Metropolitan Transportation Commission

Meeting Agenda

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

Metropolitan Transportation Commission

Jake Mackenzie, Chair ***Scott Haggerty, Vice Chair***

Wednesday, December 20, 2017 **1:05 PM** **Yerba Buena Conference Room - 1st Floor**

PLEASE NOTE DATE, TIME, AND LOCATION
This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's website: http://mtc.ca.gov/whats-happening/meetings and will take place at 1:05 p.m. or immediately following the 1:00 p.m. Bay Area Toll Authority meeting.

1. Roll Call / Confirm Quorum

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

2. Chair's Report – Mackenzie

2a. 17-3055 MTC Resolution No. 4307 - Resolution of Appreciation to Pam Grove on the Occasion of her Retirement from MTC.

Action: Commission Approval

2b. 17-3056 MTC Resolution No. 4313 - Resolution of Appreciation to Robert Hoffman on the Occasion of his Retirement from MTC.

Action: Commission Approval

2c. 17-3066 MTC Resolution No. 4315 - Resolution of Appreciation to Eva Sun on the Occasion of her Retirement from MTC.

Action: Commission Approval

2d. 17-3103 MTC Resolution No. 4323 - Posthumous Resolution of Appreciation to Mayor Ed Lee (1952-2017).

Action: Commission Approval

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

6a. 17-3057 Minutes of the November 15, 2017 meeting

Action: Commission Approval

Attachments: 6a_Commission_Meeting_Minutes_11-15-2017.pdf

Administration Committee

6b. 17-3035 MTC Resolution No. 4306 - Transit Oriented Affordable Housing (TOAH) II Fund

A request for authorization to enter into an agreement with the Bay Area Transit Oriented Affordable Housing, LLC, and the Low Income Investment Fund to convert the Transit Oriented Affordable Housing (TOAH) Fund to a streamlined and restructured TOAH II Fund.

Action: Commission Approval

Attachments: 6b_Admin_5d_Reso-4306_TOAH.pdf

5d_Reso-4306_TOAH.pdf

Programming and Allocations Committee

6c. 17-2949 MTC Resolution No. 4015, Revised. Revisions to the programming and allocations policies for the AB 664 Net Bridge Toll Revenue, RM1 Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs to update policies concerning AB 664 Net Bridge Toll Revenues, Bay Trail Funds in the Two Percent and Five Percent programs, and other minor changes.

Action: Commission Approval

Attachments: 6c_PAC_2c_Reso-4015_Revisions.pdf

2c_Reso-4015_Revisions.pdf

6d. 17-3030 MTC Resolution No. 4250, Revised. Allocation of $2.7 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward: West Grand HOV/Bus-Only Lane (Phase 1) and Commuter Parking projects.

Action: Commission Approval

Attachments: 6d_PAC_2d_Reso-4250_BayBridgeForward.pdf

2d_Reso-4250_BayBridgeForward.pdf

6e. 17-3034 MTC Resolution No. 4279, Revised, and 4285, Revised

· Allocation of $5 million in FY2017-18 RM2 Operating funds to Clipper® and the Transbay Joint Powers Authority;
· Allocation of $22 million in FY2017-18 State Transit Assistance (STA) funds to BART and Solano Transportation Authority to support transit planning and operations; and
· Programming of approximately $0.6 million in STA Transit Emergency Service Contingency funds to transit operators affected by the North Bay fires.

Action: Commission Approval

Attachments: 6e_PAC_3a_Resos-4279-4285_Allocations.pdf
3a_Resos-4279-4285_Allocations.pdf

6f. 17-3033 MTC Resolution No. 4312. Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program

Senate Bill 1 (SB 1) directed $200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. Staff will present recommended projects to use the first two years of Local Partnership Program (LPP) formula funds allocated to MTC.

Action: Commission Approval

Attachments: 6f_PAC_4b_Reso-4312_Local_Partnership_Program_Program of Projects.pdf
4b_Reso-4312_Local_Partnership_Program_Program of Projects.pdf

Committee Reports

7. Administration Committee – Glover

7a. 17-2990 MTC Resolution No. 4277, Revised - FY 2017-18 Overall Work Program (OWP) Amendment No. 18-01

The FY 2017-18 OWP is being amended to add a new SB 1 Sustainable Communities Formula Grant of $2.2 million, and include approximately $3.2 million unspent carryover federal planning funds from FY 2016-17.

Action: Commission Approval

Attachments: 7a_Admin_5a_Reso-4277_FY16OWP_Amend-18-02.pdf
5a_Reso-4277_FY16OWP_Amend-18-02.pdf

7b. 17-2991 MTC Resolution No. 4280, Revised - Agency Budget Amendment

The FY 2017-18 MTC Agency Budget is being amended to include carryover federal planning (PL) funds of approximately $3.2 million and SB 1 funds of $2.3 million.

Action: Commission Approval

Attachments: 7b_Admin_5b_Reso-4280_MTC_Budget_Amend.pdf
5b_Reso-4280_MTC_Budget_Amend.pdf

8. Programming and Allocations Committee – Josefowitz

8a. 17-3032 MTC Resolution No. 4308, Revised. 2018 Regional Transportation Improvement Program (RTIP) Program of Projects.

Proposed program of projects for the 2018 RTIP, which includes $290 million in new programming capacity for the Bay Area.

Action: Commission Approval

Attachments: 8a_PAC_4a_Reso-4308_2018_RTIP_Program of Projects.pdf
4a_HANDOUT_Attach-B_Updated Program of Projects.pdf
4a_Reso-4308_2018_RTIP_Program of Projects_.pdf

8b. 17-2961 MTC Resolution 4202, Revised. 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 $385 million County Program.

Adoption of the OBAG 2 County Program of Projects, directing $385 million in federal transportation funding to local transportation projects as recommended by the nine County Congestion Management Agencies (CMAs).

Action: Commission Approval

Attachments: 8b_PAC_5a_Reso-4202_OBAG2_Revisions.pdf
5a_HANDOUT_OBAG 2 Presentation 12-13-17.pdf
5a_Reso-4202_OBAG2_Revisions.pdf

8c. 17-2951 MTC Resolution Nos. 4169, Revised, 4202, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program, AB 664 Net Bridge Toll Revenues Programming and Allocations, and BATA Project Savings Programming and Allocations and adoption of FY2017-18 state transit State of Good Repair Allocations.

Programming nearly $1.7 billion in FTA Formula Revenues, AB 664 Net Bridge Toll Revenues, BATA Project Savings funds, and newly created state transit State of Good Repair funds for the last three years of the four-year FY2016-17 through FY2019-20 TCP Program for transit operator state of good repair, consistent with the TCP Process and Criteria. The TCP program assumes that $1.1 million in financing proceeds will be available to deliver the specified projects during the four-year programming period.

Action: Commission Approval

Attachments: 8c_PAC_5b_Resos-4169-4202-4242-4262-4263-4272-4313_TCP.pdf
5b_Resos-4169-4202-4242-4262-4263-4272-4313_TCP.pdf

9. Public Comment / Other Business

10. Adjournment / Next Meetings:

The next meeting of the Commission will be held on January 24, 2018 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-3055	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	11/16/2017			**In control:**	Metropolitan Transportation Commission
On agenda:	12/20/2017			**Final action:**	
Title:	MTC Resolution No. 4307 - Resolution of Appreciation to Pam Grove on the Occasion of her Retirement from MTC.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

Subject:

MTC Resolution No. 4307 - Resolution of Appreciation to Pam Grove on the Occasion of her Retirement from MTC.

Recommended Action:

Commission Approval

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San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-3056	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	11/16/2017			**In control:**	Metropolitan Transportation Commission
On agenda:	12/20/2017			**Final action:**	
Title:	MTC Resolution No. 4313 - Resolution of Appreciation to Robert Hoffman on the Occasion of his Retirement from MTC.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

Subject:

MTC Resolution No. 4313 - Resolution of Appreciation to Robert Hoffman on the Occasion of his Retirement from MTC.

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-3066	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	12/4/2017			**In control:**	Metropolitan Transportation Commission
On agenda:	12/20/2017			**Final action:**	
Title:	MTC Resolution No. 4315 - Resolution of Appreciation to Eva Sun on the Occasion of her Retirement from MTC.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

Subject:

MTC Resolution No. 4315 - Resolution of Appreciation to Eva Sun on the Occasion of her Retirement from MTC.

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-3103	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	12/12/2017			**In control:**	Metropolitan Transportation Commission
On agenda:	12/20/2017			**Final action:**	
Title:	MTC Resolution No. 4323 - Posthumous Resolution of Appreciation to Mayor Ed Lee (1952-2017).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

Subject:
MTC Resolution No. 4323 - Posthumous Resolution of Appreciation to Mayor Ed Lee (1952-2017).

Recommended Action:
Commission Approval

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-3057	**Version:**	1	**Name:**	
Type:	Minutes			**Status:**	Commission Consent
File created:	11/16/2017			**In control:**	Metropolitan Transportation Commission
On agenda:	12/20/2017			**Final action:**	
Title:	Minutes of the November 15, 2017 meeting				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6a_Commission_Meeting_Minutes_11-15-2017.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Minutes of the November 15, 2017 meeting

Recommended Action:
Commission Approval

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

Meeting Minutes

Metropolitan Transportation Commission

Jake Mackenzie, Chair *Scott Haggerty, Vice Chair*

Wednesday, November 15, 2017 **1:35 PM** **Yerba Buena Conference Room - 1st Floor**

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Spering, and Commissioner Worth

Absent: 4 - Commissioner Halsted, Commissioner Glover, Commissioner Schaaf, and Commissioner Slocum

Non-Voting Commissioners Present: Commissioner Azumbrado and Commissioner Giacopini
Non-Voting Commissioner Absent: Commissioner Sartipi

2. Chair's Report – Mackenzie

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

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

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Halsted, Commissioner Glover, Commissioner Schaaf and Commissioner Slocum

6a. 17-2978 Minutes of the October 25, 2017 meeting

Action: Commission Approval

Programming and Allocations Committee

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

Action: Commission Approval

6c. 17-2950 MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-22.

Action: Commission Approval

6d. 17-2960 MTC Resolution No. 4284, Revised. Allocation of $4.6 million in Transportation Development Act (TDA) funds to Marin Transit to support transit operations.

Action: Commission Approval

Committee Reports

7. Programming and Allocations Committee – Josefowitz

7a. 17-2876 MTC Resolution No. 4268, Revised.

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

Action: Commission Approval

Upon the motion by Commissioner Josefowitz and the second by Commission Vice Chair Haggerty, the Commission unanimously adopted MTC Resolution No. 4268, Revised. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Halsted, Commissioner Glover, Commissioner Schaaf and Commissioner Slocum

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

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

Action: Commission Approval

Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4304. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Halsted, Commissioner Glover, Commissioner Schaaf and Commissioner Slocum

7c. 17-2952 Affordable Housing and Sustainable Communities Program Regional Criteria

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

Action: Commission Approval

Jane Kramer was called to speak.

Upon the motion by Commissioner Josefowitz and the second by Commissioner Worth, the Commission unanimously adopted the Affordable Housing and Sustainable Communities Program Regional Criteria. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Halsted, Commissioner Glover, Commissioner Schaaf and Commissioner Slocum

7d. 17-2875 MTC Resolution No. 3925, Revised. Bike Share Capital Program

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

Action: Commission Approval

Aleta Dupree was called to speak.

Upon the motion by Commissioner Josefowitz and the second by Commission Vice Chair Haggerty, the Commission unanimously adopted MTC Resolution No. 3925, Revised. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Halsted, Commissioner Glover, Commissioner Schaaf and Commissioner Slocum

8. Public Comment / Other Business

9. Adjournment / Next Meeting:

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

Jake Mackenzie, Chair

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-3035	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Consent
File created:	11/9/2017			**In control:**	Administration Committee
On agenda:	12/13/2017			**Final action:**	

Title: MTC Resolution No. 4306 - Transit Oriented Affordable Housing (TOAH) II Fund

A request for authorization to enter into an agreement with the Bay Area Transit Oriented Affordable Housing, LLC, and the Low Income Investment Fund to convert the Transit Oriented Affordable Housing (TOAH) Fund to a streamlined and restructured TOAH II Fund.

Sponsors:

Indexes:

Code sections:

Attachments: 6b_Admin_5d_Reso-4306_TOAH.pdf
5d_Reso-4306_TOAH.pdf

Date	Ver.	Action By	Action	Result
12/13/2017	1	Administration Committee		

Subject:

MTC Resolution No. 4306 - Transit Oriented Affordable Housing (TOAH) II Fund

A request for authorization to enter into an agreement with the Bay Area Transit Oriented Affordable Housing, LLC, and the Low Income Investment Fund to convert the Transit Oriented Affordable Housing (TOAH) Fund to a streamlined and restructured TOAH II Fund.

Presenter:

Therese Trivedi and Melissa Garcia

Recommended Action:

Commission Approval

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METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee DATE: December 6, 2017

FR: Executive Director

RE: MTC Resolution No. 4306 – Transit Oriented Affordable Housing (TOAH) II Fund

Staff requests that the Committee refer Resolution No. 4306, which authorizes the Executive Director or his designee to enter into an agreement with the Bay Area Transit Oriented Affordable Housing, LLC, (Fund LLC), and the Low Income Investment Fund (LIIF) for the purpose of converting the Transit Oriented Affordable Housing (TOAH) Fund to a streamlined and restructured TOAH II Fund, to the Commission for approval.

Background

The TOAH Fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through the TOAH Fund, for-profit and not-for-profit developers can access flexible, affordable capital to purchase or improve available property in Priority Development Areas for the development of primarily affordable housing and retail space and other critical services, such as childcare centers, fresh food outlets and health clinics. The TOAH Fund is currently managed by the LIIF, a community development financial institution (CDFI) established in 1984 that has financed housing, schools, and childcare and community facilities totaling $9.5 billion.

Current funders of the TOAH fund include the San Francisco Foundation, the Silicon Valley Community Foundation, the Ford Foundation, Living Cities, numerous CDFIs, Morgan Stanley and Citi Community Capital. MTC's initial investment of $10 million in 2011 leveraged $40 million[1] to create the largest lending pool in the country at the time for affordable transportation-oriented development, totaling $50 million. In the current and proposed structure, MTC funds are the last to be repaid, although it is important to note that there have been no losses to date. In the remote event that the TOAH Fund suffers losses, MTC's capital will be in the first loss position and there is a risk that it will not be repaid at the end of the December 30, 2025 TOAH Fund term, or at the end of the proposed TOAH II extension term, which would end on December 31, 2035.

The TOAH Fund is filling a much-needed gap in financing for affordable housing in the Bay Area. To date, the TOAH Fund has originated nine acquisition or refinance loans, which have created and/or preserved over 950 units of affordable housing across San Francisco, Alameda

[1] Exceeding the Commission requirement of a 3:1 leverage

and Santa Clara counties. The TOAH Fund has been instrumental in helping to originate these projects, and has provided the funding flexibility necessary to deliver them through market and resource challenges, including state and federal reductions in affordable housing funding, that may have otherwise eliminated them.

Summary of Proposed Changes
Based on TOAH Fund experience over the past six years, as well as feedback from TOAH Fund stakeholders, including market-rate and affordable housing developers, CDFIs and government entities, a number of changes are proposed to restructure and streamline the lending program. The increased flexibility provided by restructuring the TOAH Fund will enable the CDFI partners to quickly respond to affordable housing developers' needs.

The recommended changes include:

- Simplifying the financing structure by removing the foundations and banks. This change, which is consistent with financial changes in the market and current industry standards, leaves MTC and the CDFI lenders as the sole capital providers of the Fund. Mirroring the successful Golden State Acquisition Fund with its "one stop" project loan origination and credit underwriting by only CDFI lenders, this change will allow for faster loan execution and will increase the ability of the TOAH Fund to be utilized. While MTC's risk exposure would be marginally increased, the conditions of repayment would remain the same as in the original TOAH Fund.
- Revising the terms and conditions of the specific acquisition and predevelopment loan products offered through the Fund. Revisions have been tailored to reflect current market demand, interest rates, cost increases and the inclusion of eligible locations in Transit Priority Areas (in addition to Priority Development Areas) to better align with state transit oriented development funding.
- Adding an emphasis to assist with the rebuilding efforts in the North Bay through the following addition, "the TOAH Fund will prioritize applications for eligible projects that address housing needs in North Bay fire-affected areas up to $10 million dollars."

Eligible project types and portfolio-wide funding priorities remain unchanged, as well as the original requirement to leverage MTC's initial $10 million investment at a minimum of 3:1.

Staff have reviewed the proposed TOAH II business plan and term sheets in detail, and support the proposed changes.

Recommendation
Staff recommends that the Administration Committee refer MTC Resolution No. 4306 to the Commission for approval.

Steve Heminger

SH:tt
Attachment

Date: December 20, 2017
W.I.: 1611
Referred by: Administration Committee

ABSTRACT

Resolution No. 4306

This resolution authorizes the Commission to direct the Executive Director or his designee, with respect to the BAY AREA TRANSIT ORIENTED AFFORDABLE HOUSING FUND (the "FUND"), to negotiate and enter into an Amended and Restated Funding Agreement with BAY AREA TRANSIT ORIENTED AFFORDABLE HOUSING LLC, a California limited liability company, as the "FUND LLC", and the LOW INCOME INVESTMENT FUND, a California non-profit public benefit corporation, as the "Program Manager," for the purpose of converting the FUND's existing TOAH lending program to a streamlined and restructured "TOAH II" lending program, subject to certain specified conditions.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated December 6, 2017.

Date: December 20, 2017
W.I.: 1611
Referred by: Administration Committee

RE: Transit Oriented Affordable Housing Fund Restructure

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4306

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

WHEREAS, MTC and ABAG adopted Plan Bay Area 2040 which included a target to reduce the combined cost of housing and transportation for low-income families by 2040, which are estimated to account for over 70% of these households' income in 2010 and 2040; and

WHEREAS, in 2011, the LOW INCOME INVESTMENT FUND (LIIF), a community development financial institution, was selected to create and manage the Transit Oriented Affordable Housing Fund (FUND) through the FUND LLC; and

WHEREAS, MTC adopted Resolