes funding for County CMA Planning Activities).

OBAG 2 County Program | 20 Largest Grants

San Francisco	SF DPW	Better Market Street Improvements	\$15,980,000
Santa Clara	San Jose	Pavement Maintenance Program	\$14,597,000
San Francisco	Caltrain	Peninsula Corridor Electrification	\$11,188,000
Alameda	Alameda Co.	Meekland Ave Corridor Improvement, Phase II	\$9,300,000
Santa Clara	San Jose	McKee Road Vision Zero Priority Safety Corridor Imps	\$8,623,000
Santa Clara	San Jose	Tully Road Vision Zero Priority Safety Corridor Imps	\$8,599,000
Alameda	Fremont	Complete Streets Upgrade of Relinquished SR 84	\$7,695,000
Alameda	ACTC	Alameda County SRTS Program	\$7,299,000
Alameda	Berkeley	Southside Complete Streets & Transit Improvements	\$7,121,000
San Francisco	SFMTA	Geary Bus Rapid Transit Phase 1	\$6,939,000
Santa Clara	San Jose	West San Carlos Urban Village Streetscape Imps	\$5,632,000
Contra Costa	Concord	Willow Pass Repaving	\$5,260,000
Alameda	Alameda	Clement Ave Complete Street	\$5,018,000
Santa Clara	Santa Clara Co.	Capitol Expressway Rehabilitation	\$5,000,000
Alameda	Oakland	Citywide Paving Program	\$4,895,000
Contra Costa	El Cerrito	El Cerrito del Norte TOD Complete Streets Imps	\$4,840,000
Contra Costa	San Ramon	Iron Horse Bike and Pedestrian Overcrossings	\$4,840,000
Alameda	Oakland	Lakeside Family Streets	\$4,792,000
Santa Clara	Palo Alto	El Camino Real Pedestrian Safety & Streetscape Imps	\$4,655,000
Contra Costa	Concord	Monument Blvd Class I Path	\$4,368,000



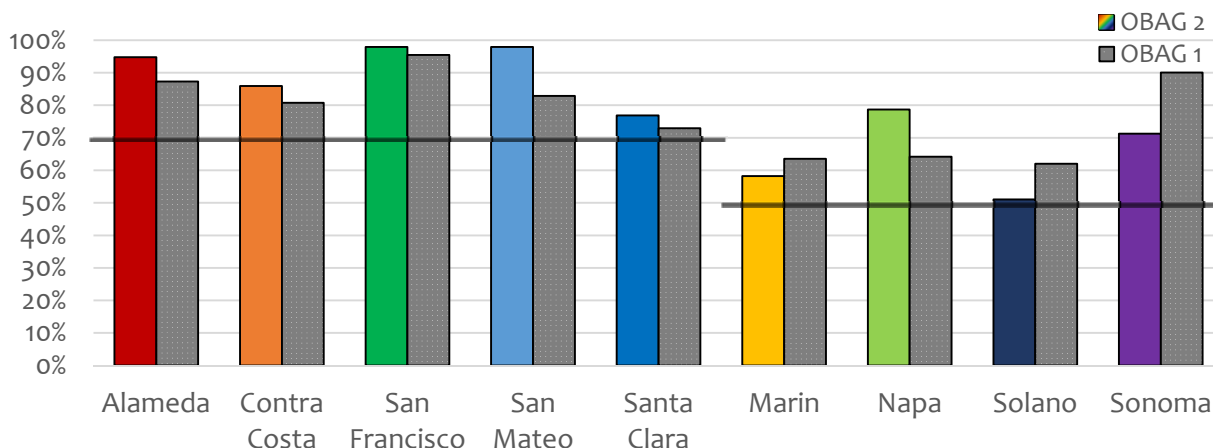
OBAG 2 County Program Report Card PDA Investments

Working in step with *Plan Bay Area 2040*, the region's current long-range transportation plan and Sustainable Communities' Strategy (RTP/SCS), the OBAG County Program is designed to strategically invest in local transportation projects that support regional goals for focused development in designated areas, long-term reduction greenhouse gas (GHG) emissions, and housing affordability for all Bay Area residents.

To make progress in these areas, the County Program requires CMAs to direct the bulk of their discretionary funding on projects that are located within Priority Development Areas (PDAs) or projects that otherwise support access, mobility and development of PDAs. For more populous counties in the Peninsula, East and South Bay, 70% of the County Program must be PDA supportive investments (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counties); in the North Bay, 50% of investments are required to support PDAs (Marin, Napa, Solano and Sonoma County).

In both OBAG 1 and OBAG 2, the CMAs met and exceeded the PDA investment targets for their respective counties. In OBAG 2, 82% of County Program investments are in PDAs or otherwise support nearby PDAs, as defined by the CMAs, up from 80% of County Program investments in OBAG 1. Over the course of the two cycles, this totals nearly \$540 million invested in projects that support local PDAs.

PDA Investments | Share of County Programs



Housing Linkage

A defining feature of the OBAG County Program is the introduction of housing considerations into the framework for how to distribute transportation dollars.

In OBAG 2, the formula used to distribute county program funds was revised to:

- Consider housing contributions over a longer timeframe in order to mitigate the effect of the recent recession and major swings in housing permit approvals, while still providing additional weight for jurisdictions that recently made strides in housing outcomes (70% weighting given to units permitted in 2007-2014, 30% weight for permits from 1999-2006);
- Place additional emphasis on housing production over planning for future housing needs through the Regional Housing Needs Allocation (RHNA) process (production factors account for 30% of OBAG 2 total formula, up from 25% in OBAG 1).
- Place additional emphasis on housing that is affordable at the very low, low, and moderate income levels, over total housing units (affordability factors account for 30% of OBAG 2 total formula, up from 25% in OBAG 1).

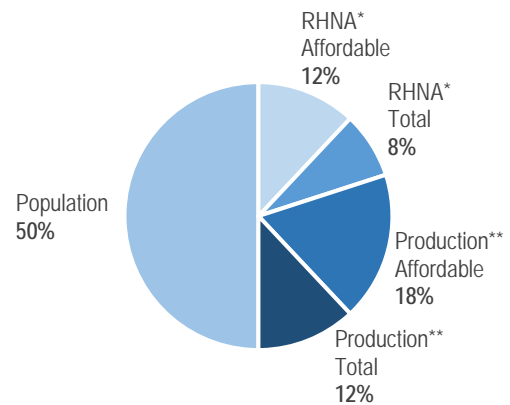
The County Program distribution formula is designed to reward local efforts to accommodate future housing growth at all income levels through the RHNA process and that also make good on those commitments through the permitting and production of housing.

It is important to note that the link between MTC's County Program formula distribution and the grants ultimately received by local jurisdictions is indirect, as each CMA manages its own countywide competitive call for projects for the amounts allotted to each county. Although housing contributions are an important consideration for project selection, CMAs are also required to consider several other factors – including investing in high impact areas, such as PDAs, Transit Priority Areas (TPAs); projects in Communities of Concern (CoCs) or identified through Community-Based Transportation Plans (CBTPs); projects within the Air District's Community Air Risk Evaluation (CARE) communities; and projects within cities and counties that have adopted affordable housing creation and preservation policies. In addition, CMAs also take into consideration the priorities and needs of the jurisdictions within their counties, as well as administrative issues including eligibility with OBAG policy requirements, and deliverability issues.

In OBAG 2, the jurisdictions contributing the most towards housing goals tend to also be recommended for the most grant funding, with a few exceptions. Additionally, when OBAG 1 and OBAG 2 grants are combined, there are a few jurisdictions that have received significantly less funding than expected (or conversely, significantly more), based on their contributions to housing. The tables below highlight some of these differences.

Distribution Formula

OBAG 2 County Program Funding



* Per the 2014-2022 Regional Housing Need Allocation.

** Per the 1999-2006 and 2007-2014 Housing Production Report from ABAG.

The OBAG County Program distribution formula incorporates local efforts to accommodate future housing growth at all income levels,* but housing is one of many factors taken into consideration by CMAs in project prioritization. **The tables below are provided for informational purposes only, and do not imply a requirement for CMAs to award specific amounts to individual jurisdictions.**

Top 15 Jurisdictions | Sorted by Grant Award Totals


Jurisdiction	Grant Award Totals ¹		Formula Contribution	
	OBAG 1 + OBAG 2		Contribution to County Distribution Formula**	
	Rank	\$ Amt.	Rank	\$ Amt.
San Francisco	1	\$74	2	\$86
San Jose	2	\$72	1	\$99
Oakland	3	\$30	3	\$36
Santa Clara Co.	4	\$22	31	\$7
Fremont	5	\$18	6	\$18
Sunnyvale	6	\$18	5	\$18
Alameda Co.	7	\$15	14	\$10
Berkeley	8	\$14	20	\$9
Palo Alto	9	\$13	33	\$6
Santa Clara	10	\$11	7	\$14
Concord	11	\$11	13	\$10
Sonoma Co.	12	\$11	10	\$11
Milpitas	13	\$10	16	\$10
Union City	14	\$10	36	\$6
Alameda	15	\$10	37	\$6


¹ Does not include CMA Planning funds.

Top 15 Jurisdictions | Sorted by Formula Contribution

Jurisdiction	Formula Contribution		Grant Award Totals ¹	
	Contribution to County Distribution Formula**		OBAG 1 + OBAG 2	
	Rank	\$ Amt.	Rank	\$ Amt.
San Jose	1	\$99	2	\$72
San Francisco	2	\$86	1	\$74
Oakland	3	\$36	3	\$30
Santa Rosa	4	\$21	25	\$6
Sunnyvale	5	\$18	6	\$18
Fremont	6	\$18	5	\$18
Santa Clara	7	\$14	10	\$11
Hayward	8	\$13	33	\$5
Contra Costa Co.	9	\$12	19	\$8
Sonoma Co.	10	\$11	12	\$11
Fairfield	11	\$11	63	\$2
Antioch	12	\$11	37	\$4
Concord	13	\$10	11	\$11
Alameda Co.	14	\$10	7	\$15
Vacaville	15	\$10	28	\$5

\$, in millions

 Jurisdiction **is not** in the top 15 in terms of contribution to county distribution formula, but **is** in the top 15 for largest grant totals.

 Jurisdiction **is** in the top 15 contributors to county distribution formula, but **is not** in the top 15 recipients of grant funds.

*The link between local housing factors and OBAG grant funding is indirect. Each CMA manages its own countywide competitive call for projects for the amount allotted to the county. In addition to taking housing contributions into consideration, CMAs are required to prioritize projects that invest in high impact areas (PDAs/TPAs), Communities of Concern (COCs), Air District Community Air Risk Evaluation (CARE) communities, and in jurisdictions that have adopted affordable housing creation and preservation policies. In addition, CMAs may choose to incorporate additional project evaluation criteria to best meet the needs and priorities of their county.

** Jurisdiction's contribution to the OBAG 1 and OBAG 2 county distribution formulas; includes various housing factors (50% of formula) and population (50% of formula).

OBAG 2 County Program Report Card

Policy Requirements

To be eligible for OBAG 2 County Program funding, local cities and counties are required to comply with several policy requirements, which are also required separately by state law:

- **Housing Element Certification:** Cities and counties must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015.
 - 100% compliance – all Bay Area jurisdictions have an HCD certified housing element
- **Housing Element Annual Progress Reporting:** Cities and counties are required to submit Housing Element Annual Reports to HCD by April 1 every year. All cities and counties receiving OBAG 2 funding must comply with this requirement during the entire OBAG 2 funding period.
 - 93% compliance – 8 jurisdictions have not yet submitted a compliant 2016 progress report (due April 1, 2017); 5 of these jurisdictions are recommended for OBAG 2 funding by their CMA.

In order to remain eligible for OBAG 2 County Program funds, all jurisdictions must submit a compliant housing element progress report (for the 2016 reporting year) to HCD no later than March 1, 2018.

As a reminder to all jurisdictions, the annual progress reports are an annual requirement to maintain eligibility throughout the OBAG 2 funding period. Jurisdictions that do not submit progress reports pursuant to state statute may risk deprogramming of OBAG 2 funds and risk eligibility for future fund cycles.

- **Complete Streets Policy:** Cities and counties must adopt a complete streets resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC, incorporating MTC's required complete streets elements as outlined in MTC's Complete Streets Guidance. Alternatively a jurisdiction can meet this requirement through an update of their general plan circulation element after January 1, 2010 to incorporate the provisions of the 2008 Complete Streets Act.
 - 99% compliance – only one jurisdiction has not yet adopted a compliant complete streets resolution of updated circulation element; all jurisdictions recommended for OBAG 2 funding by their CMA have met this requirement.
- **Surplus Land Act:** All general law cities and counties must adopt a surplus land resolution by the date affirming compliance with the State Surplus Land Act.
 - 100% compliance – All general law cities and counties adopted a resolution affirming compliance with the State Surplus Land Act.

Note: In addition to the policy requirements described above, which are required to maintain eligibility for OBAG 2 funding, local jurisdictions must also meet several additional requirements in order for MTC to program their grant funding into the federal Transportation Improvement Program (TIP). These requirements include completion of a complete streets checklist for all capital projects, maintaining a certified Pavement Management Program (PMP), and participating in annual traffic data collection as part of the federal Highway Performance Monitoring System (HPMS) and periodic local streets and roads needs assessments.

OBAG 2 Local Policy Compliance | Required for OBAG 2 Eligibility

OBAG 2 Requirement	Compliance	Non-Compliant Jurisdictions	
		Recommended by CMA for OBAG 2 Funding	Not Recommended by CMA for OBAG 2 Funding
• Housing Element Certification	100%		
• Housing Element Annual Progress Reporting	93%	Albany Danville Martinez	Saratoga Vallejo Los Altos Hills Dixon Rio Vista
• Complete Streets Policy	99%		Cloverdale
• Surplus Land Act	100%		

OBAG 2 Local Compliance | Required Prior to TIP Programming

OBAG 2 Requirement	Compliance	Non-Compliant Jurisdictions	
		Recommended by CMA for OBAG 2 Funding	Not Recommended by CMA for OBAG 2 Funding
• Complete Streets Checklists	100%	(see note below)	
• Pavement Management Certification (PMP)	94%	Portola Valley Vallejo Sebastopol	Mill Valley Tiburon Cloverdale
• Local Streets and Roads Needs Assessment	100%		
• Highway Performance Monitoring System (HPMS) Annual Traffic Data Survey	95%	Gilroy Healdsburg	Belvedere Monte Sereno Rio Vista

Note: All projects recommended for OBAG 2 funding have completed a Complete Streets Checklist. However, the OBAG 2 policy requires that complete streets checklists be completed and made available for review by Bicycle and Pedestrian Advisory Committees (BPACs) prior to CMA adoption of the program of projects. MTC will work with CMAs and project sponsor staff to ensure all checklists that were submitted after the CMA program adoption are made available to the appropriate BPAC for review, prior to programming in the TIP.

CMA Policies

Anti-Displacement Scoring for PDA Projects

OBAG 2 included a new requirement for CMAs to adopt a specific scoring methodology for funding projects within PDAs or Transit Priority Areas (TPAs) to reward jurisdictions with the most effective housing anti-displacement policies. The various approaches taken by CMAs to meet this requirement are detailed below.

	CMA Anti-Displacement Scoring Approaches
Alameda ACTC	ACTC used existing criteria for project evaluation: up to 9 points (out of 100) for various affordable housing preservation/creation strategies.
Contra Costa CCTA	CCTC adopted an approach to direct up to 4 points (out of 100) based on the number of housing policies from UC Berkeley's Urban Displacement project list of 14 policies.
Marin TAM	TAM assigned a low/medium/high score based on the number of policies adopted in the jurisdictions. Both of their two PDA jurisdictions were given "medium" scores, but of those, only San Rafael submitted a funding application. Thus, the additional scoring confirmed the selection of San Rafael for PDA funding.
Napa NVTA	Framework included a low/medium/high ranking. The application included a long list of housing policies including several not included in the UC Berkeley list, such as various loan programs for housing preservation and home-ownership, foreclosure prevention programs, and reduced parking requirements.
San Francisco SFCTA	San Francisco has several existing community stabilization policies in place. To honor the intent of the Commission to provide additional weighting to support affordable housing goals, SFCTA's scoring methodology gave up to 3 points (out of 43) to projects located in a PDA that is near a proposed housing development with 75% or more affordable units.
San Mateo C/CAG	C/CAG approved up to 1 point (out of 96) to jurisdictions with one or more of 14 listed housing preservation/stabilization policies.
Santa Clara VTA	Policy included up to 5 bonus points (beyond the 100 point total) for jurisdictions with policies in place (1 point per policy); VTA included 5 applicable policies and one catch-all for other strategies.
Solano STA	STA uses a qualitative project selection process. The application asked the sponsor to describe the jurisdiction's anti-displacement policies.
Sonoma SCTA	SCTA awarded up to 3 points (out of 35) for projects in PDAs with affordable housing preservation and creation strategies and community stabilization policies.

As part of this new requirement, the Commission directed MTC and the CMAs to analyze the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. MTC staff will work with CMA staff to better understand what impact this new scoring requirement had on County Program funding decisions as well as on incentivizing local policy adoption by cities and counties. Findings will inform the effort to develop supplemental housing condition criteria that takes all regional discretionary fund sources into consideration, with results shared for public and stakeholder review by July 2018.

PDA Investment Criteria for Projects Outside of PDAs

A project does not need to be located within the geographic boundaries of a PDA in order to support access and mobility of the PDA. In some cases, a project located entirely outside of a PDA, such as new or improved transit service, can provide significant benefits to a nearby PDA. In recognition of this, CMAs may consider projects providing improved access to a PDA as contributing to their PDA minimum investment targets. The criteria adopted by each CMA to determine whether a project provide access or benefits to a nearby PDA are detailed below.

	PDA Investment Criteria for Projects Outside of PDAs
Alameda ACTC	Providing benefits of travel to or from a PDA, between PDAs, or between a PDA and a job center or other important community services or areas
Contra Costa CCTA	<p>The project:</p> <ol style="list-style-type: none"> 1. Is wholly or partially within the limits of a PDA or directly connects to a PDA 2. Improves access to the PDA and is within ½ mile of a PDA, or within 1 mile of a PDA and within a COC, or within 2 miles of a PDA and improves transit access on a route that serves and connects a PDA 3. Improves or completes a gap on the Countywide Bikeway Network designated in the Authority's Countywide Bicycle and Pedestrian Plan, is within the designated Contra Costa Urban Limit Line, and improves bicycle/pedestrian access to one or more PDAs 4. Connects a PDA either to a transit station or transit center or to a significant concentration of jobs, either of which is within 1 mile of the PDA 5. Is greater than ½ mile from a PDA and does not meet any of the above criteria, but does provide critical improvements in access to a PDA, such as removing a barrier in gaining access to a PDA and providing substantially more direct bicycle/pedestrian access to the PDA
Marin TAM	No definition; OBAG 2 projects are within/partially within PDA or not in a PDA.
Napa NVTA	No definition; required applicants to describe
San Francisco SFCTA	No definition; required applicants to describe
San Mateo C/CAG	<p>The project:</p> <ol style="list-style-type: none"> 1. Provides direct access to a PDA 2. Is within one mile radius of a PDA boundary 3. Is located on a street that houses a transit route, which directly leads to a PDA 4. Is located within ½ mile of 1 or more stops for 2 or more public or shuttle bus lines, or within ½ mile of a rail or regional transit station, that is connected to a PDA 5. Provides a connection between a TOD, as defined by C/CAG, and a PDA. 6. Is a bicycle/pedestrian facility that is included in an adopted bicycle/pedestrian plan within San Mateo County and is part of a network that leads to a PDA.
Santa Clara VTA	<ol style="list-style-type: none"> 1. Definitely Serves: Project is completely or partially in a PDA; portion of the project is within ½ mile of a PDA; the project is wholly on one of the included Transit Investment Corridors; bike projects that are wholly within Countywide Bike Corridors; connects one PDA to another; removes a barrier to a PDA. 2. Needs Justification: Project is greater than ½ mile from any PDA and does not meet any of the above criteria, but benefits a PDA, with clear justification.
Solano STA	No definition; OBAG 2 projects are within/partially within PDA or not in a PDA.
Sonoma SCTA	No definition; required applicants to describe. SCTA did use a "rule of thumb" internally: ¼ mile from PDA for bike/pedestrian projects; ½ mile for LSR projects.

One Bay Area Grant (OBAG 2) Alameda County Projects

Bicycle / Pedestrian

- 1

Albany: San Pablo Ave and Buchanan St Pedestrian Improvements

\$340,000
- 2

Oakland: Lakeside Family Streets

\$4,792,000

Local Streets & Roads

- 3

Alameda County: Various Streets and Roads Preservation

\$3,950,000
- 4

Alameda: City Wide Street Resurfacing Program

\$827,000
- 5

Berkeley: North Shattuck Ave Rehabilitation*

\$1,214,000
- 6

Dublin: Dublin Blvd Rehabilitation

\$661,000
- 7

Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St

\$225,000
- 8

Fremont: Pavement Rehabilitation*

\$2,760,000
- 9

Hayward: Winton Ave Complete Street*

\$1,750,000
- 10

Livermore: Annual Pavement Maintenance

\$1,382,000
- 11

Newark: Thornton Ave Pavement Rehabilitation

\$592,000
- 12

Oakland: Citywide Paving Program*

\$4,895,000
- 13

Piedmont: Oakland Ave Improvements*

\$168,000
- 14

Pleasanton: Hacienda Business Park Pavement Rehabilitation*

\$1,095,000
- 15

San Leandro: Washington Ave Rehabilitation

\$1,048,000
- 16

Union City: Dyer Rd Pavement Rehabilitation

\$872,000

Transportation for Livable Communities

- 17

Alameda County: Meekland Ave Corridor Improvement, Phase II

\$9,300,000
- 18

Alameda: Central Ave Complete Street

\$3,487,000
- 19

Alameda: Central Ave Complete Street

\$5,018,000
- 20

Berkeley: Southside Complete Streets & Transit Improvements

\$7,621,000
- 21

Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA

\$7,695,000
- 22

Hayward: Main St Complete Street

\$1,675,000

Not Mapped

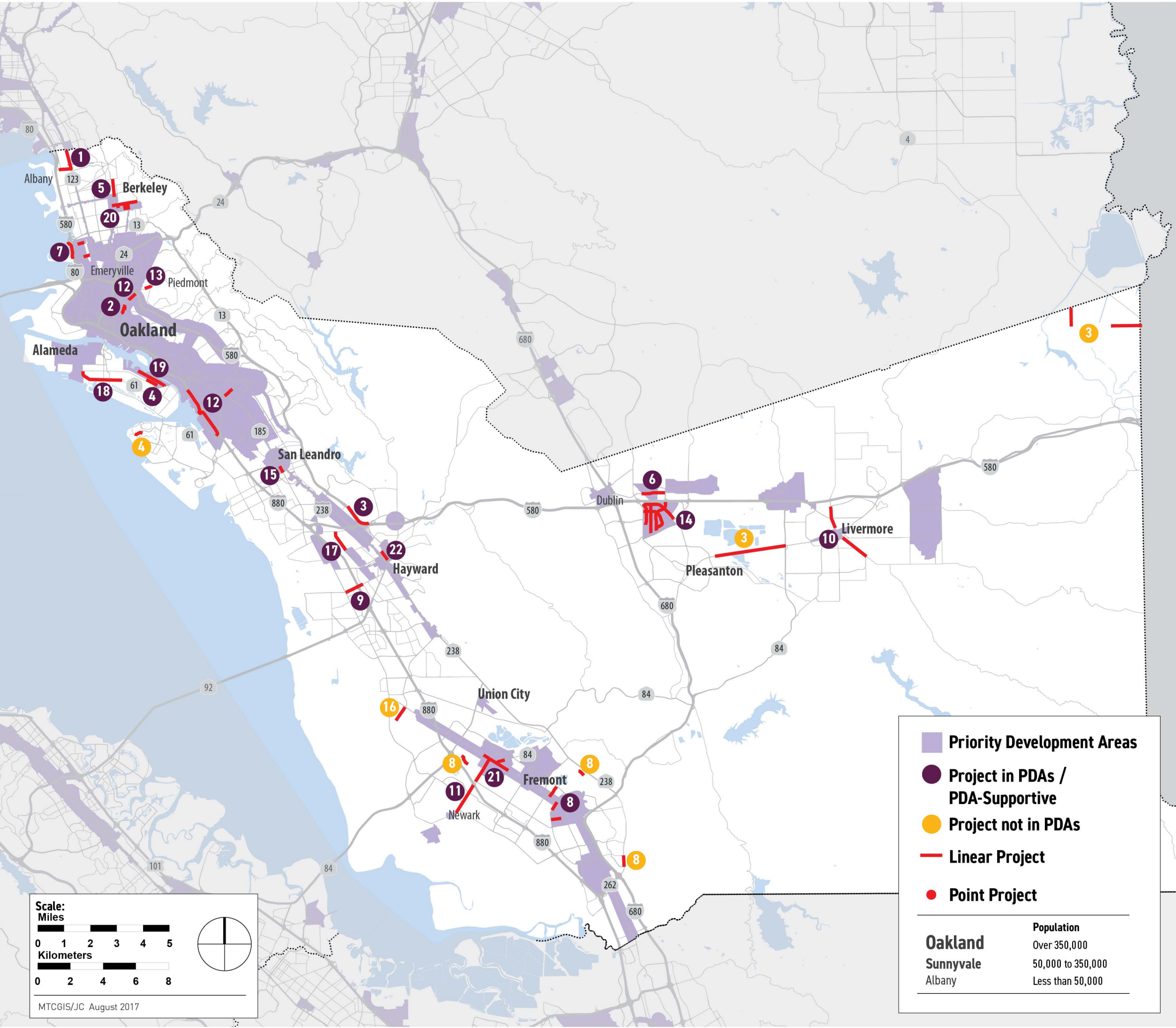
- ACTC: Alameda County Safe Routes to School (SRTS) Program

\$7,299,000
- ACTC: Congestion Mangement Agency (CMA) Planning

\$8,289,000
- MTC: I-580 Corridor Study**

\$200,000

* Project includes new bicycle and/or pedestrian improvements
** Funds prorammed to MTC for ACTC's contribution to the joint I-580 Corridor Study.



One Bay Area Grant (OBAG 2) Contra Costa County Projects

Bicycle / Pedestrian

1	Concord: Monument Blvd Class I Path	\$4,368,000
2	San Ramon: Iron Horse Bike and Pedestrian Over-crossings	\$4,840,000

Local Streets & Roads

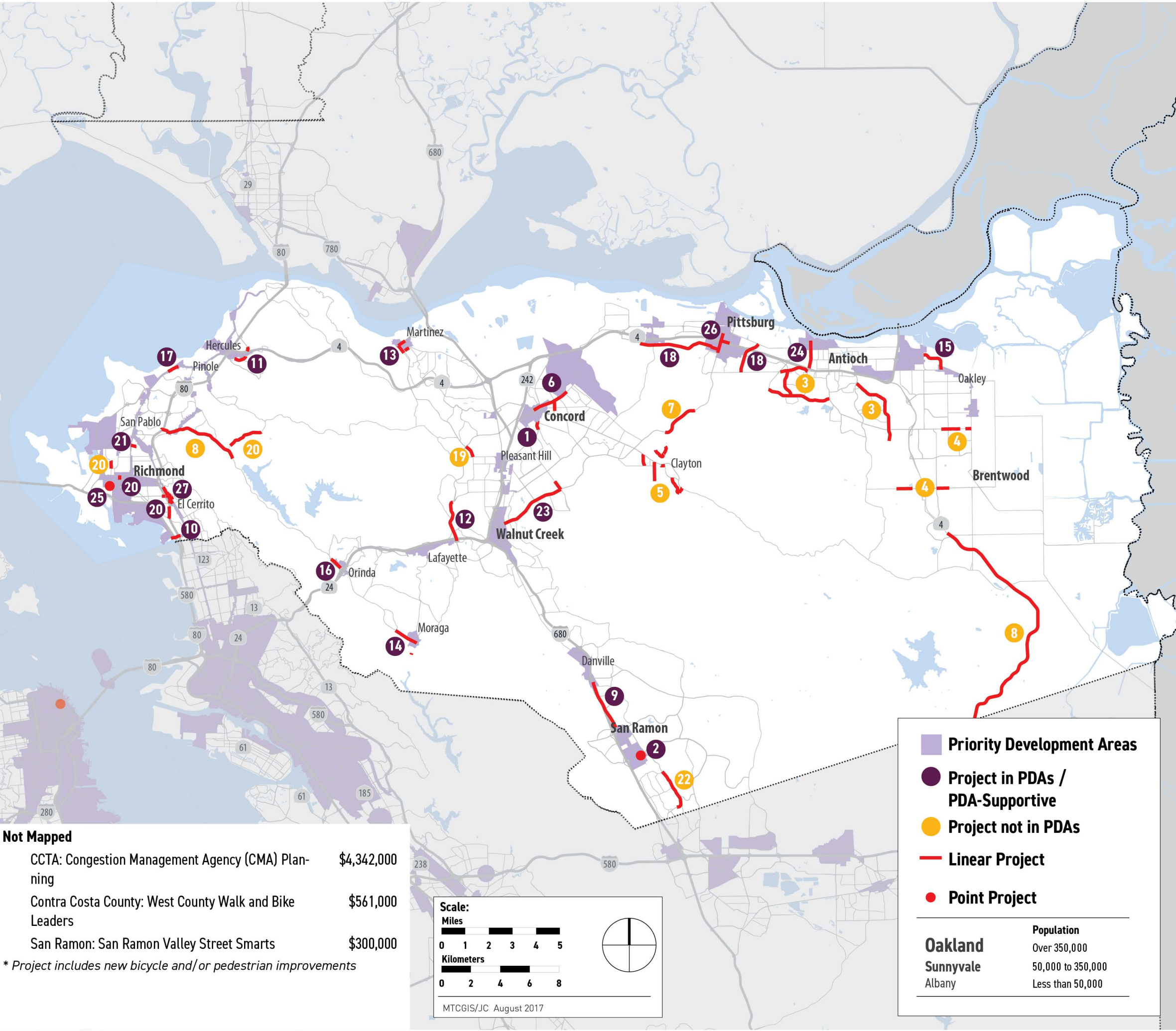
3	Antioch: Pavement Rehabilitation	\$2,474,000
4	Brentwood: Various Streets and Roads Preservation	\$1,653,000
5	Clayton: Neighborhood Streets Rehabilitation	\$308,000
6	Concord: Willow Pass Repaving & 6th St SRTS*	\$5,260,000
7	Contra Costa County: Kirker Pass Rd Overlay	\$1,343,000
8	Contra Costa County: Local Streets and Roads Preservation	\$4,327,000
9	Danville: Camino Ramon Improvements*	\$1,357,000
10	El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	\$544,000
11	Hercules: Sycamore/Willow Pavement Rehabilitation	\$492,000
12	Lafayette: Pleasant Hill Rd Pavement Rehabilitation	\$579,000
13	Martinez: Downtown Streets Rehabilitation	\$846,000
14	Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements*	\$1,203,000
15	Oakley: Vintage Parkway Rehabilitation	\$969,000
16	Orinda: Orinda Way Pavement Rehabilitation	\$620,000
17	Pinole: San Pablo Ave Rehabilitation	\$586,000
18	Pittsburg: Pavement Improvements	\$1,385,000
19	Pleasant Hill: Pleasant Hill Rd Improvements*	\$920,000
20	Richmond: Pavement Rehabilitation & ADA Improvements*	\$2,205,000
21	San Pablo: Market St Pavement Rehabilitation*	\$618,000
22	San Ramon: Alcosta Blvd Pavement Rehabilitation*	\$1,175,000
23	Walnut Creek: Ygnacio Valley & Oak Grove Rd Rehabilitation	\$2,608,000

Safe Routes to Schools

24	Antioch: L St Pathway to Transit	\$1,223,000
25	Richmond: Lincoln Elementary SRTS Pedestrian Enhancements	\$320,000

Transportation for Livable Communities

26	Pittsburg: BART Pedestrian and Bicycle Connectivity	\$3,870,000
27	El Cerrito: El Cerrito del Norte TOD Complete Streets Improvements	\$4,840,000



Not Mapped

CCTA: Congestion Management Agency (CMA) Planning	\$4,342,000
Contra Costa County: West County Walk and Bike Leaders	\$561,000
San Ramon: San Ramon Valley Street Smarts	\$300,000

* Project includes new bicycle and/or pedestrian improvements

One Bay Area Grant (OBAG 2) Marin County Projects

Bicycle / Pedestrian

- 1

San Rafael: Francisco Blvd East Sidewalk Improvements

\$2,100,000
- 2

Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements

\$250,000

Local Streets & Roads

- 3

Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown SMART Station)

\$1,450,000
- 4

San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Improvements*

\$1,134,000

Safe Routes to Schools

- 5

Corte Madera: Paradise Drive Muliti-Use Path (San Clement Dr to Seawolf Passage)

\$595,000
- 6

San Anselmo: San Anselmo Bike Spine

\$269,000

Transportation for Livable Communities

- 7

GGBHTD: San Rafael Bettini Transit Center

\$1,250,000
- 8

Novato: Downtown Novato SMART Station (funded through exchange)**

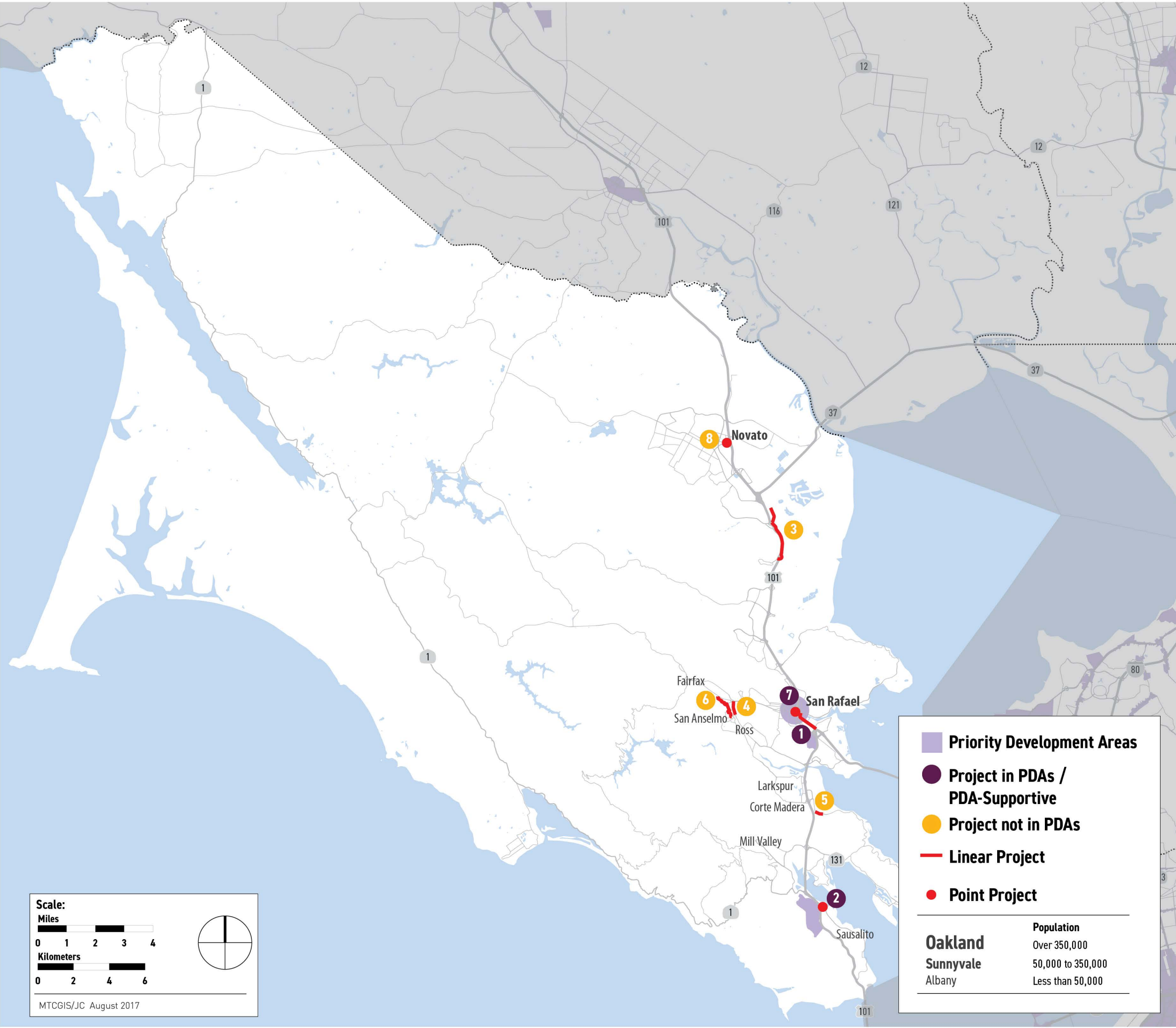
\$1,450,000
(Local Funds)

Not Mapped

- TAM: Congestion Management Agency (CMA) Planning

\$3,822,000

* Project includes new bicycle and/or pedestrian improvements
** Project is funded with local funds that were made available by programming OBAG 2 County Program Funds onto Novato’s Nave Dr & Bel Marin Keys Blvd project and shifting an equal amount of local funds to the Novato SMART Station.



Scale:

Miles

0

1

2

3

4

Kilometers

0

2

4

6

MTCGIS/JC August 2017

Priority Development Areas

Project in PDAs / PDA-Supportive

Project not in PDAs

Linear Project

Point Project

Oakland

Sunnyvale

Albany

Population

Over 350,000

50,000 to 350,000

Less than 50,000

One Bay Area Grant (OBAG 2) Napa County Projects

Bicycle / Pedestrian

1 St. Helena: Main St. Pedestrian Improvements \$1,206,000

Local Streets & Roads

2 American Canyon: Green Island Rd Improvements* \$1,000,000

Transportation for Livable Communities

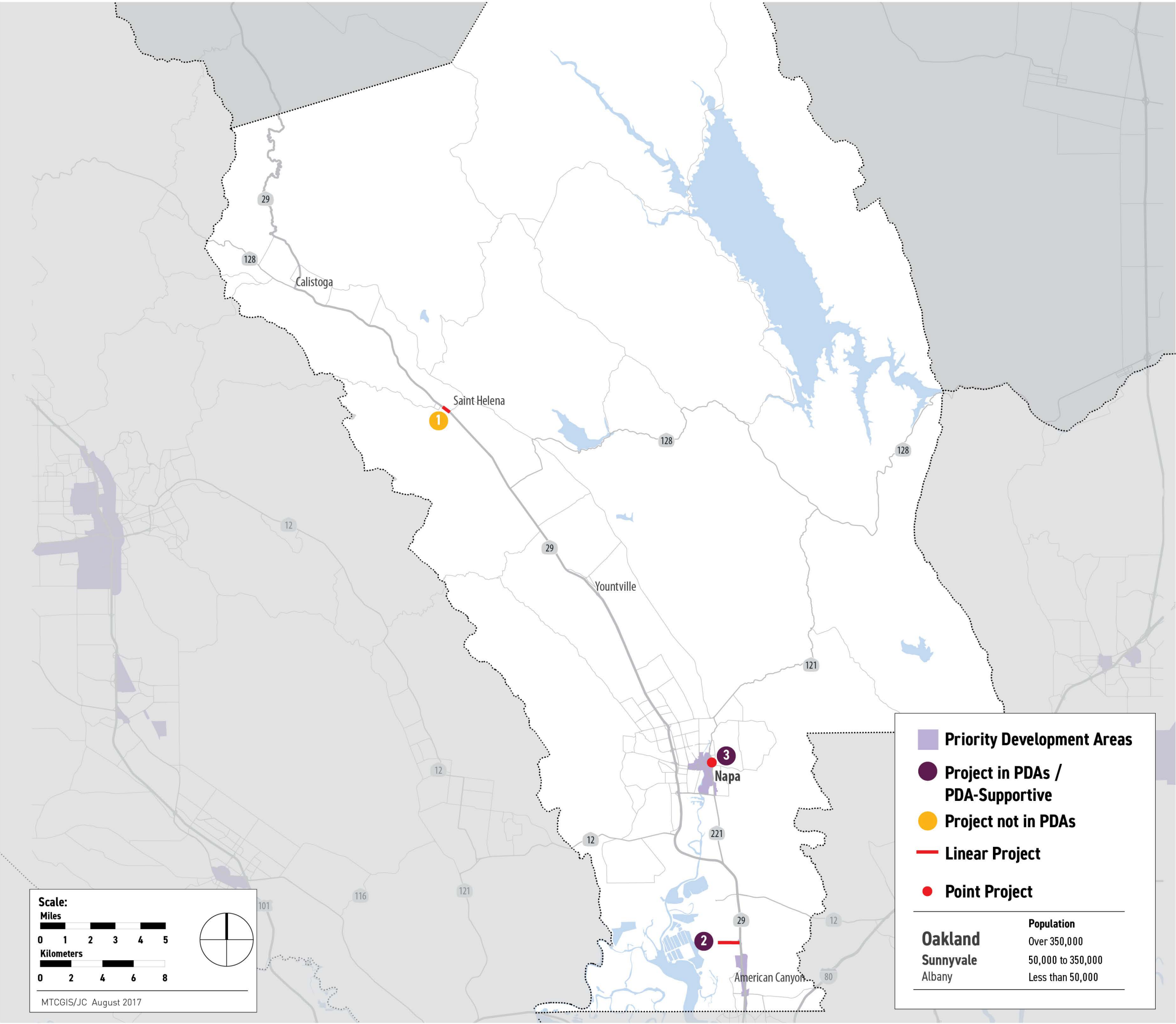
3 Napa: Silverado Trail Five-way Intersection Improvement \$2,000,000

Not Mapped

NVTA: Napa County Safe Routes to School (SRTS) Program \$122,000

NVTA: Congestion Management Agency (CMA) Planning \$3,822,000

* Project includes new bicycle and/ or pedestrian improvements.



One Bay Area Grant (OBAG 2) San Francisco County Projects

Safe Routes to School

1	SF DPW: John Yehall Chin Elementary Safe Routes to School (SRTS)	\$3,366,000
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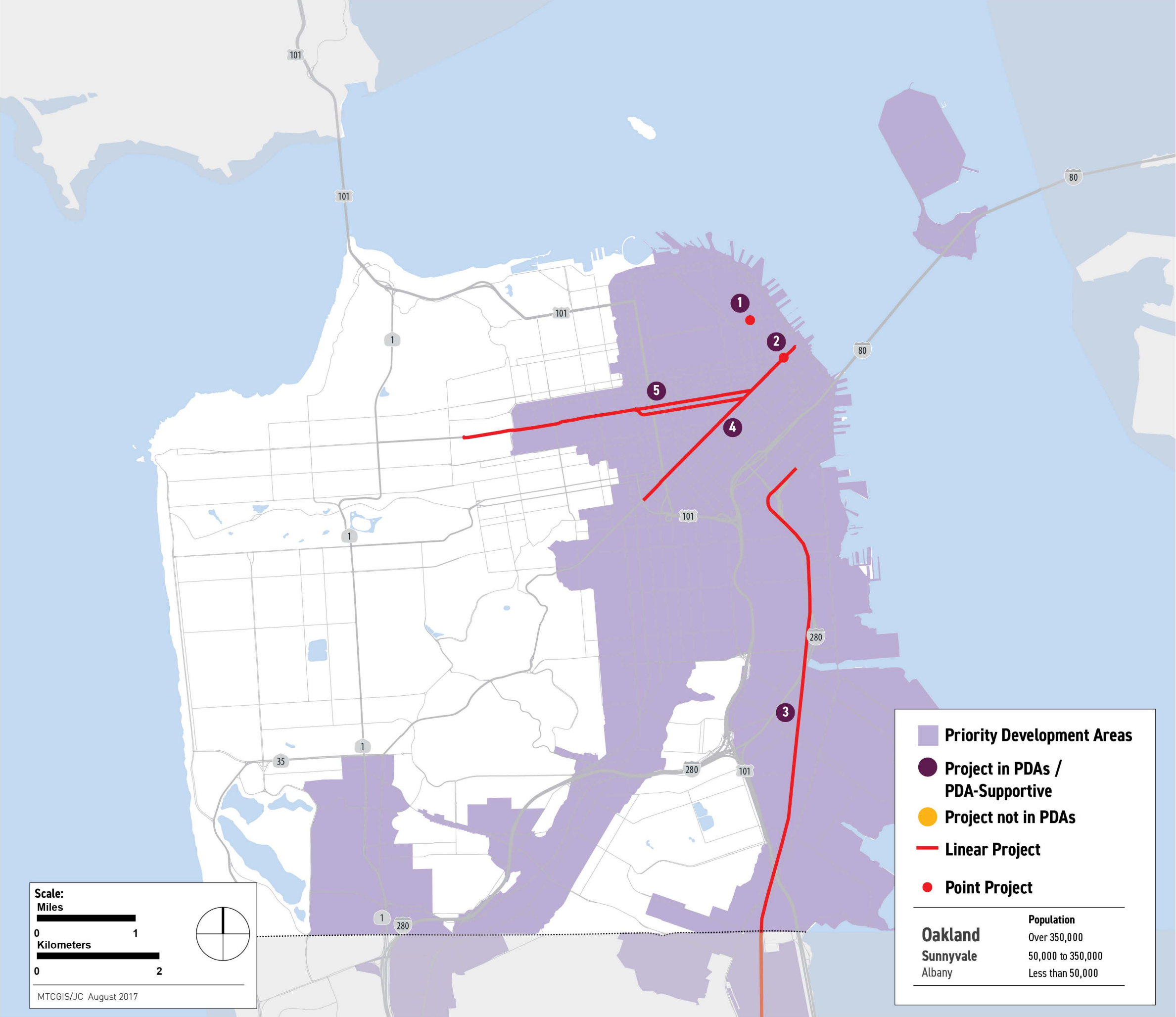
Transportation for Livable Communities

2	BART: Embarcadero Station New Northside Platform Elevator and Faregates	\$2,000,000
3	Caltrain: Peninsula Corridor Electrification	\$11,188,000
4	SF DPW: Better Market Street Improvements	\$15,980,000
5	SFMTA: Geary Bus Rapid Transit Phase 1	\$6,939,000

Not Mapped

	SFCTA: Congestion Management Agency (CMA) Planning	\$5,897,000
	San Francisco Safe Routes to School (SRTS) Program*	\$2,813,000

* SFCTA approved set-aside for SRTS projects/programs; project recommendations anticipated December 2017.



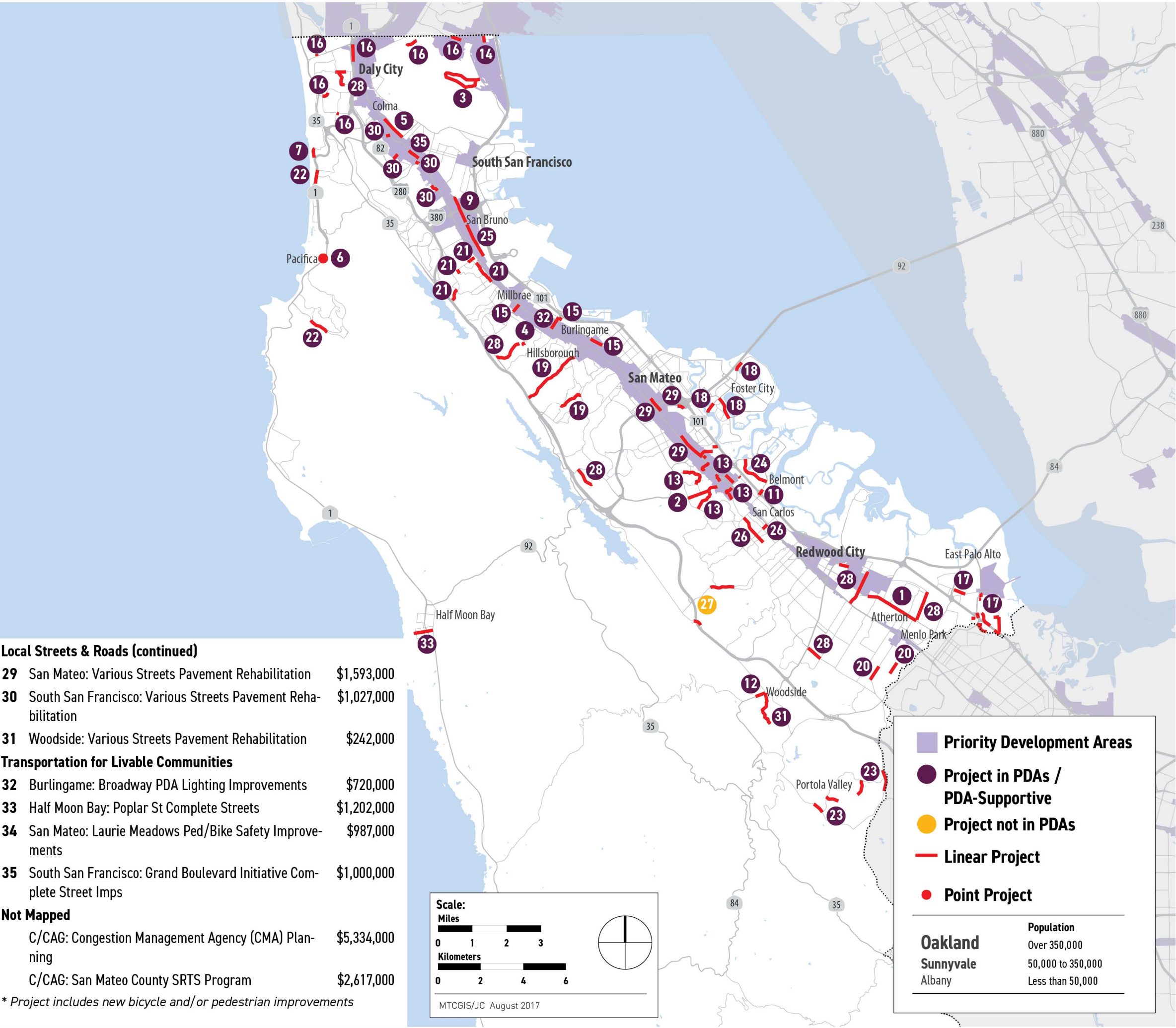
One Bay Area Grant (OBAG 2) San Mateo County Projects

Bicycle / Pedestrian

1	Atherton: Middlefield Rd Class II Bike Lanes	\$251,000
2	Belmont: Ralston Ave Corridor Bike/Ped Improvements	\$1,000,000
3	Brisbane: Crocker Trail Commuter Connectivity Upgrades	\$885,000
4	Burlingame: Hoover School Area Sidewalk Improvements	\$700,000
5	Colma: Mission Rd Bicycle/Pedstrian Improvements	\$625,000
6	Pacifica: Citywide Curb Ramp Replacements	\$400,000
7	Pacifica: Palmetto Sidewalk Improvements	\$330,000
8	Redwood City: US 101/Woodside Rd Class I Bikeway	\$948,000
9	San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	\$914,000
10	San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	\$500,000
11	San Carlos: US 101/Holly Street Bike/Ped Overcrossing	\$1,000,000
12	Woodside: Woodside Pathway Phase 3	\$136,000

Local Streets & Roads

13	Belmont: Various Streets Pavement Rehabilitation	\$467,000
14	Brisbane: Tunnel Ave Rehabilitation*	\$137,000
15	Burlingame: Various Street Resurfacing	\$571,000
16	Daly City: Various Streets Pavement Resurfacing and Slurry Seal	\$1,310,000
17	East Palo Alto: Various Streets Resurfacing	\$416,000
18	Foster City: Various Streets Pavement Rehabilitation	\$441,000
19	Hillsborough: Various Streets Resurfacing	\$408,000
20	Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	\$647,000
21	Millbrae: Various Streets Pavement Rehabilitation	\$387,000
22	Pacifica: Various Streets Pavement Rehabilitation	\$671,000
23	Portola Valley: Various Streets Resurfacing	\$201,000
24	Redwood City: Twin Dolphin Parkway Overlay	\$1,266,000
25	San Bruno: Various Streets Pavement Rehabilitation	\$673,000
26	San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	\$575,000
27	San Mateo County: Canada Rd and Edgewood Rd Resurfacing	\$892,000
28	San Mateo County: Countywide Pavement Maintenance	\$1,072,000



Local Streets & Roads (continued)

29	San Mateo: Various Streets Pavement Rehabilitation	\$1,593,000
30	South San Francisco: Various Streets Pavement Rehabilitation	\$1,027,000
31	Woodside: Various Streets Pavement Rehabilitation	\$242,000
32	Burlingame: Broadway PDA Lighting Improvements	\$720,000
33	Half Moon Bay: Poplar St Complete Streets	\$1,202,000
34	San Mateo: Laurie Meadows Ped/Bike Safety Improvements	\$987,000
35	South San Francisco: Grand Boulevard Initiative Complete Street Imps	\$1,000,000

Not Mapped

C/CAG: Congestion Management Agency (CMA) Planning	\$5,334,000
C/CAG: San Mateo County SRTS Program	\$2,617,000

* Project includes new bicycle and/or pedestrian improvements

One Bay Area Grant (OBAG 2) Santa Clara County Projects

Bicycle / Pedestrian

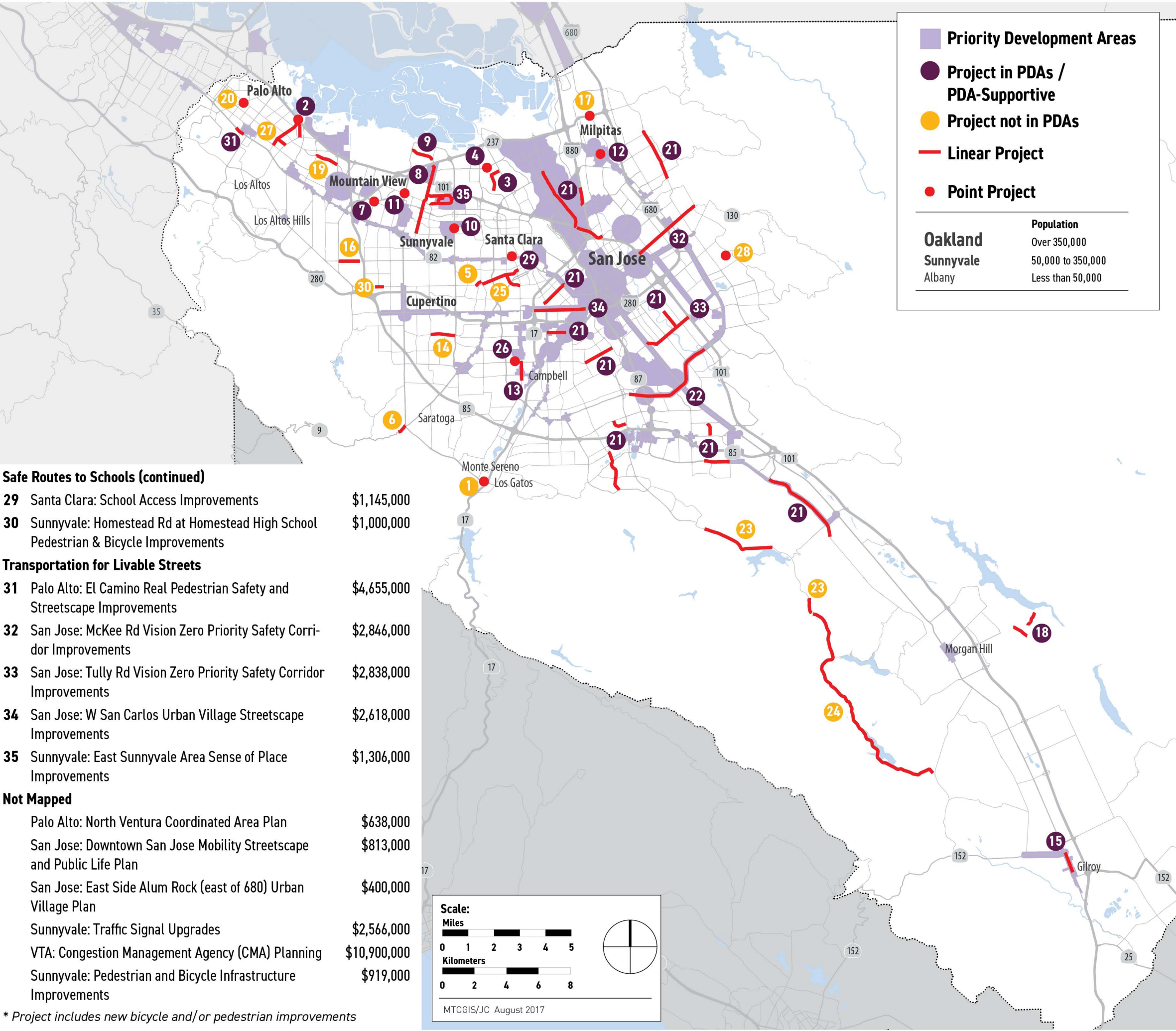
1	Los Gatos: Los Gatos Creek Trail to Highway 9 Trail-head Connection	\$343,000
2	Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	\$4,350,000
3	Santa Clara: Hetch-Hetchy Trail Phase 1	\$790,000
4	Santa Clara: San Tomas Aquino Creek Trail Underpass	\$2,449,000
5	Santa Clara: Saratoga Creek Trail Phase 1	\$3,735,500
6	Saratoga: Saratoga Village Crosswalks and Sidewalk Rehabilitation	\$338,000
7	Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	\$500,000
8	Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	\$335,000
9	Sunnyvale: Java Dr Road Diet and Bike Lanes	\$214,000
10	Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	\$214,000
11	Sunnyvale: Peery Park Sense of Place Improvements	\$1,151,000
12	VTa/Milpitas: Montague Expressway Pedestrian Bridge at Milpitas BART	\$3,560,000

Local Streets & Roads

13	Campbell: Winchester Blvd Overlay	\$554,000
14	Cupertino: Cupertino Pavement Management Program	\$769,000
15	Gilroy: Downtown Monterey St Rehabilitation	\$1,028,000
16	Los Altos: Fremont Ave Asphalt Concrete Overlay	\$336,000
17	Milpitas: Street Resurfacing	\$1,609,000
18	Morgan Hill: East Dunne Ave Pavement Rehabilitation	\$857,000
19	Mountain View: West Middlefield Road Improvements*	\$1,136,000
20	Palo Alto: Street Resurfacing	\$1,009,000
21	San Jose: Pavement Maintenance Program	
22	Santa Clara County: Capitol Expressway Pavement Rehabilitation	\$5,000,000
23	Santa Clara County: McKean Rd Pavement Rehabilitation	\$1,151,000
24	Santa Clara County: Uvas Rd Pavement Rehabilitation	\$1,701,000
25	Santa Clara: Streets & Roads Preservation	\$2,356,000

Safe Routes to Schools

26	Campbell: Eden Ave Sidewalk Improvements	\$555,000
27	Palo Alto: Waverley, E. Meadow & Fabian Enhanced Bikeways	\$919,000
28	San Jose: Mount Pleasant Pedestrian & Bicycle Traffic Safety Improvements	\$1,000,000



Safe Routes to Schools (continued)

29	Santa Clara: School Access Improvements	\$1,145,000
30	Sunnyvale: Homestead Rd at Homestead High School Pedestrian & Bicycle Improvements	\$1,000,000

Transportation for Livable Streets

31	Palo Alto: El Camino Real Pedestrian Safety and Streetscape Improvements	\$4,655,000
32	San Jose: McKee Rd Vision Zero Priority Safety Corridor Improvements	\$2,846,000
33	San Jose: Tully Rd Vision Zero Priority Safety Corridor Improvements	\$2,838,000
34	San Jose: W San Carlos Urban Village Streetscape Improvements	\$2,618,000
35	Sunnyvale: East Sunnyvale Area Sense of Place Improvements	\$1,306,000

Not Mapped

	Palo Alto: North Ventura Coordinated Area Plan	\$638,000
	San Jose: Downtown San Jose Mobility Streetscape and Public Life Plan	\$813,000
	San Jose: East Side Alum Rock (east of 680) Urban Village Plan	\$400,000
	Sunnyvale: Traffic Signal Upgrades	\$2,566,000
	VTa: Congestion Management Agency (CMA) Planning	\$10,900,000
	Sunnyvale: Pedestrian and Bicycle Infrastructure Improvements	\$919,000

* Project includes new bicycle and/or pedestrian improvements

One Bay Area Grant (OBAG 2) Solano County Projects

Bicycle / Pedestrian

- 1

Benicia: Park Rd Improvements

\$2,731,000
- 2

STA: Vacaville - Jepson Parkway Phase 3 Bike Path

\$1,407,000

Local Streets & Roads

- 3

Solano County: County Roads Paving

\$506,000
- 4

Solano County: Farm to Market Phase 2 Improve-ments*

\$1,000,000
- 5

Suisun City: Railroad Ave Repaving

\$491,000
- 6

Vacaville: Various Streets Overlay

\$1,193,000
- 7

Vallejo: Various Streets Overlay

\$2,075,000

Safe Routes to Schools

- 8

Fairfield: Grange Middle School SRTS Improvements

\$260,000

Transportation for Livable Communities

- 9

Vacaville: VacaValley/I-505 Ramps Roundabouts

\$1,907,000

Not Mapped

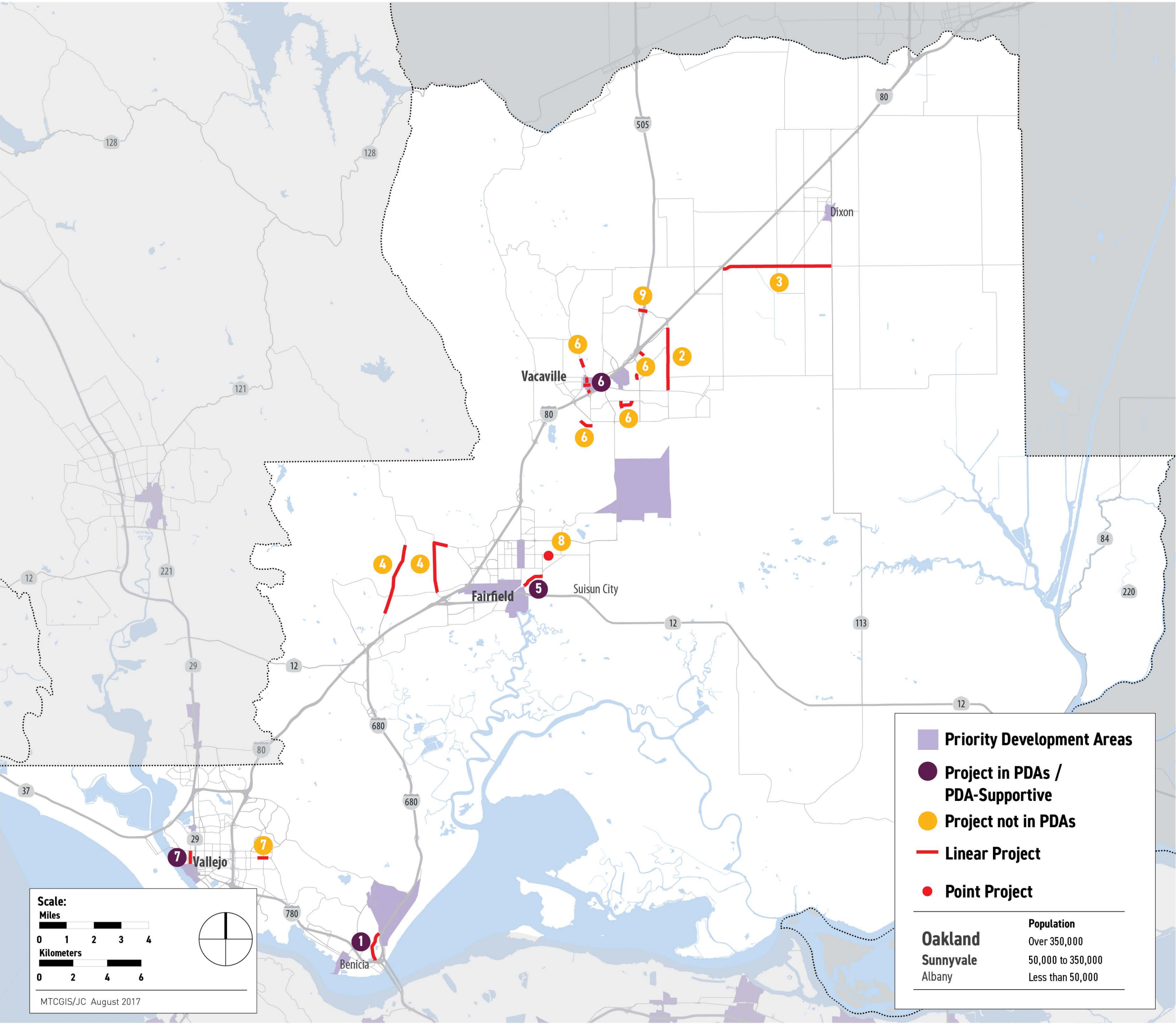
- STA: Congestion Management Agency (CMA) Plan-ning

\$6,861,000
- STA: Solano Mobility Call Center

\$1,537,000
- STA: Solano County SRTS Program

\$1,209,000

* Project includes new bicycle and/or pedestrian improvements.



One Bay Area Grant (OBAG 2) Sonoma County Projects

Bicycle / Pedestrian

1	Petaluma: SMART Pathway	\$400,000
2	Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	\$1,418,000
3	Sonoma County: Crocker Bridge Bike and Pedestrian Passage	\$1,809,000
4	Sonoma: Fryer Creek Bicycle and Pedestrian Bridge	\$501,000

Local Streets & Roads

5	Cotati: E. Cotati Ave Rehabilitation	\$675,000
6	Rohnert Park: Various Streets Rehabilitation*	\$1,035,000
7	Santa Rosa: Various Streets Rehabilitation	\$1,655,000
8	Sebastopol: Bodega Ave Bike Lanes and Pavement Rehabilitation*	\$1,195,000
9	Sonoma County: River Rd Pavement Rehabilitation	\$3,264,000
10	Sonoma County: Various County Roads Rehabilitation*	\$2,600,000
11	Windsor: Windsor River Rd at Windsor Rd Intersection Improvements*	\$3,000,000

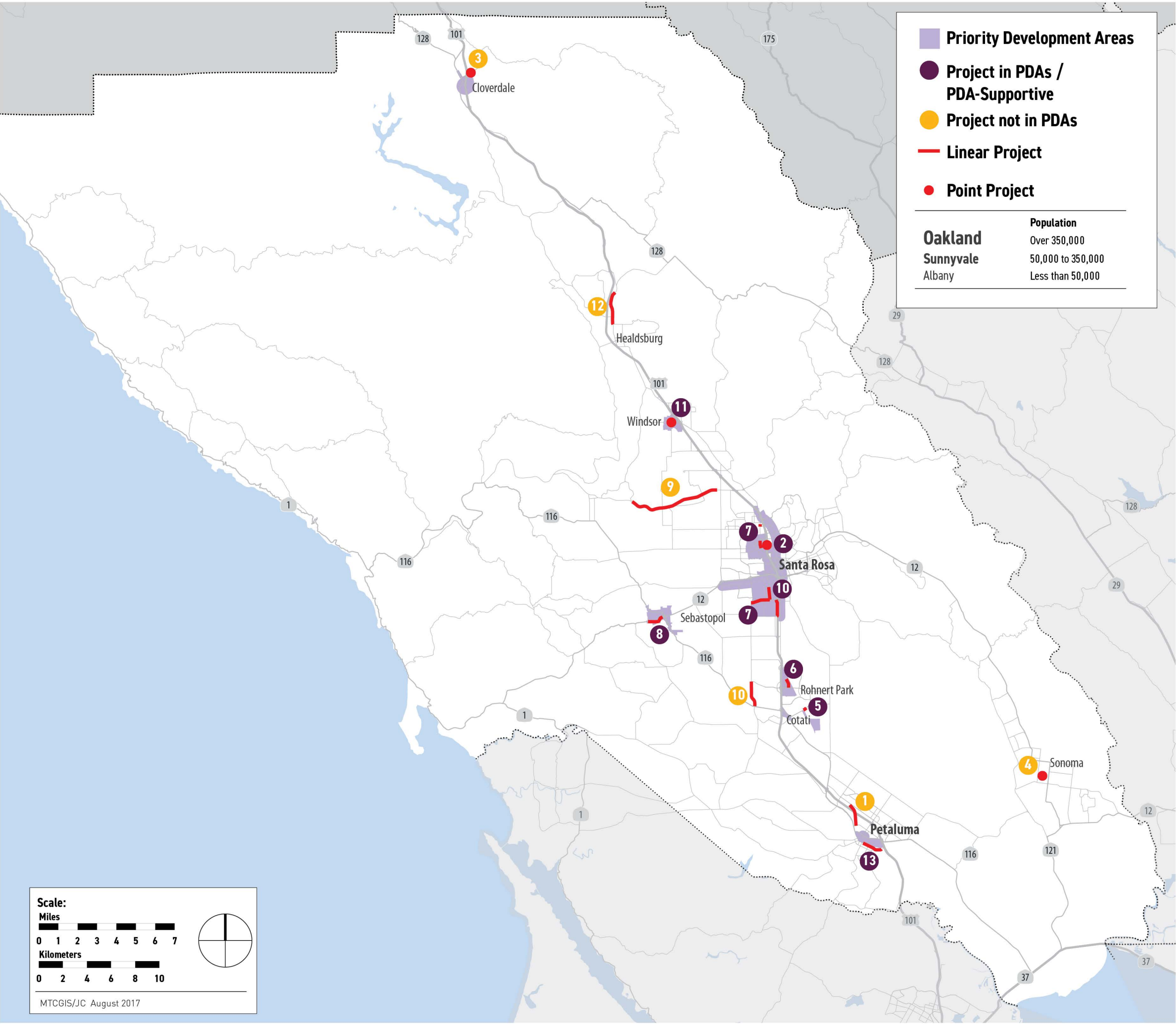
Transportation for Livable Communities

12	Healdsburg: Healdsburg Ave Road Diet	\$600,000
13	Petaluma: Petaluma Blvd South Road Diet	\$2,916,000

Not Mapped

	SCTA: Countywide Safe Routes to School (SRTS) Program	\$1,655,000
	SCTA: Congestion Management Agency (CMA) Planning	\$5,000,000

* Project includes new bicycle and/or pedestrian improvements.



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 12/20/17-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 contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

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, November 8, 2017, and December 13, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Date: November 18, 2015
W.I.: 1512
Referred by: P&A
Revised: 07/27/16-C 10/26/16-C
12/20/17-C

Attachment A
Resolution No. 4202

OBAG 2
One Bay Area Grant Program
Project Selection Criteria and Programming Policy

Appendix A-9 outlines the framework for this program including goals, project screening, eligibility, eligible sponsors, and project selection.

8. Housing Production Incentive

As part of the OBAG 2 framework, MTC will develop a challenge grant program for the production of affordable housing. The purpose of the program is to reward local jurisdictions that produce the most housing units at the very low, low, and moderate income levels.

The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is approximately 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units, for a total of 82,000 units, derived from the years of the current RHNA cycle). The units would need to be located in PDA's or in Transit Priority Areas (TPA's). Additionally, to be credited towards reaching the production targets, very low and low income units need to be deed restricted; moderate income units do not require deed restriction to be credited in the program. **Existing units that are preserved for long-term affordability will also be credited towards the program's production targets.**

At the end of the production challenge cycle, MTC will distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target. To keep the grant size large enough to serve as an incentive for housing production, the grant program would be limited to no more than the top **ten-15** producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than **ten-cities 15 jurisdictions**. **In addition, at least one jurisdiction from each county will be awarded a challenge grant.** Staff will provide annual progress reports on production of affordable housing units.

The funds provided **through OBAG 2** would be STP/CMAQ, and would need to be used only for federally eligible transportation purposes. **Additional funds may be added outside of OBAG 2 to increase the size of the challenge grant program.**

COUNTY PROGRAMMING POLICIES

The policies below apply to the programs managed by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ **Program Eligibility:** The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Planning and Outreach Activities
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities

Appendix A-3

OBAG 2 Planning & Outreach FY 2017-18 through FY 2021-22 December 20, 2017

OBAG 2 - County CMA Planning

County	Agency	2.0%	OBAG 2 County CMA Planning - Base *					SubTotal	Supplemental	Total
		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22			
Alameda	ACTC	\$1,034,000	\$1,055,000	\$1,076,000	\$1,097,000	\$1,119,000	\$1,142,000	\$5,489,000	\$2,800,000	\$8,289,000
Contra Costa	CCTA	\$818,000	\$834,000	\$851,000	\$868,000	\$885,000	\$904,000	\$4,342,000	\$0	\$4,342,000
Marin	TAM	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000	\$0	\$3,822,000
Napa	NCTPA NVTA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000	\$0	\$3,822,000
San Francisco	SFCTA	\$753,000	\$768,000	\$783,000	\$799,000	\$815,000	\$832,000	\$3,997,000	\$1,900,000	\$5,897,000
San Mateo	SMCCAG	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000	\$1,512,000	\$5,334,000
Santa Clara	VTA	\$1,145,000	\$1,168,000	\$1,191,000	\$1,215,000	\$1,239,000	\$1,265,000	\$6,078,000	\$4,822,000	\$10,900,000
Solano	STA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000	\$3,039,000	\$6,861,000
Sonoma	SCTA	\$720,000	\$734,000	\$749,000	\$764,000	\$779,000	\$796,000	\$3,822,000	\$1,178,000	\$5,000,000
County CMAs Total:		\$7,350,000	\$7,495,000	\$7,646,000	\$7,799,000	\$7,953,000	\$8,123,000	\$39,016,000	\$15,251,000	\$54,267,000

OBAG 2 - Regional Planning

	2.0%	OBAG 2 Regional Agency Planning - Base *					SubTotal	Augmentation	Total
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22			
Regional Planning Total:	\$1,800,000	\$1,835,000	\$1,873,000	\$1,910,000	\$1,948,000	\$1,989,000	\$9,555,000	\$0	\$9,555,000

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* 2% escalation from FY 2016-17 Planning Base

\$63,822,000

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C
 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C
 10/25/17-C 12/20/17-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ	Exchange
OBAG 2 REGIONAL PROGRAMS*			\$475,905,000	\$11,000,000*
1. REGIONAL PLANNING ACTIVITIES				
Regional Planning	Regionwide	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION				
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000	
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES				
Climate Initiatives Program of Projects	TBD	TBD	\$12,000,000	
Spare the Air (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT				
AOM Projects TBD	Regionwide	MTC		\$2,800,000
AOM Implementation	Regionwide	MTC	\$23,737,000	
511 Next Gen	Regionwide	MTC	\$27,249,000	
511 Implementation	Regionwide	MTC	\$8,729,000	
Rideshare				
Rideshare Implementation	Regionwide	MTC	\$720,000	
Carpool Program	Regionwide	MTC	\$7,280,000	
Vanpool Program	Regionwide	MTC	\$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	\$674,000	
Commuter Benefits Program	Regionwide	MTC	\$1,111,000	
Bay Bridge Forward				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
Columbus Day Initiative (CDI)				
Freeway Performance Program	Regionwide	MTC	\$27,000,000	
FPP: I-880	Various	MTC	\$3,000,000	
FPP: I-680	Various	MTC	\$8,000,000	
FPP: SR 84	Various	MTC	\$5,000,000	
US 101/Marin Sonoma Narrows B2 Phase 2	Sonoma	SCTA	\$1,000,000	
US 101/Marin Sonoma Narrows B2 Phase 2 (fund exchange)	Sonoma	SCTA	\$3,800,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)	Regionwide	MTC	\$13,000,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
Transportation Management System				
TMS Implementation	Regionwide	MTC	\$2,910,000	
Performance-Based ITS Device Maintenance & Rehabilitation	Regionwide	MTC	\$5,940,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$4,000,000	
Detection Technology Pilot	Regionwide	MTC	\$5,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Central	Alameda	MTC	\$8,840,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$177,000,000	\$2,800,000
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	\$99,752,000	
GGB Suicide Deterrent (BART Car Exchange)	SF/Marin	GGBH&TD	\$40,000,000	
Clipper	Regionwide	MTC	\$34,248,000	
Unprogrammed Balance			\$15,283,000	
6. TRANSIT PRIORITIES		TOTAL:	\$189,283,000	
7. PRIORITY CONSERVATION AREA (PCA)				

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

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C
 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C
 10/25/17-C 12/20/17-C

OBAG 2 Regional Programs Project List

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

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

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
December 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
 12/20/17-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			
CMA Planning Activities			
Planning Activities Base	Alameda	ACTC	\$5,489,000
Planning Activities - Supplemental	Alameda	ACTC	\$2,800,000
Federal Aid Secondary (FAS)			
Alameda County: Various Streets & Roads Preservation	Alameda	Alameda County	\$1,779,000
Safe Routes To School (SRTS)			
ACTC: Alameda County SRTS Non-Infrastructure Program	Alameda	ACTC	\$5,340,000
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	Alameda	ACTC	\$1,959,000
County Program			
Alameda: Central Ave Complete Street	Alameda	Alameda	\$3,487,000
Alameda: Citywide Various Streets and Roads Preservation	Alameda	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Alameda	Albany	\$340,000
Berkeley: North Shattuck Ave Rehabilitation	Alameda	Berkeley	\$1,214,000
Berkeley: Southside Complete Streets & Transit Improvements	Alameda	Berkeley	\$7,121,000
Dublin: Dublin Blvd Rehabilitation	Alameda	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	Alameda	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Alameda	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Alameda	Fremont	\$2,760,000
Hayward: Main St Complete Street	Alameda	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street	Alameda	Hayward	\$1,750,000
Livermore: Annual Pavement Preservation	Alameda	Livermore	\$1,382,000
MTC: I-580 Corridor Study	Alameda	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Alameda	Newark	\$592,000
Oakland: Lakeside Family Streets	Alameda	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Alameda	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Alameda	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Alameda	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	Alameda	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Alameda	Union City	\$872,000
ALAMEDA COUNTY		TOTAL:	\$76,655,000
CONTRA COSTA COUNTY			
CMA Planning Activities			
Planning Activities Base	Contra Costa	CCTA	\$4,342,000
Federal Aid Secondary (FAS)			
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)			
Antioch: L St Pathway to Transit	Contra Costa	Antioch	\$1,223,000
Concord: Willow Pass Repaving	Contra Costa	Concord	\$1,077,000
Contra Costa County: West County Walk & Bike Leaders Non-Infrastructure Program	Contra Costa	Contra Costa County	\$561,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Contra Costa	Moraga	\$607,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Contra Costa	Richmond	\$320,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	Contra Costa	San Ramon	\$300,000
County Program			
Antioch: Pavement Rehabilitation	Contra Costa	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Contra Costa	Brentwood	\$1,653,000
Clayton: Neighborhood Streets Rehabilitation	Contra Costa	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Contra Costa	Concord	\$4,368,000
Concord: Willow Pass Repaving	Contra Costa	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa	Contra Costa County	\$4,327,000
Danville: Camino Ramon Improvements	Contra Costa	Danville	\$1,357,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	Contra Costa	El Cerrito	\$544,000
El Cerrito: El Cerrito del Norte TOD Complete Streets Imps	Contra Costa	El Cerrito	\$4,840,000
Hercules: Sycamore/Willow Pavement Rehabilitation	Contra Costa	Hercules	\$492,000
Lafayette: Pleasant Hill Rd Pavement Rehabilitation	Contra Costa	Lafayette	\$579,000
Martinez: Downtown Streets Rehabilitation	Contra Costa	Martinez	\$846,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Contra Costa	Moraga	\$596,000
Oakley: Street Repair and Resurfacing	Contra Costa	Oakley	\$969,000
Orinda: Orinda Way Pavement Rehabilitation	Contra Costa	Orinda	\$620,000
Pinole: San Pablo Ave Rehabilitation	Contra Costa	Pinole	\$586,000
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	Contra Costa	Pittsburg	\$3,870,000
Pittsburg: Pavement Improvements	Contra Costa	Pittsburg	\$1,385,000
Pleasant Hill: Pleasant Hill Rd Improvements	Contra Costa	Pleasant Hill	\$920,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
December 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 12/20/17-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
<u>Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy</u>	<u>Contra Costa</u>	<u>Richmond</u>	<u>\$2,205,000</u>
<u>San Pablo: Market St Pavement Rehabilitation</u>	<u>Contra Costa</u>	<u>San Pablo</u>	<u>\$618,000</u>
<u>San Ramon: Alcosta Blvd Pavement Rehabilitation</u>	<u>Contra Costa</u>	<u>San Ramon</u>	<u>\$1,175,000</u>
<u>San Ramon: Iron Horse Bike and Pedestrian Overcrossings</u>	<u>Contra Costa</u>	<u>San Ramon</u>	<u>\$4,840,000</u>
<u>Walnut Creek: Ygnacio Valley & Oak Grove Rd Rehabilitation</u>	<u>Contra Costa</u>	<u>Walnut Creek</u>	<u>\$2,608,000</u>
CONTRA COSTA COUNTY TOTAL:			\$56,136,000
MARIN COUNTY			
CMA Planning Activities			
Planning Activities Base	Marin	TAM	\$3,822,000
Federal Aid Secondary (FAS)			
County of Marin receives FAS funding directly from Caltrans	Marin	Marin County	\$838,000
Safe Routes To School (SRTS)			
<u>Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)</u>	<u>Marin</u>	<u>Corte Madera</u>	<u>\$595,000</u>
<u>San Anselmo: San Anselmo Bike Spine</u>	<u>Marin</u>	<u>San Anselmo</u>	<u>\$269,000</u>
County Program			
GGBHTD: San Rafael Bettini Transit Center	Marin	GGBHTD	\$1,250,000
<u>Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown S</u>	<u>Marin</u>	<u>Novato</u>	<u>\$1,450,000</u>
<u>San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps</u>	<u>Marin</u>	<u>San Anselmo</u>	<u>\$1,134,000</u>
<u>San Rafael: Francisco Blvd East Sidewalk Improvements</u>	<u>Marin</u>	<u>San Rafael</u>	<u>\$2,100,000</u>
<u>Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements</u>	<u>Marin</u>	<u>Sausalito</u>	<u>\$250,000</u>
MARIN COUNTY TOTAL:			\$10,870,000
NAPA COUNTY			
CMA Planning Activities			
Planning Activities Base	Napa	NVTA	\$3,822,000
Federal Aid Secondary (FAS)			
County of Napa receives FAS funding directly from Caltrans	Napa	Napa County	\$1,189,000
Safe Routes To School (SRTS)			
NVTA: Napa County SRTS Non-Infrastructure Program	Napa	NVTA	\$122,000
<u>St. Helena: Main St Pedestrian Improvements</u>	<u>Napa</u>	<u>St. Helena</u>	<u>\$393,000</u>
County Program			
<u>American Canyon: Green Island Rd Improvements</u>	<u>Napa</u>	<u>American Canyon</u>	<u>\$1,000,000</u>
<u>Napa: Silverado Trail Five-way Intersection Improvement</u>	<u>Napa</u>	<u>Napa</u>	<u>\$2,000,000</u>
<u>St. Helena: Main St Pedestrian Improvements</u>	<u>Napa</u>	<u>St. Helena</u>	<u>\$813,000</u>
NAPA COUNTY TOTAL:			\$8,150,000
SAN FRANCISCO COUNTY			
CMA Planning Activities			
Planning Activities Base	San Francisco	SFCTA	\$3,997,000
<u>Planning Activities - Supplemental</u>	<u>San Francisco</u>	<u>SFCTA</u>	<u>\$1,900,000</u>
Federal Aid Secondary (FAS)			
County of San Francisco is 100% urban and therefore does not receive FAS funding			\$0
Safe Routes To School (SRTS)			
<u>SRTS Unprogrammed balance</u>	<u>San Francisco</u>	<u>TBD</u>	<u>\$1,797,000</u>
<u>SRTS Unprogrammed balance - Supplemental</u>	<u>San Francisco</u>	<u>TBD</u>	<u>\$1,016,000</u>
County Program			
<u>BART: Embarcadero Station New Northside Platform Elevator and Faregates</u>	<u>San Francisco</u>	<u>BART</u>	<u>\$2,000,000</u>
<u>Caltrain: Peninsula Corridor Electrification</u>	<u>San Francisco</u>	<u>Caltrain</u>	<u>\$11,188,000</u>
<u>SFMTA: Geary Bus Rapid Transit Phase 1</u>	<u>San Francisco</u>	<u>SFMTA</u>	<u>\$6,939,000</u>
<u>SFDPW: Better Market Street</u>	<u>San Francisco</u>	<u>SFDPW</u>	<u>\$15,980,000</u>
<u>SFDPW: John Yehall Chin Elementary SRTS Improvements</u>	<u>San Francisco</u>	<u>SFDPW</u>	<u>\$3,366,000</u>
SAN FRANCISCO COUNTY TOTAL:			\$48,183,000
SAN MATEO COUNTY			
CMA Planning Activities			
Planning Activities Base	San Mateo	C/CAG	\$3,822,000
<u>Planning Activities - Supplemental</u>	<u>San Mateo</u>	<u>C/CAG</u>	<u>\$1,512,000</u>
Federal Aid Secondary (FAS)			
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo	San Mateo County	\$892,000
Safe Routes To School (SRTS)			
<u>C/CAG: San Mateo SRTS Non-Infrastructure Program</u>	<u>San Mateo</u>	<u>CCAG/COE</u>	<u>\$2,394,000</u>
<u>C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental</u>	<u>San Mateo</u>	<u>CCAG/COE</u>	<u>\$223,000</u>
County Program			
<u>Atherton: Middlefield Road Class II Bike Lanes</u>	<u>San Mateo</u>	<u>Atherton</u>	<u>\$251,000</u>
<u>Belmont: Various Streets Pavement Rehabilitation</u>	<u>San Mateo</u>	<u>Belmont</u>	<u>\$467,000</u>
<u>Belmont: Ralston Ave Corridor Bike/Ped Improvements</u>	<u>San Mateo</u>	<u>Belmont</u>	<u>\$1,000,000</u>
<u>Brisbane: Crocker Trail Commuter Connectivity Upgrades</u>	<u>San Mateo</u>	<u>Brisbane</u>	<u>\$885,000</u>
<u>Brisbane: Tunnel Ave Rehabilitation</u>	<u>San Mateo</u>	<u>Brisbane</u>	<u>\$137,000</u>

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
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 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C 12/20/17-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
<u>Burlingame: Various Streets Resurfacing</u>	<u>San Mateo</u>	<u>Burlingame</u>	<u>\$571,000</u>
<u>Burlingame: Broadway PDA Lighting Improvements</u>	<u>San Mateo</u>	<u>Burlingame</u>	<u>\$720,000</u>
<u>Burlingame: Hoover School Area Sidewalk Improvements</u>	<u>San Mateo</u>	<u>Burlingame</u>	<u>\$700,000</u>
<u>Colma: Mission Rd Bike/Ped Improvements</u>	<u>San Mateo</u>	<u>Colma</u>	<u>\$625,000</u>
<u>Daly City: Various Streets Pavement Resurfacing and Slurry Seal</u>	<u>San Mateo</u>	<u>Daly City</u>	<u>\$1,310,000</u>
<u>East Palo Alto: Various Streets Resurfacing</u>	<u>San Mateo</u>	<u>East Palo Alto</u>	<u>\$416,000</u>
<u>Foster City: Various Streets Pavement Rehabilitation</u>	<u>San Mateo</u>	<u>Foster City</u>	<u>\$441,000</u>
<u>Half Moon Bay: Poplar Street Complete Streets</u>	<u>San Mateo</u>	<u>Half Moon Bay</u>	<u>\$1,202,000</u>
<u>Hillsborough: Various Streets Resurfacing</u>	<u>San Mateo</u>	<u>Hillsborough</u>	<u>\$408,000</u>
<u>Menlo Park: Santa Cruz and Middle Avenues Rehabilitation</u>	<u>San Mateo</u>	<u>Menlo Park</u>	<u>\$647,000</u>
<u>Millbrae: Various Streets Pavement Rehabilitation</u>	<u>San Mateo</u>	<u>Millbrae</u>	<u>\$387,000</u>
<u>Pacifica: Citywide Curb Ramp Replacements</u>	<u>San Mateo</u>	<u>Pacifica</u>	<u>\$400,000</u>
<u>Pacifica: Various Streets Pavement Rehabilitation</u>	<u>San Mateo</u>	<u>Pacifica</u>	<u>\$671,000</u>
<u>Pacifica: Palmetto Sidewalk Improvements</u>	<u>San Mateo</u>	<u>Pacifica</u>	<u>\$330,000</u>
<u>Portola Valley: Various Streets Resurfacing</u>	<u>San Mateo</u>	<u>Portola Valley</u>	<u>\$201,000</u>
<u>Redwood City: Twin Dolphin Parkway Overlay</u>	<u>San Mateo</u>	<u>Redwood City</u>	<u>\$1,266,000</u>
<u>Redwood City: US 101/Woodside Rd Class I Bikeway</u>	<u>San Mateo</u>	<u>Redwood City</u>	<u>\$948,000</u>
<u>San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps</u>	<u>San Mateo</u>	<u>San Bruno</u>	<u>\$914,000</u>
<u>San Bruno: Various Streets Pavement Rehabilitation</u>	<u>San Mateo</u>	<u>San Bruno</u>	<u>\$673,000</u>
<u>San Carlos: Cedar and Brittan Ave Pavement Rehabilitation</u>	<u>San Mateo</u>	<u>San Carlos</u>	<u>\$575,000</u>
<u>San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange</u>	<u>San Mateo</u>	<u>San Carlos</u>	<u>\$500,000</u>
<u>San Carlos: US 101/Holly Street Bike/Ped Overcrossing</u>	<u>San Mateo</u>	<u>San Carlos</u>	<u>\$1,000,000</u>
<u>San Mateo: Various Streets Pavement Rehabilitation</u>	<u>San Mateo</u>	<u>San Mateo</u>	<u>\$1,593,000</u>
<u>San Mateo: Laurie Meadows Ped/Bike Safety Improvements</u>	<u>San Mateo</u>	<u>San Mateo</u>	<u>\$987,000</u>
<u>San Mateo County: Countywide Pavement Maintenance</u>	<u>San Mateo</u>	<u>San Mateo County</u>	<u>\$1,072,000</u>
<u>South San Francisco: Various Streets Pavement Rehabilitation</u>	<u>San Mateo</u>	<u>South San Francisco</u>	<u>\$1,027,000</u>
<u>South San Francisco: Grand Boulevard Initiative Complete Street Imps</u>	<u>San Mateo</u>	<u>South San Francisco</u>	<u>\$1,000,000</u>
<u>Woodside: Various Streets Pavement Rehabilitation</u>	<u>San Mateo</u>	<u>Woodside</u>	<u>\$242,000</u>
<u>Woodside: Woodside Pathway Phase 3</u>	<u>San Mateo</u>	<u>Woodside</u>	<u>\$136,000</u>
SAN MATEO COUNTY			TOTAL: \$32,545,000
SANTA CLARA COUNTY			
CMA Planning Activities			
Planning Activities Base	Santa Clara	VTA	\$6,078,000
<u>Planning Activities - Supplemental</u>	<u>Santa Clara</u>	<u>VTA</u>	<u>\$4,822,000</u>
Federal Aid Secondary (FAS)			
<u>Santa Clara County: Uvas Rd Rehabilitation</u>	<u>Santa Clara</u>	<u>Santa Clara County</u>	<u>\$1,701,000</u>
Safe Routes To School (SRTS)			
<u>Campbell: Eden Ave Sidewalk Improvements</u>	<u>Santa Clara</u>	<u>Campbell</u>	<u>\$555,000</u>
<u>Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bike</u>	<u>Santa Clara</u>	<u>Palo Alto</u>	<u>\$919,000</u>
<u>San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.</u>	<u>Santa Clara</u>	<u>San Jose</u>	<u>\$1,000,000</u>
<u>Santa Clara: Santa Clara Schools Access Improvements</u>	<u>Santa Clara</u>	<u>Santa Clara</u>	<u>\$1,146,000</u>
<u>Santa Clara: Saratoga Creek Trail Phase 1</u>	<u>Santa Clara</u>	<u>Santa Clara</u>	<u>\$359,000</u>
<u>Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.</u>	<u>Santa Clara</u>	<u>Sunnyvale</u>	<u>\$1,000,000</u>
<u>Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements</u>	<u>Santa Clara</u>	<u>Sunnyvale</u>	<u>\$919,000</u>
<u>SRTS Unprogrammed balance</u>	<u>Santa Clara</u>	<u>TBD</u>	<u>\$1,000,000</u>
County Program			
<u>Campbell: Winchester Boulevard Overlay</u>	<u>Santa Clara</u>	<u>Campbell</u>	<u>\$554,000</u>
<u>Cupertino: Pavement Management Program</u>	<u>Santa Clara</u>	<u>Cupertino</u>	<u>\$769,000</u>
<u>Gilroy: Downtown Monterey St Rehabilitation</u>	<u>Santa Clara</u>	<u>Gilroy</u>	<u>\$1,028,000</u>
<u>Los Altos: Fremont Ave Asphalt Concrete Overlay</u>	<u>Santa Clara</u>	<u>Los Altos</u>	<u>\$336,000</u>
<u>Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection</u>	<u>Santa Clara</u>	<u>Los Gatos</u>	<u>\$343,000</u>
<u>Milpitas: Various Streets Resurfacing</u>	<u>Santa Clara</u>	<u>Milpitas</u>	<u>\$1,609,000</u>
<u>Morgan Hill: East Dunne Ave Pavement Rehabilitation</u>	<u>Santa Clara</u>	<u>Morgan Hill</u>	<u>\$857,000</u>
<u>Mountain View: West Middlefield Road Improvements</u>	<u>Santa Clara</u>	<u>Mountain View</u>	<u>\$1,136,000</u>
<u>Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge</u>	<u>Santa Clara</u>	<u>Palo Alto</u>	<u>\$4,350,000</u>
<u>Palo Alto: El Camino Real Pedestrian Safety & Streetscape Improvements</u>	<u>Santa Clara</u>	<u>Palo Alto</u>	<u>\$4,655,000</u>
<u>Palo Alto: North Ventura Coordinated Area Plan</u>	<u>Santa Clara</u>	<u>Palo Alto</u>	<u>\$638,000</u>
<u>Palo Alto: Various Streets Resurfacing</u>	<u>Santa Clara</u>	<u>Palo Alto</u>	<u>\$1,009,000</u>
<u>San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan</u>	<u>Santa Clara</u>	<u>San Jose</u>	<u>\$813,000</u>
<u>San Jose: East Side Alum Rock (east of 680) Urban Village Plan</u>	<u>Santa Clara</u>	<u>San Jose</u>	<u>\$400,000</u>
<u>San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements</u>	<u>Santa Clara</u>	<u>San Jose</u>	<u>\$8,623,000</u>
<u>San Jose: Various Streets Pavement Rehabilitation</u>	<u>Santa Clara</u>	<u>San Jose</u>	<u>\$14,597,000</u>
<u>San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements</u>	<u>Santa Clara</u>	<u>San Jose</u>	<u>\$8,599,000</u>
<u>San Jose: West San Carlos Urban Village Streetscape Improvements</u>	<u>Santa Clara</u>	<u>San Jose</u>	<u>\$5,632,000</u>
<u>Santa Clara: Hetch-Hetchy Trail Phase 1</u>	<u>Santa Clara</u>	<u>Santa Clara</u>	<u>\$790,000</u>
<u>Santa Clara: San Tomas Aquino Creek Trail Underpass</u>	<u>Santa Clara</u>	<u>Santa Clara</u>	<u>\$2,449,000</u>

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
December 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 12/20/17-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			\$385,512,000
<u>Santa Clara: Saratoga Creek Trail Phase 1</u>	<u>Santa Clara</u>	<u>Santa Clara</u>	<u>\$2,376,000</u>
<u>Santa Clara: Streets & Roads Preservation</u>	<u>Santa Clara</u>	<u>Santa Clara</u>	<u>\$2,356,000</u>
<u>Santa Clara County: Capitol Expressway Rehabilitation</u>	<u>Santa Clara</u>	<u>Santa Clara County</u>	<u>\$5,000,000</u>
<u>Santa Clara County: McKean Rd Pavement Rehabilitation</u>	<u>Santa Clara</u>	<u>Santa Clara County</u>	<u>\$1,151,000</u>
<u>Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation</u>	<u>Santa Clara</u>	<u>Saratoga</u>	<u>\$338,000</u>
<u>Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR</u>	<u>Santa Clara</u>	<u>Sunnyvale</u>	<u>\$500,000</u>
<u>Sunnyvale: East Sunnyvale Area Sense of Place Improvements</u>	<u>Santa Clara</u>	<u>Sunnyvale</u>	<u>\$3,047,000</u>
<u>Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2</u>	<u>Santa Clara</u>	<u>Sunnyvale</u>	<u>\$782,000</u>
<u>Sunnyvale: Java Drive Road Diet & Bike Lanes</u>	<u>Santa Clara</u>	<u>Sunnyvale</u>	<u>\$500,000</u>
<u>Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities</u>	<u>Santa Clara</u>	<u>Sunnyvale</u>	<u>\$500,000</u>
<u>Sunnyvale: Peery Park Sense of Place Improvements</u>	<u>Santa Clara</u>	<u>Sunnyvale</u>	<u>\$2,686,000</u>
<u>Sunnyvale: Traffic Signal Upgrades</u>	<u>Santa Clara</u>	<u>Sunnyvale</u>	<u>\$2,566,000</u>
<u>VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART</u>	<u>Santa Clara</u>	<u>VTA/Milpitas</u>	<u>\$3,560,000</u>
<u>Unprogrammed balance</u>	<u>Santa Clara</u>	<u>TBD</u>	<u>\$25,000</u>
SANTA CLARA COUNTY			TOTAL: \$104,073,000
SOLANO COUNTY			
CMA Planning Activities			
Planning Activities Base	Solano	STA	\$3,822,000
<u>Planning Activities - Supplemental</u>	<u>Solano</u>	<u>STA</u>	<u>\$3,039,000</u>
Federal Aid Secondary (FAS)			
<u>Solano County: County Roads Paving</u>	<u>Solano</u>	<u>Solano County</u>	<u>\$506,000</u>
<u>Solano County: Farm to Market Phase 2 Improvements</u>	<u>Solano</u>	<u>Solano County</u>	<u>\$1,000,000</u>
Safe Routes To School (SRTS)			
<u>Fairfield: Grange Middle School SRTS Improvements</u>	<u>Solano</u>	<u>Fairfield</u>	<u>\$260,000</u>
<u>STA: Countywide SRTS Non-Infrastructure Program</u>	<u>Solano</u>	<u>STA</u>	<u>\$1,209,000</u>
County Program			
<u>Benicia: Park Rd Improvements</u>	<u>Solano</u>	<u>Benicia</u>	<u>\$2,731,000</u>
<u>Suisun City: Railroad Ave Repaving</u>	<u>Solano</u>	<u>Suisun City</u>	<u>\$491,000</u>
<u>STA: Vacaville Jepson Parkway Phase 3 Bike Path</u>	<u>Solano</u>	<u>STA</u>	<u>\$1,407,000</u>
<u>STA: Solano Mobility Call Center</u>	<u>Solano</u>	<u>STA</u>	<u>\$1,537,000</u>
<u>Vacaville: VacaValley/I-505 Roundabouts</u>	<u>Solano</u>	<u>Vacaville</u>	<u>\$1,907,000</u>
<u>Vacaville: Local Streets Overlay</u>	<u>Solano</u>	<u>Vacaville</u>	<u>\$1,193,000</u>
<u>Vallejo: Local Streets Overlay</u>	<u>Solano</u>	<u>Vallejo</u>	<u>\$2,075,000</u>
SOLANO COUNTY			TOTAL: \$21,177,000
SONOMA COUNTY			
CMA Planning Activities			
Planning Activities Base	Sonoma	SCTA	\$3,822,000
<u>Planning Activities - Supplemental</u>	<u>Sonoma</u>	<u>SCTA</u>	<u>\$1,178,000</u>
Federal Aid Secondary (FAS)			
<u>Sonoma County: River Road Pavement Rehabilitation</u>	<u>Sonoma</u>	<u>Sonoma County</u>	<u>\$3,264,000</u>
Safe Routes To School (SRTS)			
SCTA: Sonoma County Safe Routes To School (SRTS)	Sonoma	SCTA	\$1,655,000
County Program			
<u>Cotati: E. Cotati Avenue Street Rehabilitation</u>	<u>Sonoma</u>	<u>Cotati</u>	<u>\$675,000</u>
<u>Healdsburg: Healdsburg Avenue Road Diet</u>	<u>Sonoma</u>	<u>Healdsburg</u>	<u>\$600,000</u>
<u>Petaluma: Petaluma Boulevard South Road Diet</u>	<u>Sonoma</u>	<u>Petaluma</u>	<u>\$2,916,000</u>
<u>SMART: Petaluma SMART Pathway</u>	<u>Sonoma</u>	<u>SMART</u>	<u>\$400,000</u>
<u>Rohnert Park: Various Streets Rehabilitation</u>	<u>Sonoma</u>	<u>Rohnert Park</u>	<u>\$1,035,000</u>
<u>Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing</u>	<u>Sonoma</u>	<u>Santa Rosa</u>	<u>\$1,418,000</u>
<u>Santa Rosa: Various Streets Rehabilitation</u>	<u>Sonoma</u>	<u>Santa Rosa</u>	<u>\$1,655,000</u>
<u>Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation</u>	<u>Sonoma</u>	<u>Sebastopol</u>	<u>\$1,195,000</u>
<u>Sonoma: New Fryer Creek Bicycle and Pedestrian Bridge</u>	<u>Sonoma</u>	<u>Sonoma (City)</u>	<u>\$501,000</u>
<u>Sonoma County: Various County Roads Rehabilitation</u>	<u>Sonoma</u>	<u>Sonoma County</u>	<u>\$2,600,000</u>
<u>Sonoma County: New Crocker Bridge Bike and Pedestrian Passage</u>	<u>Sonoma</u>	<u>Sonoma County</u>	<u>\$1,809,000</u>
<u>Windsor: Windsor River Road at Windsor Road Intersection Imps</u>	<u>Sonoma</u>	<u>Windsor</u>	<u>\$3,000,000</u>
SONOMA COUNTY			TOTAL: \$27,723,000
OBAG 2 COUNTY PROGRAMS			TOTAL: \$385,512,000



One Bay Area Grant (OBAG 2) County Program

Programming and Allocations Committee

December 13, 2017



One Bay Area Grant Program

OBAG 1
\$819 million
FY13-FY17
Adopted 05.12



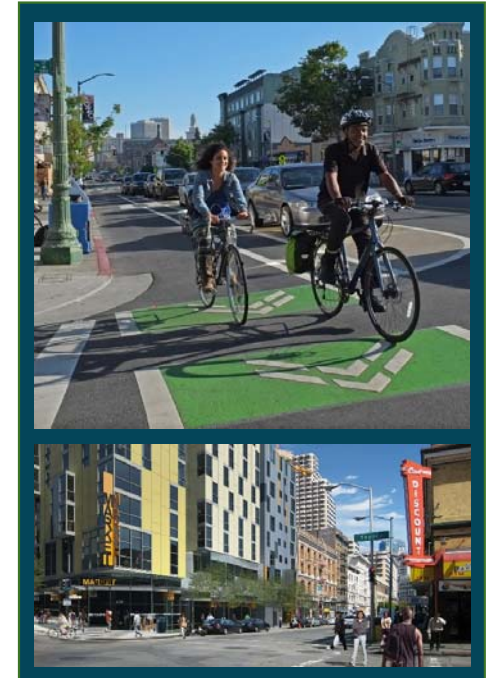
OBAG 2
\$862 million
FY18-FY22
Adopted 11.15
Revised 07.16

Funds are Federal STP/CMAQ,
supplemented with Bridge Tolls within
the OBAG framework

Regional
Programs 55%



County
Programs 45%



Process for County Program

2015 - 2016 ○ MTC approves program guidelines

2016 - 2017 ○ CMAs conduct calls for projects

County policies, public outreach, project selection

December 2017 ○ MTC considers County Program recommendations

2018 - 2022 ○ Funding available to projects

County Program Overview



- \$386 million total
- 180 projects
- All nine counties, 95 jurisdictions
- Average grant size: \$2.1 million
Ranging from \$122,000 to \$16 million

Key Program Objectives

Strengthen ties between local transportation investments and regional goals for housing and greenhouse gas reduction

1. Focus investments in PDAs
2. Reward housing efforts
3. Provide flexibility for local priorities

OBAG Distribution

	OBAG 2	OBAG 1
Alameda	\$77	\$66
Contra Costa	\$56	\$48
Marin	\$11	\$11
Napa	\$8	\$7
San Francisco	\$48	\$39
San Mateo	\$33	\$28
Santa Clara	\$104	\$92
Solano	\$21	\$20
Sonoma	\$28	\$24
Total	\$386	\$334

Millions \$, rounded

Provide flexibility for local priorities

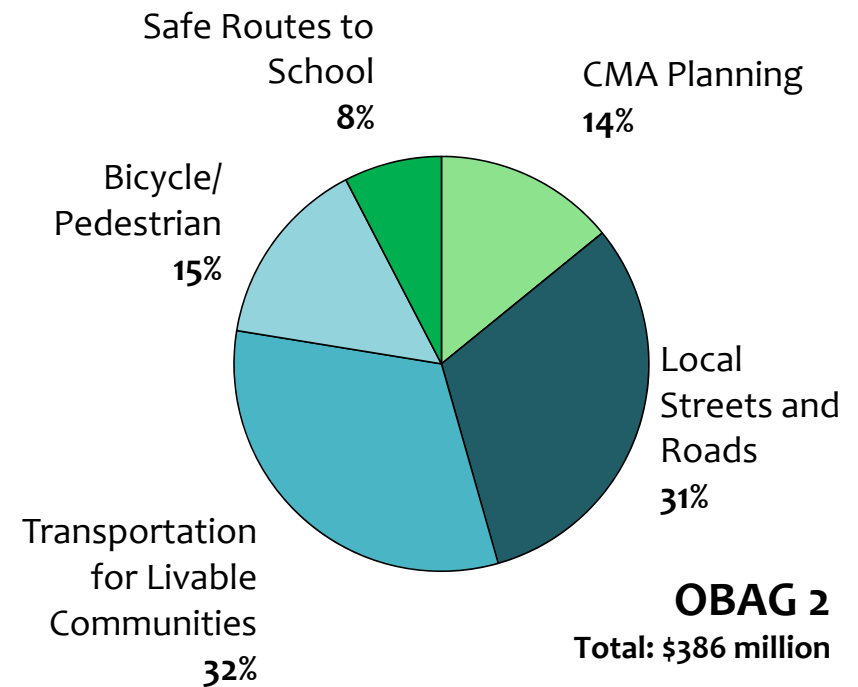
OBAG 2 distribution generally similar to OBAG 1

Majority of funds directed to active transportation projects

OBAG 1 | 62% → OBAG 2 | 54 %

Increase in CMA Planning funds

OBAG 1 | 13% (\$43 m) → OBAG 2 | 14% (\$54 m)



Focus investments in PDAs

Results: Investments are concentrated in PDAs*

OBAG 1 | 80% → OBAG 2 | 82%

Future policy refinements may strengthen support for PDA implementation, could include:

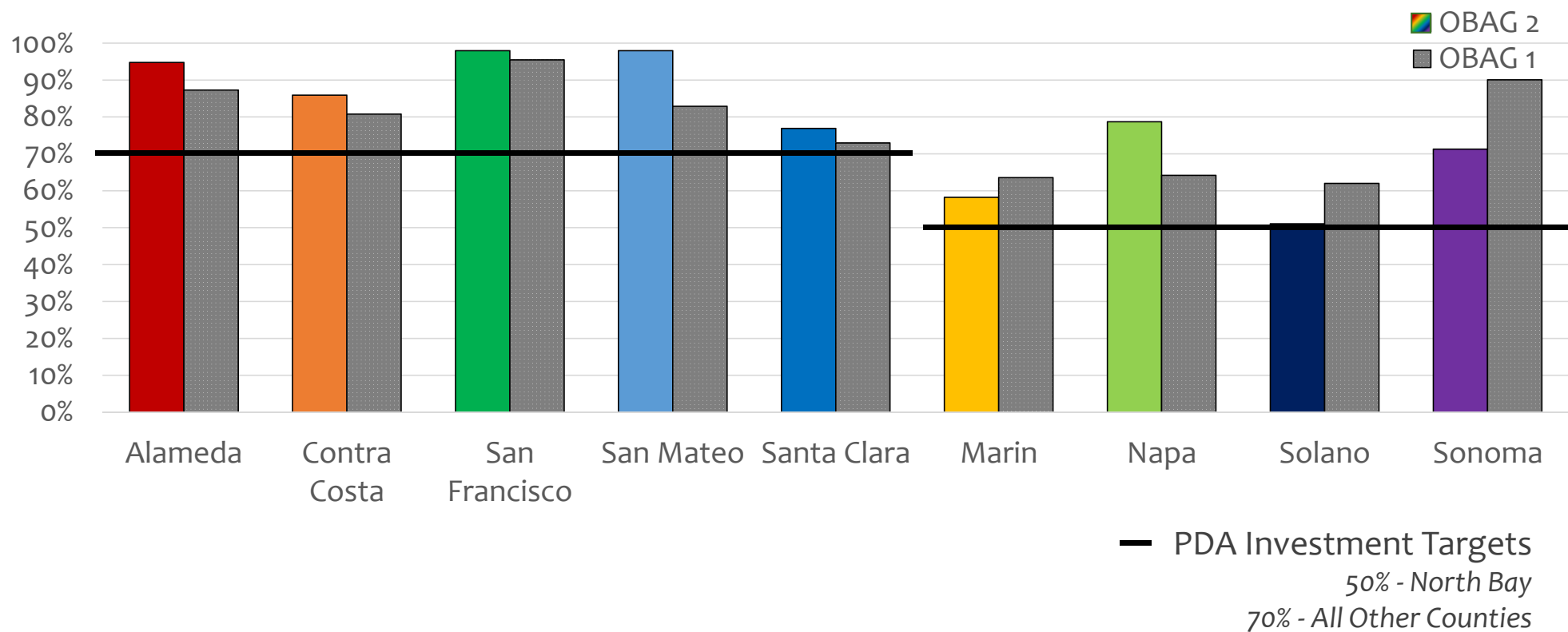
Criteria for PDA supportive investments

Linkage to PDA growth strategies

*Includes project investments located outside of a PDA, if determined by the CMA to provide access to a nearby PDA.

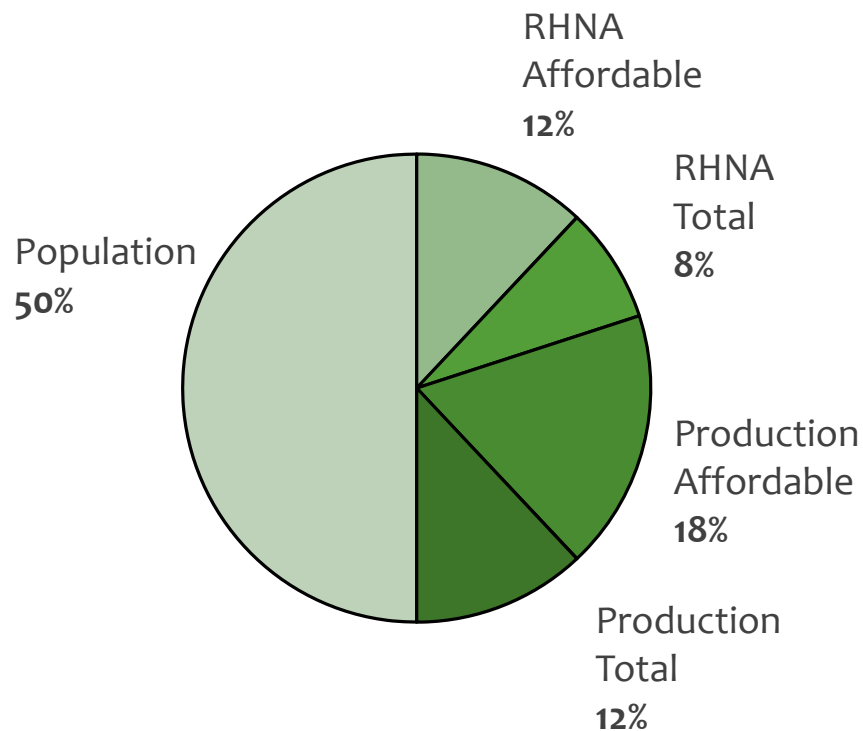


Investments in PDAs



Reward local housing efforts

OBAG 2 Distribution Formula



Formula provides direct connection for county funding

Local housing achievements result in larger pot of county funding

CMAAs consider housing in addition to several other factors

Reward local housing efforts

Largest OBAG Grant Awardees

Corresponding Contribution to OBAG County Formula


Jurisdiction	Grant Award Totals*		Formula Contribution	
	OBAG 1 + OBAG 2		Contribution to County Distribution Formula**	
	Rank	\$ Amt.	Rank	\$ Amt.
San Francisco	1	\$74	2	\$86
San Jose	2	\$72	1	\$99
Oakland	3	\$30	3	\$36
Santa Clara Co.	4	\$22	31	\$7
Fremont	5	\$18	6	\$18
Sunnyvale	6	\$18	5	\$18
Alameda Co.	7	\$15	14	\$10
Berkeley	8	\$14	20	\$9
Palo Alto	9	\$13	33	\$6
Santa Clara	10	\$11	7	\$14
Concord	11	\$11	13	\$10
Sonoma Co.	12	\$11	10	\$11
Milpitas	13	\$10	16	\$10
Union City	14	\$10	36	\$6
Alameda	15	\$10	37	\$6

Largest Contributors to OBAG County Formula Distribution

Corresponding OBAG Grant Totals

Jurisdiction	Formula Contribution		Grant Award Totals*	
	Contribution to County Distribution Formula**		OBAG 1 + OBAG 2	
	Rank	\$ Amt.	Rank	\$ Amt.
San Jose	1	\$99	2	\$72
San Francisco	2	\$86	1	\$74
Oakland	3	\$36	3	\$30
Santa Rosa	4	\$21	25	\$6
Sunnyvale	5	\$18	6	\$18
Fremont	6	\$18	5	\$18
Santa Clara	7	\$14	10	\$11
Hayward	8	\$13	33	\$5
Contra Costa Co.	9	\$12	19	\$8
Sonoma Co.	10	\$11	12	\$11
Fairfield	11	\$11	63	\$2
Antioch	12	\$11	37	\$4
Concord	13	\$10	11	\$11
Alameda Co.	14	\$10	7	\$15
Vacaville	15	\$10	28	\$5

\$, in millions

 Jurisdiction **is not** in the top 15 in terms of largest contribution to county distribution formula, but **is** in the top 15 for largest grant totals.

 Jurisdiction **is** in the top 15 contributors to the county distribution formula, but **is not** in the top 15 for largest grant totals.

*Grant award totals do not include CMA Planning funds.

**The link between local housing factors and OBAG grant funding is indirect; information does not imply requirement for CMAs to award specific amounts to individual jurisdictions.

Reward local housing efforts

Anti-Displacement Scoring Criteria (new)

For projects in PDAs/Transit Priority Areas (TPAs), scoring criteria must give added weight to jurisdictions with anti-displacement policies

Results: CMA Approaches

- Qualitative and quantitative approaches
- Weighting from 1% to 9% of overall score (for CMAs with quantitative scoring)
- Eligible anti-displacement policies vary
- Impact unclear on CMA project selection or encouraging local policy adoption

Local Policy Requirements

Results:

- **(NEW) Housing Element Annual Reporting***
- **Complete Streets** requirements: 99% compliance*
- **Housing Element** certification: 100% compliance
- **(NEW) Surplus Land Act resolution:** 100% compliance
General law cities, counties
- **Local Streets & Roads** requirement: 100% compliance
- **HPMS Traffic Data Reporting:** 95% compliant*
- **Pavement Management** certification : 94% compliant*

Bay Area Compliance Jurisdictions with Compliant Annual Housing Reports

2013	2014	2015	2016
68%	78%	80%	93%*

HCD compliance information as of 12/5/17

**Jurisdictions recommended for OBAG grants must come into compliance before adding funds to the TIP*

CMAQ Revenue Issue

CMAQ revenue estimates for OBAG 2 are likely to decrease

Good news: *Bay Area region will no longer be a Carbon Monoxide (CO) maintenance area – June 2018*

Bad news: *\$8 million/year CMAQ reduction
\$33 million total reduction over OBAG 2 period*

Staff recommends approval of County Program, and will develop potential options to address shortfall if needed

Recommendation

Refer MTC Resolution No. 4202, Revised, to the Commission for approval

Adds ~180 projects for County Program

\$386 million total

Conditional approval of **5 cities** that have not met housing reporting requirement

Deadline: March 1, 2018

TIP programming to follow resolution of compliance issues

Non-Compliant Jurisdictions 2016 Housing Report*
Albany
Danville
Martinez
Saratoga
Vallejo

*HCD compliance as of 12/5/17



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3011 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/8/2017 **In control:** Policy Advisory Council
On agenda: 12/13/2017 **Final action:**
Title: Lifeline Transportation Program - Cycle 5 Guidelines
(20 minutes)

Review proposed Lifeline Transportation Program Guidelines for Cycle 5, FY 2016 -17 through FY 2017 - 18, Resolution No. 4309. Last updated in October 2014 for Cycle 4 (Resolution No. 4159), review Cycle 5 guidelines which allocates approximately \$20 million in funding to Congestion Management Agencies. Funding for the Lifeline Transportation Program is provided through Federal 5307 and State Transit Assistance funds.

Sponsors:

Indexes:

Code sections:

Attachments: [05 Lifeline-Cycle 5 Guidelines.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Lifeline Transportation Program - Cycle 5 Guidelines
(20 minutes)

Review proposed Lifeline Transportation Program Guidelines for Cycle 5, FY 2016 -17 through FY 2017 - 18, Resolution No. 4309. Last updated in October 2014 for Cycle 4 (Resolution No. 4159), review Cycle 5 guidelines which allocates approximately \$20 million in funding to Congestion Management Agencies. Funding for the Lifeline Transportation Program is provided through Federal 5307 and State Transit Assistance funds.

Presenter:

Judis Santos

Recommended Action:

Information

Attachments:



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 5

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

TO: Policy Advisory Council

DATE: December 6, 2017

FR: Judis Santos, MTC

RE: Lifeline Transportation Program - Cycle 5 Guidelines

Policy Advisory Council Agenda Item 5 on Lifeline Transportation Program - Cycle 5 Guidelines is attached as presented to this month's Programming and Allocations Committee, which will meet on December 13, 2017.

MTC staff will be at your December 13 meeting to discuss the Lifeline Transportation Program - Cycle 5 Guidelines.

Attachment

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Metropolitan Transportation Commission Programming and Allocations Committee

December 13, 2017

Agenda Item 3b

MTC Resolution No. 4309

Subject: Lifeline Transportation Program Cycle 5 Guidelines for FY2016-17 and FY2017-18.

Background: MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. The program is administered by the county congestion management agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County. In this role, each CMA conducts a public process to select and approve LTP projects for their county. These projects are subsequently submitted to MTC for final regional program adoption.

In the first four funding cycles, approximately \$255 million in Lifeline funding was programmed to 285 projects throughout the region.

Fund sources

The target programming amount for Cycle 5 is approximately \$22 million, which includes two years of funding (FY2016-17 and FY2017-18). As in previous cycles, the funding sources include a mix of state and federal funds, to support both operating and capital activities: approximately \$15 million in State Transit Assistance (STA) funds, and \$7 million in FTA Section 5307 funds. See Attachment A for a summary of the funding available in Cycle 5. Amounts available by county, based on each county's share of the region's low income population, are shown in Attachment B.

Guidelines

Highlights of the proposed guidelines are summarized below.

- **Evaluation Criteria.** Overall, the proposed criteria are similar to Cycle 4, with the exception of a modification to the Project Need/Goals and Objectives criteria. Staff is proposing to augment this criteria with a focus on innovation and transit operations. Capital or operations projects that support and augment traditional fixed route projects could be given extra points.
- **Participatory Budgeting.** Staff is proposing to pilot participatory budgeting through the Community Based Transportation Planning process, which is also going to the Commission this month (Planning Committee) and also to set-aside up to \$1 million from the Lifeline Transportation Program for projects identified through this effort. Two to four participatory budgeting pilots are anticipated. If the set-aside is not needed for the participatory budgeting pilots, the funds will be used for other Lifeline projects. Attachment C provides a summary of the basic elements of Participatory Budgeting process.
- **Formula Updates.** Low-income population factors and transit ridership factors have been updated with 2015 data.
- **Communities of Concern (CoCs).** An updated map of the communities of concern (CoC) is included as Attachment D.

- **Funding/Project Eligibility.** Proposition 1B is no longer available as a fund source, as the 1B funds have mostly been expended. Project eligibility will be updated to reflect this. Eligibility for STA and FTA Section 5307 remain the same.

The Cycle 5 program guidelines have been developed with input from partner agencies through the Transit Finance Working Group, Partnership Technical Advisory Committee, and the Congestion Management Agencies.

Timeline

The anticipated timeline for Cycle 5 is as follows:

Action:	Anticipated Date:
Commission approves Cycle 5 Program Guidelines	December 20, 2017
CMAs initiate County project selection process	January/February 2018
CMA Board-approved County LTP Cycle 5 programs due to MTC from each CMA	May 2018
MTC Commission approval of Program of Projects	July 2018

Issues:

1. The FY2017-18 STA and FTA Section 5307 funding amounts are based on preliminary projections and are subject to revision.
2. Staff is currently working with partner agencies on a proposal to update the current STA population-based policy (Resolution No. 3837) with a new OBAG-style block grant and contribute to a means-based fare program. Under this proposed framework, each county (CMA) would work with their transit operators to determine how best to invest the funds to support transit services within the county including Lifeline Transportation Program needs. The proposal gives more flexibility in how much each county wants to invest toward Lifeline services/ programs and would also expand access to transit through a means-based fare to address affordability for low-income individuals. Because the proposed LTP Cycle 5 Guidelines do not include SB1 funds, staff proposes to move them ahead in advance of the larger STA discussion.

Recommendation: Refer Resolution No. 4309 to the Commission for approval.

Attachments: Attachment A - Lifeline Transportation Program Cycle 5 Funding
Attachment B - Estimated STA and Section 5307 Funding Targets by County
Attachment C – Participatory Budgeting Fact Sheet
Attachment D – Communities of Concern Map
Attachment E – Public Comments Received (from Public Advocates)
MTC Resolution No. 4309

**Attachment A – Lifeline Transportation Program
Cycle 5 Funding
FY2016-17 through FY2017-18**

Fund Source	FY2017	FY2018	Total
STA ¹	\$ 7,293,727	\$ 8,260,121	\$ 15,553,848
5307 ²	\$ 3,368,200	\$ 3,437,064	\$ 6,805,264
Total	\$ 10,661,927	\$ 11,697,185	\$ 22,359,112

Notes:

(1) FY2017 & FY2018 total STA revenue generation amounts are consistent with those in the most recent MTC Fund Estimate (MTC Resolution No. 4268 - 11/15/2017). Due to lower than expected revenue in Lifeline Cycle 4 FY 2016, funds in FY 2017 are being used to complete Cycle 4. The remaining FY 2017 funds and all FY 2018 funds are available for Lifeline Cycle 5.

(2) The FY2017 FTA Section 5307 amount is based on programming in the Transit Capital Priorities Program (Res. 4272). The FY2018 Section 5307 amount is preliminary, based on proposed programming being presented in December 2017.

Attachment B – Estimated STA & 5307 Funding Targets by County

County & Share of Regional Low Income Population ⁽¹⁾	FY2017		FY2018		Total	Two-Year Total by Fund Source	
	STA ⁽²⁾	5307	STA	5307		STA ⁽³⁾	5307 ⁽⁴⁾
	<i>Actual</i>	<i>Actual</i>	<i>Estimate</i>	<i>Estimate</i>		<i>Estimate</i>	<i>Estimate</i>
Alameda 23.1%	1,682,720	749,748	1,674,967	765,077	4,872,512	3,357,687	1,514,825
Contra Costa 14.7%	1,075,640	479,259	1,070,684	489,057	3,114,639	2,146,323	968,316
Marin 2.7%	193,466	86,200	192,575	87,963	560,204	386,041	174,163
Napa 2.1%	152,057	74,438	151,356	75,960	453,811	303,413	150,398
San Francisco 12.2%	890,405	396,726	886,302	404,837	2,578,270	1,776,707	801,563
San Mateo 8.4%	612,417	272,866	609,595	278,445	1,773,323	1,222,012	551,311
Santa Clara 22.5%	1,640,147	782,739	1,632,590	798,743	4,854,220	3,272,738	1,581,482
Solano 6.6%	484,079	316,785	481,849	323,261	1,605,975	965,929	640,046
Sonoma 7.7%	562,796	209,439	560,203	213,721	1,546,159	1,122,999	423,160
Participatory Budgeting Pilot	-	-	1,000,000	-	1,000,000	1,000,000	-
Total 100.0%	7,293,727	3,368,200	8,260,121	3,437,064	22,359,112	15,553,848	6,805,264

County & Share of Regional Low Income Population ¹	95% STA Programming Targets ⁽⁵⁾		
	FY 2017 (100%)	FY 2018 (95%)	Total
	<i>Actual</i>	<i>Estimate</i>	<i>Estimate</i>
Alameda 23.1%	1,682,720	1,591,218	3,273,938
Contra Costa 14.7%	1,075,640	1,017,149	2,092,789
Marin 2.7%	193,466	182,946	376,412
Napa 2.1%	152,057	143,789	295,846
San Francisco 12.2%	890,405	841,987	1,732,392
San Mateo 8.4%	612,417	579,115	1,191,532
Santa Clara 22.5%	1,640,147	1,550,961	3,191,108
Solano 6.6%	484,079	457,757	941,836
Sonoma 7.7%	562,796	532,193	1,094,989
Participatory Budgeting Pilot	0	1,000,000	1,000,000
Total 100.0%	7,293,727	7,897,115	15,190,842

- (1) Note that the “Share of Regional low Income Population” percentages reflect the most recent population data from the 2015 American Community Survey, as is proposed in the Lifeline Cycle 5 program guidelines.
- (2) State Transit Assistance FY 15-16 revenues were lower than anticipated (based on the LTP Cycle 4 STA program, the 5% contingency programming remains unfunded), resulting in a funding shortfall in Cycle 4. To keep the cycle 4 program whole, the shortfall amount (funding gap) is being filled from FY 16-17 STA revenues. The amount listed in FY 16-17 is the amount available after accounting for the shortfall.
- (3) State Transit Assistance revenue generation amounts are consistent with those in the most recent Fund Estimate (MTC Resolution No. 4268, 11/15/2017).
- (4) (4) The FY2017 FTA Section 5307 amount based on programming in the Transit Capital Priorities Program (Res. 4272). The FY2018 Section 5307 amount is preliminary, based on proposed programming being presented in December 2017.
- (5) Only FY2018 is subject to the 5% Lifeline Transportation Program contingency policy since it is an estimate. The FY2017 STA funding represents actual revenues and will be distributed at 100%. The \$1 million set aside for the Participatory Budgeting Pilot projects is not subject to the 95% contingency rule.


Attachment C – Summary of Participatory Budgeting

Below is a summary of the general participatory budgeting process. Note that the concept is evolving and each effort has unique elements based on community needs.

- *What is it?* Participatory Budgeting is a process where residents directly engage with their local government to develop and recommend projects as part of a budget process.
- *How does it work?* The process typically involves 5 steps:
 - 1) Design of the process – A steering committee, made up of representatives of the community, creates the rules in partnership with government officials to ensure the process is inclusive and meets local needs.
 - 2) Brainstorm ideas – Through meetings and online tools, residents share and discuss ideas for projects.
 - 3) Develop proposals – Volunteers, sometimes called budget delegates, develop the ideas into feasible proposals, which are then vetted by experts.
 - 4) Vote – Residents vote to divide the available budget between the proposals.
 - 5) Fund Winning Projects – Government implements the winning projects (typically approved by a governing board). The government and residents track and monitor implementation.
- *How much money is enough to do PB? Funding is needed for projects and for administering the participatory budgeting process.*
 - 1) Process funding - Most PB processes involve 1 – 15% of the overall project budget. Staff estimates process budget at \$75K to \$150K per project. For example, the City of Vallejo budgeted \$200K for a 15 month effort, and Oakland allotted \$100K for a 7 month effort. Both cities received their funding from The California Endowment's public health initiative.
 - 2) Project funding – Can be any amount, but should be sufficient to provide participants with opportunity for decision-making on meaningful projects. For example, Oakland and Vallejo incorporated PB into their Community Development and Block Grant Programs funded by HUD. (Oakland - \$7M for infrastructure and \$1.5M for programs split 7 ways; Vallejo – over \$3M in 2013 from 1% sales tax.) In San Francisco, three districts were involved each allocating \$100K for both capital projects and programs eligible for funding. In San Jose, District 3 is continuing to implement participatory budgeting in the 2016 – 2017 fiscal year with \$250K from the City's budget.



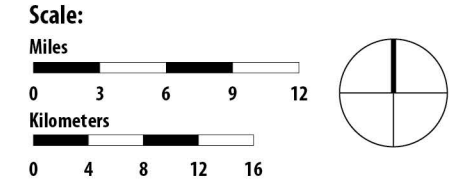
Map 1
Communities of Concern
American Community Survey 2014

-  **Communities of Concern**
- The Communities of Concern (tract geography) dataset is based upon eight demographic variables:
1. Minority (70% threshold)
 2. Low-Income (less than 200% of Fed. poverty level, 30% threshold)
 3. Limited English Proficiency (20% threshold)
 4. Elderly (10% threshold)
 5. Zero-Vehicle Households (10% threshold)
 6. Single Parent Families (20% threshold)
 7. Disabled (25% threshold)
 8. Rent-Burdened Households (15% threshold)

If a tract exceeds both threshold values for Low-Income and Minority shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is a COC.

 **Urbanized Areas**

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



Proposed Key Changes to Lifeline Guidelines

The Metropolitan Transportation Commission (MTC) must meet its commitment to advance regional transportation equity under Plan Bay Area 2040 by addressing mobility and public transportation access needs of low-income and other underserved Bay Area residents. In particular, we urge MTC to revise the existing guidelines to the Lifeline Transportation (Lifeline) Program and the Community-based Transportation Planning (CBTP) Program so that MTC could fulfill this commitment. The following principles and associated key recommended changes to the two program guidelines correspond with and elaborate on recommendations included in the 6 Wins Network Proposal (Proposal) that we shared in March 2017 (last updated in August 2017).

Principles

Principle 1: Engage and build leadership by low-income and communities of color. Low-income and other underserved residents are the experts of their own transportation needs. Therefore, building robust community engagement and leadership will fulfill Lifeline’s purpose of funding “community-based transportation projects” that “result in improved mobility for low-income residents,”¹ and similarly the CBTP Program’s purpose of meeting “transit needs in economically disadvantaged communities”.² Such engagement has the potential to develop capacity and civic leadership among community members to engage in transportation decision-making.

Principle 2: Ensure community decision-making. Low-income residents and other underserved residents and community-based organizations (CBOs) and/or non-profit organizations that work with these residents must also have decision-making power in every step of implementing both programs, including process design, needs assessment, project development, and project selection.

Principle 3: Ensure that low-income and underserved residents determine priorities. Lifeline funds should be spent on projects that address the current priority needs and investments identified by low-income and other underserved residents under a recent CBTP or equivalent planning process.

Principle 4: Require transparency and accountability in process and outcomes. Information about each stage of the Lifeline and CBTP process should be publicly available and accessible by low-income and underserved residents. This will enable community oversight in accordance with Principles 1 through 3 and provide a mechanism for agency reflection, accountability, and improvement.

Principle 5: Build relationships between residents and government. A more participatory Lifeline program will bring community residents, CBOs, and local and regional government staff together in ways that deepen trust and the practice of democracy.

¹ Metropolitan Transportation Commission. *Lifeline Transportation Program Cycle 4 Guidelines*, at p.3.

² Metropolitan Transportation Commission. *Community-based Transportation Planning Program Guidelines*, at p.1.

Specific Recommendations

We are pleased to see that MTC is updating guidelines for both programs to encourage and incentivize congestion management agencies (CMAs) and other relevant stakeholders to adopt a Participatory Budgeting (PB) process for implementing the two programs. (MTC should include an appendix outlining how the PB process can be used for each program as we have proposed.) For those CMAs that do not use PB, we recommend that MTC adopt the following key recommendations – please see our Proposal for a more complete discussion of all recommendations:

Lifeline Guidelines

1. **Community Engagement Plan.** Require CMAs to adopt and implement a Community Engagement Plan with at least 3 best practices that will result in maximum participation and leadership by low-income residents and CBOs that work with these residents. (See language we have proposed in Appendix 2 (Section d) of the current Lifeline guidelines.)
2. **Community Prioritization.** Require CMAs to prioritize for funding projects ranked highest by low-income residents in CBTPs or through other equivalent local planning that have been completed within the past five years. (See proposed language in Appendix 2 (Section b).)³
3. **Reporting Requirements.** Require CMAs to report on performance metrics for each project, in particular whether the project has primarily resulted in mobility or transportation access for low-income people, as well as the specific proportion of project beneficiaries that are low-income. Community engagement plans and funding reports should be posted on MTC and CMA websites. (See proposed language in Sections 16, Appendix 2 (Section e), and a new section on reporting requirements.)

CBTP Guidelines

1. **Consultants must be CBOs and/or non-profit organizations.** Require CMAs to conduct CBTP planning in partnership with CBOs and/or non-profits that work with low-income and other underserved residents as consultants, and to prioritize contracts with CBOs and/or non-profits (as opposed to for-profit consultants). CBOs should receive funding for participating in the planning process. The 10% of CBTP planning funding that MTC proposes to set aside for community engagement should be reserved for CBOs that work directly with low-income and other underserved residents. (See proposed language in Sections 4 and 6 of the 2002 CBTP guidelines.)
2. **Steering Committee.** Require CMAs to work with CBOs and/or non-profits to establish a Steering Committee to design and oversee a collaborative CBTP planning process. The majority of Steering Committee members must be low-income and other underserved residents, and CBOs that work with these residents. (See proposed language in Sec. 8.)
3. **Community Engagement Plan.** Parties responsible for CBTP planning must adopt a Community Engagement Plan with a minimum of 3 best practices for involving low-income residents and CBOs that work with these residents. The Community Engagement Plan must include a process for ranking low-income and other underserved residents' needs, and prioritize associated project into tiers based on the needs identified by these residents. (See proposed language in Sec. 8.)
4. **Action Plan.** Require CMAs to create an action plan for implementing all projects within five years of the completion of CBTPs. The action plan should include specific implementation timelines and a list of viable funding sources for each project identified to have the highest priority level. (See proposed language in Section 8, in particular the paragraph on the primary elements of a CBTP.)

³ In addition, the project selection criteria on project goals, community-identified priority, and community engagement criteria must have greater weight in Lifeline project selection than the management capacity, cost-effectiveness, and project budget criteria. (See language we have proposed in Section 11 and Appendix 2.)

Date: December 20, 2017
W.I.: 1310
Referred by: PAC

ABSTRACT

Resolution No. 4309

This Resolution adopts the Lifeline Transportation Program Cycle 5 Guidelines.

The following attachment is provided with this Resolution:

Attachment A —Lifeline Transportation Program Cycle 5 Guidelines FY2016-17 and
FY2017-18

Further discussion of the Lifeline Transportation Program Cycle 5 Guidelines is provided in the
Programming and Allocations Committee Summary sheet dated December 13, 2017.

Date: December 20, 2017
W.I.: 1310
Referred by: PAC

RE: Lifeline Transportation Program Cycle 5 Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4309

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

WHEREAS, MTC adopted Resolution 3837, which established a consolidated policy for State Transit Assistance (STA) – population-based funds, including a set percentage to the Lifeline Transportation Program; and

WHEREAS, MTC adopted Resolution 4242, which established the Transit Capital Priorities Process and Criteria for programming FY2016-17 through FY2019-20 Federal Transit Administration Section 5307 Urbanized Area Formula funds, including a set-aside for the Lifeline Transportation Program; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a Cycle 5 program of projects for the Lifeline Transportation Program; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of the Cycle 5 Lifeline Transportation projects, as set forth in Attachment A of this Resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above Resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California on December 20, 2017.

Date: December 20, 2017
W.I.: 1310
Referred by: PAC

Attachment A
MTC Resolution No. 4309
Page 1 of 19



METROPOLITAN
TRANSPORTATION
COMMISSION

Lifeline Transportation Program Cycle 5 Guidelines

December 2017

METROPOLITAN TRANSPORTATION COMMISSION

LIFELINE TRANSPORTATION PROGRAM CYCLE 5 GUIDELINES
FY 2017 AND FY 2018

December 2017

Table of Contents

1.	PROGRAM GOAL.....	3
2.	PROGRAM ADMINISTRATION.....	4
3.	FUNDING APPORTIONMENT AND AVAILABILITY.....	4
4.	ELIGIBLE RECIPIENTS/SUBRECIPIENTS.....	5
5.	STA AND FTA SECTION 5307 PROGRAMMING PROCESS.....	6
6.	ELIGIBLE ACTIVITIES.....	7
7.	LOCAL MATCHING REQUIREMENTS.....	8
8.	COORDINATED PLANNING.....	9
9.	GRANT APPLICATION.....	9
10.	APPLICATION EVALUATION.....	10
11.	COUNTYWIDE PROGRAM OF PROJECTS.....	10
12.	POLICY BOARD ADOPTION.....	10
13.	PROJECT DELIVERY.....	11
14.	PROJECT OVERSIGHT.....	11
15.	PERFORMANCE MEASURES.....	12
16.	FUND ADMINISTRATION.....	12
17.	COMPLIANCE WITH FEDERAL REQUIREMENTS.....	13
18.	TIMELINE.....	14

Appendix 1. Funding Source Information

Appendix 2. Standard Evaluation Criteria

**METROPOLITAN TRANSPORTATION COMMISSION
LIFELINE TRANSPORTATION PROGRAM CYCLE 5 GUIDELINES
FY 2017 AND FY 2018**

December 2017

1. **PROGRAM GOAL.** The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties.

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that engages a broad range of stakeholders such as public agencies, transit operators, community-based organizations and residents, and outreach to underrepresented communities.
- Improve a range of transportation choices by adding new or expanded services including but not limited to: enhanced fixed route transit services, first-and last-mile shuttles, taxi voucher programs, and other eligible projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations such as countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A map of communities of concern (CoC) is included in the Equity Analysis Report for Plan Bay Area 2040, which is available at http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%20_7-2017.pdf

2. **PROGRAM ADMINISTRATION.** The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa Valley Transportation Authority
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

3. **FUNDING APPORTIONMENT AND AVAILABILITY.** Fund sources for the Cycle 5 Lifeline Transportation Program include State Transit Assistance (STA), and Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula¹ funds. Cycle 5 will cover a two-year programming cycle, FY2016-17 to FY2017-18.

- a. **STA and FTA Section 5307.** Funding for STA and FTA Section 5307 will be assigned to counties by each fund source, based on the county's share of the regional low-income population (see Figure 1).² Lifeline Program Administrators will assign funds to eligible projects in their counties. See Section 5 for details about the STA and FTA Section 5307 programming process and Appendix 1 for detailed eligibility requirements by fund source.

¹ The Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorizing legislation eliminated the FTA Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and, consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4242), in the and FY2016-17 and FY2017-18 Section 5307 programs, a portion of the Bay Area's urbanized area funds have been set aside for the Lifeline program.

² FTA Section 5307 funds are apportioned by urbanized area (UA), so the distribution of 5307 funds will also need to take UA boundaries into consideration.

Figure 1. County and Share of Regional Poverty Population

<i>County</i>	<i>Share of Regional Low Income (<200% Poverty) Population</i>
Alameda	23.1%
Contra Costa	14.7%
Marin	2.7%
Napa	2.1%
San Francisco	12.2%
San Mateo	8.4%
Santa Clara	22.5%
Solano	6.6%
Sonoma	7.7%
Total	100.0%

Source: American Community Survey, 2011-2015, 5-Year Estimate

- b. Participatory Budgeting. Subject to funding available from a proposed 2018 Caltrans Planning Grant, MTC will pilot a voluntary participatory budgeting (PB) process. The participatory budgeting process enables residents in Communities of Concern to develop and vote on project priorities working through their CMA's Community-Based Transportation Planning process. Selected projects are then funded as part of an available/dedicated budget. MTC will set aside up to \$1 million off the top from the Lifeline Transportation Program for projects identified through this pilot. Projects identified through the PB process will be presented to the Commission at a future date. CMA's that want to participate in this pilot should contact MTC staff by January 8, 2018.
- c. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow County Lifeline Program Administrators to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 5. Lifeline Program Administrators must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program.

4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

- a. STA. There are three categories of eligible recipients of STA funds: a) transit operators; b) Consolidated Transportation Service Agencies (CTSAs); and c) Cities and Counties that are eligible to claim Transportation Development Act (TDA) Article 4, 4.5 or 8 funds.

Non-profit organizations and Cities/Counties that are not eligible TDA Article 4, 4.5 or 8 claimants are only eligible for STA funds if they partner with an eligible STA recipient

(e.g., a transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit or City/County, and if they have an eligible project.

- b. FTA Section 5307. Transit operators that are FTA grantees are the only eligible recipients of FTA Section 5307 funds.

Non-profit organizations and public agencies that are not FTA grantees are only eligible for Section 5307 funds if they partner with an FTA grantee (transit operator) that is willing to serve as the direct recipient of the Section 5307 funds and pass through the funds to the sub recipient non-profit or public agency.

Section 5307 recipients/sub recipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.³ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

5. STA AND FTA SECTION 5307 PROGRAMMING PROCESS. For STA and FTA Section 5307 funds, Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Transportation Program.

Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC encourages Lifeline Program Administrators to conduct a broad, inclusive public involvement process, and use multiple methods of public outreach. Funds in the Cycle 5 program are predominantly restricted to transit operators (see Section 4 for recipient eligibility restrictions). Therefore, MTC also acknowledges that each Lifeline Program Administrator's public outreach strategy will be tailored accordingly.

Methods of public outreach may include, but are not limited to, highlighting the program and application solicitation on the CMA website, and sending targeted postcards and e-mails to all prospective applicants, including those that serve predominantly minority and low-income populations.

Further guidance for public involvement is contained in MTC's Public Participation Plan. Additionally, a list of Caltrans best practices for community engagement can be accessed through the Caltrans Final Sustainable Communities Grant Guide at:

http://www.dot.ca.gov/hq/tpp/grants/1718/1_14SEP17_FinalSustainableCommunitiesGrantGuideFY2017-18.pdf

³ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

CMAs are required to document the outreach effort undertaken for the local call for projects and provide MTC with a description of how the public was involved in the process for nominating and/or commenting on projects selected for Lifeline Transportation Program funding.

- a. Competitive Process. STA and FTA Section 5307 projects must be selected through an open, competitive process, with the following exception: In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA and/or Section 5307 funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Transportation Program reporting requirements.
- b. STA Contingency Programming. Due to the uncertainty of forecasting STA revenues, the Lifeline Program Administrators will program 95 percent of their county's estimated STA amount, and develop a contingency plan for the remaining five percent should it be available. Contingency project(s) are to be identified and separately listed should the contingency funds become available. Contingency funds are not to be dispersed throughout all Lifeline projects.

6. ELIGIBLE ACTIVITIES

- a. Eligible operating projects. Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of Lifeline-related transit services eliminated due to budget shortfalls, shuttles, taxi voucher programs, auto loan programs, etc. See Appendix 1 for additional details about eligibility by funding source.
- b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to) purchase of vehicles; bus stop enhancements; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.
- c. FTA Section 5307 restrictions
 - (1) Job Access and Reverse Commute requirement. For the Lifeline Transportation Program, the use of FTA Section 5307 funds is restricted solely to Job Access and Reverse Commute (JARC) -type projects. For details regarding eligible FTA Section 5307 JARC-type projects, see the FTA Section 5307 Circular (FTA C 9030.1E), Chapter IV, Section 5 available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf. Also see Appendix 1 for detailed eligibility requirements by fund source.

- (2) New and existing services. Consistent with the FTA Section 5307 circular (FTA C 9030.1E), Chapter IV, Section 5.a, eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or “maintenance project” as follows:
- i. Development Projects. “Development of transportation services” means new projects that meet the statutory definition and were not in service as of the date Fixing America’s Surface Transportation (FAST) Act, became effective December 4, 2015. This includes projects that expand the service area or hours of operation for an existing service.
 - ii. Maintenance Projects. “Maintenance of transportation services” means projects that continue and maintain job access and reverse commute projects and services that received funding under the former Section 5316 Job Access and Reverse Commute program.
7. LOCAL MATCHING REQUIREMENTS. The Lifeline Transportation Program requires a minimum local match of 20% of the total project cost. Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.
- a. Exceptions to 20% requirement. There are two exceptions to the 20% local match requirement:
 - (1) FTA Section 5307 operating projects require a 50% match. However, consistent with MTC’s approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for *both* 5307 and STA funds.
 - (2) All auto-related projects require a 50% match.
 - b. Sources of local match. Project sponsors may use certain federal, state or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

For FTA Section 5307 projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary

Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Transportation Development Credits (“Toll Credits”) are not an eligible source of local match for the Lifeline Transportation Program.

8. COORDINATED PLANNING. Under FAST Act, projects funded with Section 5307 funds are no longer required by FTA to be derived from a locally developed, coordinated public transit-human services transportation plan (“Coordinated Plan”); however, in the Bay Area’s Coordinated Plan, MTC continues to identify the transportation needs of individuals with disabilities, older adults, *and* people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with Lifeline Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan to the extent practicable considering any other funding source restrictions.

The Bay Area’s Coordinated Plan is being updated in early 2018. The previous version approved in March 2013 is available at:

https://mtc.ca.gov/sites/default/files/Coord_Plan_Update.pdf , and the draft update to the plan is available at: <https://mtc.ca.gov/our-work/plans-projects/other-plans/coordinated-public-transit-human-services-transportation-plan>

Mobility management was a key coordination strategy recommended in the 2013 plan update and in the draft 2018 plan. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the County or sub regional level is an essential component of that strategy. Consistent with those recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with County or sub regional Mobility Managers or CTSAs.

Transportation needs specific to senior and disabled residents of low-income communities may also be considered when funding Lifeline projects.

9. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have

different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

10. APPLICATION EVALUATION

- a. Evaluation criteria. Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. Lifeline Program Administrators will establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

See Appendix 2 for the detailed standard evaluation criteria.

- b. Evaluation panel. Each county will appoint a local evaluation panel of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council (if available), and representatives of local stakeholders, such as transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local evaluation panel. Each county will assign local priorities for project selection by establishing the weight for each criterion and, at the CMA's discretion, adding local criteria to the standard regional criteria.

11. COUNTYWIDE PROGRAM OF PROJECTS. A full program of projects is due to MTC from each Lifeline Program Administrator based on the timeline outlined in Section 18. While FY2017 FTA funds have been appropriated by Congress and can be considered secured, full FY2018 funds have yet to be appropriated. Given state and federal funding uncertainties, sponsors with projects selected for FY2018 Section 5307 funds and FY2018 STA funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to allot unused prior year funds to high scoring projects so they can be started quickly. MTC staff will work with Lifeline Program Administrators on this sequencing; MTC staff expects that more will be known about the FY2018 FTA Section 5307 funds and the FY2018 STA funds in calendar year 2018.

12. POLICY BOARD ADOPTION

- a. Project sponsor resolution of local support. Prior to MTC's programming of Lifeline Cycle 5 funds (STA and FTA Section 5307) to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. The resolution shall state that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution of local support template. The County Lifeline Program Administrators have the option of collecting the resolutions of local support from project sponsors along with the project applications, or after the project is selected by the County for funding.
- b. Lifeline Program Administrator/CMA Board Resolution and Concurrence
 - (1) STA and FTA Section 5307. Projects recommended for STA and FTA Section 5307 funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator.

13. PROJECT DELIVERY. All projects funded under the county programs are subject to the following MTC project delivery requirements:

- a. FTA Section 5307. Project sponsors must expend the Lifeline Transportation Program Section 5307 funds within three years of the FTA grant award or execution of agreement with pass-through agency, whichever is applicable. To prevent the Section 5307 funds from lapsing on the federal obligation deadline, MTC reserves the right to reprogram funds if direct recipients fail to submit their FTA grant by the following dates:
 - August 2021 for FY2017 funds
 - August 2022 for FY2018 funds

Project sponsor are encouraged to submit grant applications at least 90 days prior to the close of FTA's Transit Award Management System (TrAMS) due to the time need for application review by USDOT and the US Department of Labor prior to any grants being awarded. Any FTA Section 5307 funds not obligated in a grant by the end of five years from the year of appropriation by Congress will lapse and return to FTA for reallocation in future years. (i.e. funds appropriated by Congress in FY2017 will lapse at the end of Federal Fiscal Year 2022.) Direct recipients are responsible for carrying out the terms of their grants.

- b. STA. Project sponsors must expend the Lifeline Transportation Program STA funds within three years of the date that the funds are programmed by MTC or the date that the agreement with pass-through agency is executed, whichever is applicable.

14. PROJECT OVERSIGHT. For Lifeline projects funded by STA and FTA Section 5307, Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for monitoring project sponsors in meeting the MTC obligation deadlines and project

delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance. All project budget and scope of work changes must be approved by the MTC Commission; however the Lifeline Program Administrators are responsible for approving budget and scope of work changes prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Transportation Program goals.

See Appendix 1 for detailed accountability and reporting requirements by funding source.

15. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

16. FUND ADMINISTRATION

- a. FTA Section 5307. Project sponsors are responsible for entering projects into MTC's Fund Management System for inclusion in the Transportation Improvement Program (TIP). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 funds. FTA grantees will act as direct recipients, and will submit grant applications directly to FTA.

For projects funded with FTA Section 5307 funds that are sponsored by non-FTA grantees (e.g., nonprofits or other local government entities), the FTA grantee who was identified as the partner agency at the time of the application will submit the grant application to FTA directly and, following FTA approval of the grant, will enter into funding agreements with the sub recipient project sponsor.

FTA recipients are responsible for following all applicable federal requirements and for ensuring that their sub recipients comply with all federal requirements. See Section 18 for federal compliance requirements.

- b. STA. For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and

will likely enter into a funding agreement directly with the project sponsor. Project sponsors are responsible for entering their own STA projects into the TIP.

17. COMPLIANCE WITH FEDERAL REQUIREMENTS.

- a. Lifeline Program Administrator Responsibilities. For the selection of projects to be funded with FTA Section 5307 funds, in accordance with federal Title VI requirements, Lifeline Program Administrators must distribute the FTA funds without regard to race, color, and national origin, and must assure that minority populations are not being denied the benefits of or excluded from participation in the program. Lifeline Program Administrators shall develop the program of projects or competitive selection process to ensure the equitable distribution of FTA Section 5307 funds to project sponsors that serve predominantly minority populations. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of applicants that serve predominantly minority populations.
- b. Project Sponsor Responsibilities. FTA Section 5307 applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5307; FTA Circulars C 9030.1E, 4702.1B and 4703.1; the most current FTA Master Agreement; and the most current Certifications and Assurances for FTA Assistance Programs.

FTA Section 5307 direct recipients will be responsible for adhering to FTA requirements through their agreements and grants with FTA directly and for ensuring that all sub recipients and third-party contractors comply with FTA requirements.

18. TIMELINE. The anticipated timeline for Cycle 5 is as follows:

Program	Action	Anticipated Date*
All	Commission approves Cycle 5 Program Guidelines	December 20, 2017
All	MTC issues guidelines to counties	January 2018
5307 & STA	CMA Board-approved** programs due to MTC from CMAs	May 31, 2018
5307	Project sponsors submit TIP amendments	June 2018***
All	MTC Commission approval of Program of Projects	July 2018
STA	Operators can file claims for Lifeline Cycle 5 STA funds	After July Commission Approval
5307	Deadline for transit operators (FTA grantees) to submit FTA grants for FY17 and FY18 funds	Submit grants once TIP Amendment is federally approved

* Dates subject to change depending on State and Federal deadlines and availability of funds.

** CMA Board approval and concurrence may be pending at the time of deadline.

*** Due date for final 2017 TIP amendment tentatively scheduled for mid-June 2018, subject to change. If projects are not included in final 2017 TIP amendment, the projects can be submitted via FMS for initial 2019 TIP in late 2018.

Appendix 1
Lifeline Transportation Program Cycle 5
Funding Source Information

	State Transit Assistance (STA)	FTA Section 5307
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To support the continuation and expansion of public transportation services in the United States
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf	https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf
Use of Funds	For public transportation purposes including community transit services	For the Lifeline Transportation Program, the use of FTA Section 5307 funds is restricted solely to Job Access and Reverse Commute-type projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment
Eligible Recipients	<ul style="list-style-type: none"> ▪ Transit operators ▪ Consolidated Transportation Service Agencies (CTSAs) ▪ Cities and Counties if eligible to claim TDA Article 4, 4.5 or 8 funds 	<ul style="list-style-type: none"> ▪ Transit operators that are FTA grantees
Eligible Sub recipients (must partner with an eligible recipient that will serve as a pass-through agency)	<ul style="list-style-type: none"> ▪ Private non-profit organizations ▪ Cities and counties that are not eligible to claim TDA Article 4, 4.5 or 8 funds 	<ul style="list-style-type: none"> ▪ Private non-profit organizations ▪ Public agencies that are not FTA grantees (e.g., cities, counties)

	State Transit Assistance (STA)	FTA Section 5307
Eligible Projects	<p><u>Transit Capital and Operations, including:</u></p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (e.g., GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities. 	<p><u>New and existing services.</u> Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or a “maintenance project” (see Section 7.c.(2) of these guidelines for details regarding “development” and “maintenance” projects).</p> <p><u>Capital and Operating projects.</u> Projects that comply with the requirements above may include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Late-night & weekend service; ▪ Guaranteed ride home service; ▪ Shuttle service; ▪ Expanding fixed route public transit routes, including hours of service or coverage; ▪ Demand-responsive van service; ▪ Ridesharing and carpooling activities; ▪ Transit-related aspects of bicycling; ▪ Administration and expenses for voucher programs; ▪ Local car loan programs; ▪ Intelligent Transportation Systems (ITS); ▪ Marketing; and ▪ Mobility management. <p>See FTA C 9030.1E, Chapter IV, Section 5307 for details regarding eligible projects.</p>

	State Transit Assistance (STA)	FTA Section 5307
Lifeline Program Local Match	20%	<ul style="list-style-type: none"> ▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) ▪ 50% for auto projects ▪ 20% for planning and capital projects
Estimated timing for availability of funds to project sponsor	<p>Transit operators, CTSAs and eligible cities and counties can initiate claims for FY17 and FY18 funds immediately following MTC approval of program of projects.</p> <p>For sub recipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.</p>	<p>Following MTC approval of the program of projects, project sponsor will submit project in FMS for inclusion in the TIP. Following Federal TIP approval, FTA grantees must submit FTA grants.</p> <p>FTA grantees can begin their projects after the funds are obligated in an FTA grant. For sub recipients, the FTA grantee acting as fiscal agent will likely initiate a funding agreement following FTA grant award. Funds will be available on a reimbursement basis after execution of the agreement.</p>
Accountability & Reporting Requirements	<p>Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim.</p> <p>Depending on the arrangement with the pass-through agency, sub recipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.</p>	<p>FTA grantees are responsible for following all applicable federal requirements for preparing and maintaining their Section 5307 grants. MTC and/or the Lifeline Program Administrators may request copies of FTA grantees' quarterly Section 5307 grant reports to FTA.</p> <p>Depending on the arrangement with the pass-through agency, sub recipients will likely submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to the pass-through agency for reimbursement. Sub recipients will also submit Title VI reports annually to the pass-through agency.</p>

Note: Information on this chart is accurate as of December 2017. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2

Lifeline Transportation Program Cycle 5

Standard Evaluation Criteria

The following standard evaluation criteria are intended to provide consistent guidance to each county in prioritizing and selecting projects to receive Lifeline Transportation Program funds. Each county, in consultation with other stakeholder representatives on the selection committee, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion. Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

- a. Project Need/Goals and Objectives:** Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Capital or operations projects (sponsored by public transit operators or in partnership with non-profits or cities) that support and augment but are not traditional fixed route projects may be given extra points under this criteria. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.
- b. Community-Identified Priority:** Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused inclusive engagement to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A map of communities of concern (CoC) is included in the Equity Analysis Report for Plan Bay Area 2040, is available at: http://2040.planbayarea.org/sites/default/files/2017-07/Equity_Report_PBA%202040%20_7-2017.pdf

- c. Implementation Plan and Project Management Capacity:** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan.

For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.

- d. Coordination and Program Outreach:** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- e. Cost-Effectiveness and Performance Indicators:** The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved.
- f. Project Budget/Sustainability:** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3068 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/6/2017 **In control:** Policy Advisory Council
On agenda: 12/13/2017 **Final action:**
Title: Senate Bill 1 (SB 1) Funding Program Update
(5 minutes)

Update on the various funding programs created and augmented by SB 1.

Sponsors:

Indexes:

Code sections:

Attachments: [06_SB 1 Competitive Programs.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Senate Bill 1 (SB 1) Funding Program Update
(5 minutes)

Update on the various funding programs created and augmented by SB 1.

Presenter:

Kenneth Kao

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 6

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

Memorandum

TO: Policy Advisory Council

DATE: December 6, 2017

FR: Kenneth Kao

RE: Senate Bill 1 (SB 1) Funding Program Update

Senate Bill 1 (SB1) provided additional money to existing competitive programs, as well as created new competitive programs. Updates and pending program schedules are provided below.

Local Partnership Program (LPP). SB 1 provides \$200 million per year to the LPP. CTC approved the LPP Guidelines on October 18, 2017, which evenly divides the LPP into formula and competitive programs. The first program will cover two years of formula funds (FY 17-18 and FY 18-19) and three years of competitive funds (FY 17-18 through FY 19-20). A 1:1 match is required for LPP projects. Only authorities with a voter-approved tax dedicated solely to transportation are eligible to receive formula funds, and those agencies that have imposed fees for transportation are eligible to compete in the competitive program. Of interest, the revised guidelines create an incentive program for new and renewed voter-approved taxes, tolls, and fees (coming from the competitive program), and any cost savings generated within the formula program will be returned to that jurisdiction for reprogramming. The approved guidelines are at:

http://www.catc.ca.gov/programs/SB_1/102017_Final_LPP_Guidelines.pdf

Key program dates:

- Applications due for the formula program: December 15, 2017
- Formula program adoption: January 31, 2018
- Applications due for the competitive program: January 30, 2018
- Competitive program adoption: May 16, 2018.

Trade Corridor Enhancement Program (TCEP). SB 1 provides \$250 million per year to the TCEP, which will also include federal freight formula funds. CTC approved the TCEP Guidelines on October 18, 2017. The first program will cover three years (FY 17-18 through FY 19-20). The TCEP includes a target for Caltrans (statewide) of \$536 million, and a target for the Bay Area/Central Valley of \$217 million. A 30% match is required for projects not funded through the Caltrans target. Any public agency is eligible to apply; however, MTC must submit the region's nominations to CTC to ensure consistency with regional plans. Of interest, the guidelines provide that any cost savings generated within a corridor will be returned to that corridor for reprogramming. The approved guidelines are at:

[http://www.catc.ca.gov/programs/SB_1/101817_Final_TCEP_Guidelines\(2\).pdf](http://www.catc.ca.gov/programs/SB_1/101817_Final_TCEP_Guidelines(2).pdf)

Key program dates:

- Nominations due to MTC: December 15, 2017
- MTC Commission concurrence of nominations: January 24, 2018
- Applications due to CTC: January 30, 2018
- Program adoption: May 16, 2018.

Solutions for Congested Corridors (SCC). SB 1 provides \$300 million per year to the SCC, which aims to fund congestion relief projects included in a multimodal comprehensive corridor plan. The first program will cover four years (FY 17-18 through FY 20-21). According to SB 1, only MTC and Caltrans may apply for SCC; however, the implementing/sponsoring agency may be any public agency. Of interest, the draft guidelines do not require a match, but match or leveraged funds will be an evaluation criteria, and no regional targets are included. The draft guidelines are at:

http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-12/19_4.8.pdf

Key program dates:

- CTC Adopts Guidelines: December 6, 2017
- Applications due to CTC: February 16, 2018
- Program adoption: May 16, 2018.

Transit and Intercity Rail Capital Program (TIRCP). SB1 includes funds for the TIRCP, aimed at funding projects that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems. CalSTA administers TIRCP and released a call for projects on October 13 for a 5-year TIRCP program (FY18-19 through FY22-23). The program blends SB1 funds with Cap and Trade auction proceeds. The total amount available for this 5-year program is anticipated to be \$2.4 billion, with an estimated \$1.4 billion coming from SB1 revenues and \$1 billion from Cap and Trade auctions.

Key program dates:

- Project applications due to Caltrans: January 12, 2018
- Anticipated award announcement: April 30, 2018
- Anticipated presentation of project list to CTC: May 2018

Resources:

- Program webpage: <http://www.dot.ca.gov/drmt/sptircp.html>
- Call for Projects: <http://www.dot.ca.gov/drmt/docs/sptircp/2018call4projects.pdf>
- Program guidelines: <http://www.dot.ca.gov/drmt/docs/sptircp/2018finalgl.pdf>

Sustainable Communities (SC) and Adaptation Planning (AP) Grants. SB1 augments the funding for Caltrans Planning Grants, and creates two new subprograms: SC and AP. SC grants are further divided into a competitive program and a formula program for Metropolitan Planning Organizations (MPOs). For the first round of funding, \$12.4 million is available in each of the Sustainable Communities subprograms, and \$7 million is available in the AP grant.

Caltrans received 127 applications seeking \$34 million for the SC grant program, and 30 applications seeking \$10 million for the AP grant program. MTC submitted three SC grant applications, and two AP grant applications:

- The Future of Mobility: Ride Hailing Data Collection and Analysis, \$1 million (not awarded)
- Integrating Disability Voices in Sustainable Communities and Climate Resiliency Initiatives, \$500,000 (not awarded)
- Coordinating Economic Forecasting and Transportation Investment Analysis in the Megaregion, \$276,000 (not awarded)
- Accelerating Implementation of Local and Regional Resilience to Climate Change, \$1 million (awarded \$307,950)
- East Palo Alto and Dumbarton Bridge Resiliency Study, \$200,000 (awarded \$200,000)

Other successful applicants in the region include the Cities of Alameda, Concord, and Santa Clara, San Francisco MTA, Solano TA, Sonoma Co. Regional Parks, West Contra Costa Transit Authority, BART, and the Counties of Marin and San Mateo. The full list of recommended awardees are available at:

- Sustainable Communities: http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-12/Yellows/Tab_22_4.11_Attachment.pdf
- Adaptation Planning: http://www.catc.ca.gov/meetings/agenda/2017Agenda/2017-12/Yellows/Tab_22_4.11_Attachment2.pdf

The next round of Caltrans Planning Grants will begin in early 2018; see below for key dates.

Key program dates:

- Program Guides Released and Call for Projects: January 2, 2018
- Applications Due: February 23, 2018
- Anticipated Grant Award Announcements: May 2018

Resources:

- Program webpage: <http://www.dot.ca.gov/hq/tpp/grants.html>

Please provide input to Kenneth Kao at kkao@bayareametro.gov / 415-778-6768.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 17-3013 **Version:** 1 **Name:**
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File created: 11/8/2017 **In control:** Policy Advisory Council
On agenda: 12/13/2017 **Final action:**
Title: Staff Liaison Report
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Relevant MTC policy decisions and other activities.

Sponsors:

Indexes:

Code sections:

Attachments: [07_Staff_Liaison_Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Presenter:

Halimah Anderson, Staff Liaison

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 7
Bay Area Metro Center
375 Beale Street
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TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council

DATE: December 6, 2017

FR: Halimah Anderson

W.I. 1114

RE: Staff Liaison Report – December 2017

Policy Advisory Council Nominations

Nominations for chair and vice chair of the Council, for a two-year term covering 2018 and 2019, are open now through January 10th. Nominations can be submitted to handerson@bayareametro.gov or during the Council meeting on January 10th. Councilmembers will vote to elect the new chair and vice chair at the following Council meeting on February 14, 2017.

MTC Joins Successful ‘Startup in Residence’ Program, Seeks Innovators to Help Address Regional Challenges

MTC has been selected to participate in the Startup in Residence (STIR) program, which connects government agencies with startups to develop innovative technology solutions for civic challenges. Over 16 weeks from February to May of 2018, prospective startups will work with MTC on improving traffic incident information for emergency responders, helping transit riders with disabilities submit online applications for discounted fare cards, and integrating transit service data from the region’s more than 30-plus transit providers. For more information on the program, go to <https://startupinresidence.org/>.

To read the full story, go to <https://mtc.ca.gov/whats-happening/news/mtc-joins-successful-startup-residence-program-seeks-innovators-help-address>.

Draft 2017 Coordinated Public Transit-Human Services Transportation Plan

MTC’s Draft 2017 Coordinated Public Transit-Human Services Transportation Plan Update for the San Francisco Bay Area is now available for public review and comment. Comments must be received by Thursday, January 11, 2018. View the Plan at https://mtc.ca.gov/sites/default/files/MTC_Draft_Coordinated_Plan_November_2017.pdf.

Comments may be submitted by e-mail at CoordinatedPlan@bayareametro.gov or mailed to: MTC, Attn: Programming and Allocations – Coordinated Plan, 375 Beale Street, Suite 800, San Francisco, CA 94105.

To read the full story, go to <https://mtc.ca.gov/our-work/plans-projects/other-plans/coordinated-public-transit-human-services-transportation-plan>.

~ more ~

San Francisco Bay Area Water Emergency Transportation Authority (WETA) Breaks Ground on Richmond Ferry Terminal

The Richmond Ferry Terminal construction project is the final step toward the launch of new ferry service between Richmond and San Francisco, expected to begin in September 2018. The new service will provide a critical expansion to regional ferry operations.

To read the full story, go to: <https://mtc.ca.gov/whats-happening/news/weta-breaks-ground-richmond-ferry-terminal>.

New Generation of Roadway Repair on Tap for California

SB 1 is forecast to generate more than \$5 billion in the Bay Area and \$54 billion statewide over the next 10 years. About half will go to cities and counties to repair local streets and roads, supplement local dollars for new transportation projects, and advance local planning initiatives. The remaining half will go to repair highways, bridges and culverts; relieve congestion on the state's most traveled highways, improve trade corridors such as the truck and rail routes leading to and from the Port of Oakland; upgrade interregional highways and intercity rail systems; and enhance multi-modal travel options, including public transit and active transportation.

To read the full story go to: <https://mtc.ca.gov/whats-happening/news/new-generation-roadway-repair-tap-california>.

Executive Director's Report

The following items are excerpts from the November 2017 Executive Director's Report to the Commission.

To read the report in its entirety go to:

<http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>.

Future Interstate Committee – November 7-8, Washington, D.C.

I attended the regular meeting of the Transportation Research Board (TRB) committee overseeing a major study of the Interstate Highway System and its role in meeting the mobility needs of the nation for the next 50 years.

Competing Tax Bills Released – November 9, Washington, D.C.

The Republican leadership in both the U.S. House of Representatives and the U.S. Senate have now released detailed legislative proposals to reform the federal corporate and individual tax codes, with a self-imposed deadline of trying to pass a single compromise measure by the end of 2017. The bills that have been introduced would have far-reaching effects throughout the U.S. economy, including in the transportation and housing sectors.

MTCs legislative staff has prepared a side-by-side comparison of the two bills which can be view at https://mtc.ca.gov/sites/default/files/Tax_Reform_Comparison_Chart.pdf.

North Bay Fire Recovery

We have continued to consult with our public sector colleagues in Sonoma and Napa counties about how ABAG and MTC can assist in the recovery and reconstruction efforts that are now underway. We have focused on the hardest hit areas of the city of Santa Rosa. Former ABAG executive director Henry Gardner is under contract to provide peer-to-peer assistance to officials in Santa Rosa given Henry's experience as city manager during the 1991 Oakland Hills Fire. We have offered to dedicate staff resources from our resiliency team for the next several months as reconstruction efforts ramp up. We are also exploring with our Sonoma partners various grant opportunities – both public and private, both for planning and capital construction – which MTC could provide from its own portfolio of funding programs or from various near-term state discretionary funding opportunities.

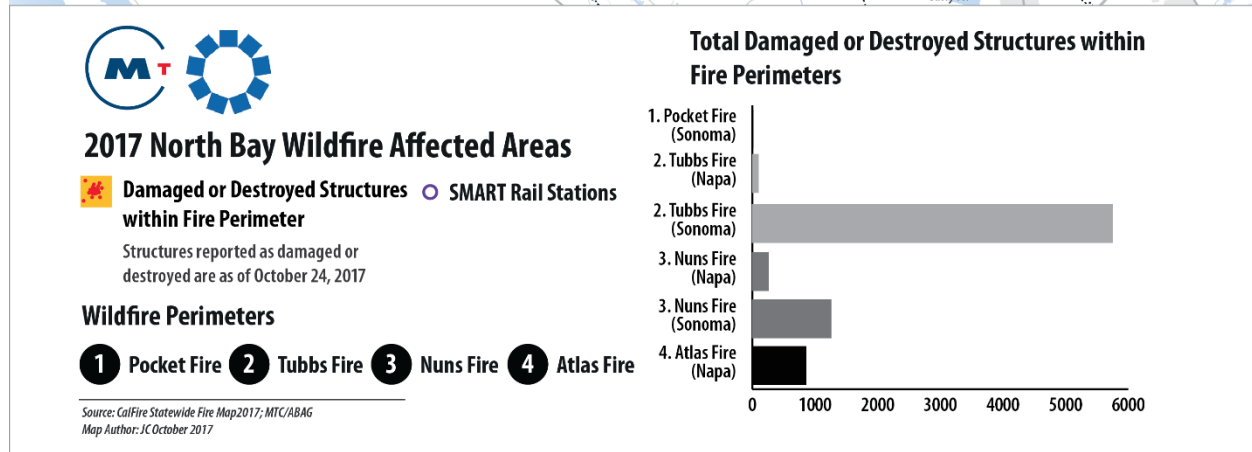
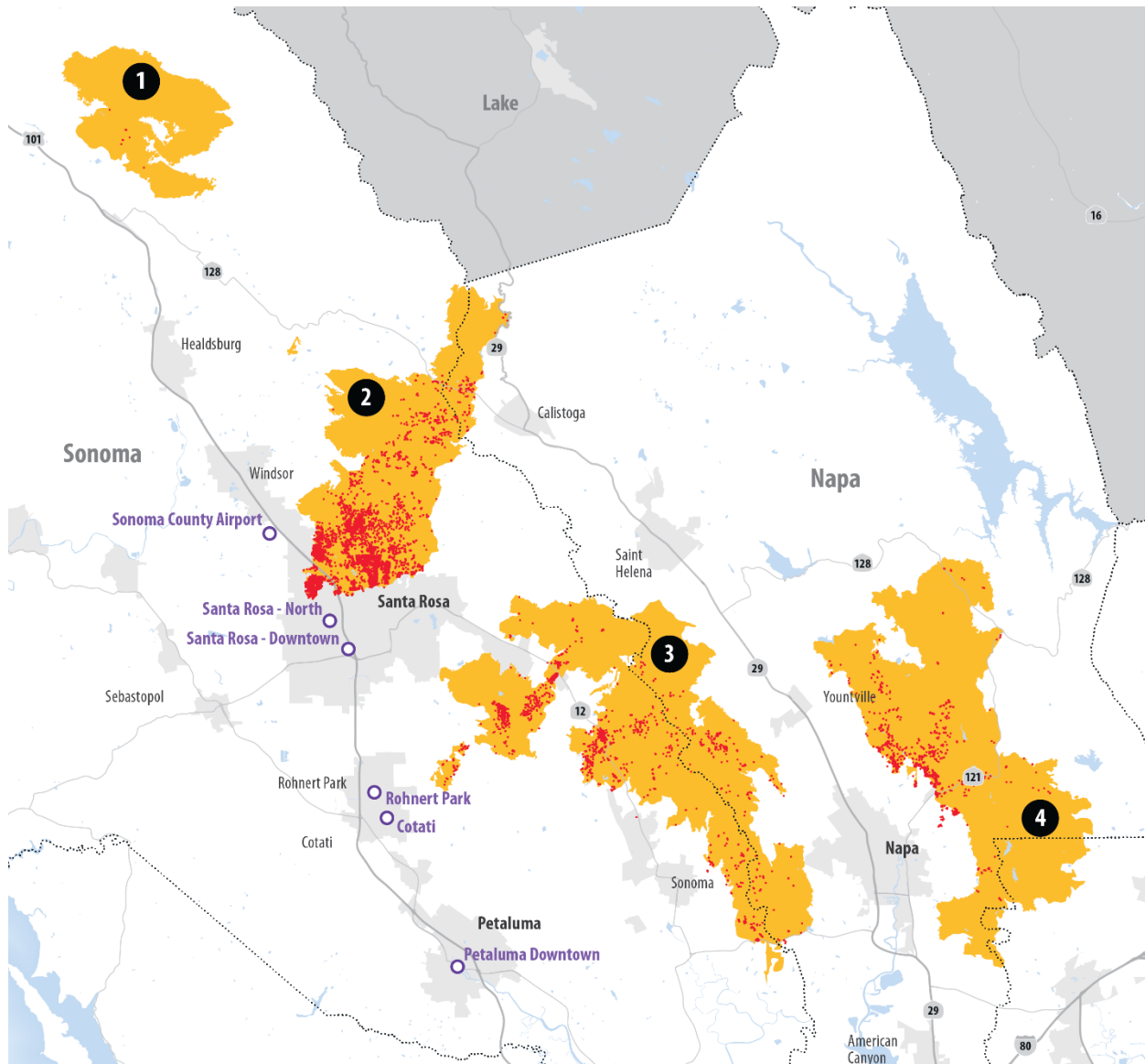
Map of the Month: 2017 North Bay Wildfire Affected Areas

Each month Executive Director Steve Heminger presents a new map to the Commission to help explain important trends in the Bay Area, across the nation and around the world. Below is the November 2017 Map of the Month: *2017 North Bay Wildfire Affected Areas*.

On Sunday October 8th, the first of four devastating wildfires ignited in Napa County near tiny Tubbs Lane just north of Calistoga fueled by parched grass and tinder-dry trees. That same evening, dry, hurricane speed winds swept through the area with gusts over 80 miles per hour at times. Within the first five hours of ignition, the Tubbs fire would be just one of four blazes burning across the Northern Bay area. In total, the North Bay wildfires claimed the lives of 43 people, burning over 161,000 acres across Sonoma and Napa Counties. Some 8,200 structures were either damaged or completely destroyed in the North Bay, the majority of which were located within Sonoma County. Santa Rosa lost about 3,110 structures to the Tubbs Fire. The map charts the damage from these fires in graphic form.

[Visit our Map of the Month](#) page at to review not just our current map, but those presented at previous Commission meetings as well.

See map on next page...





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-3014	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	11/8/2017	In control:		Policy Advisory Council	
On agenda:	12/13/2017	Final action:			
Title:	Council Member Reports (5 minutes)				

Members of the Council may report on locally relevant issues or events.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Council Member Reports
(5 minutes)

Members of the Council may report on locally relevant issues or events.

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Information

Attachments:



Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #:	17-3015	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	11/8/2017	In control:		Policy Advisory Council	
On agenda:	12/13/2017	Final action:			
Title:	New Business (5 minutes)				

Members of the Council may bring up new business for discussion or addition to a future agenda.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Presenter:

Randi Kinman, Council Chair

Recommended Action:

Discussion

Attachments: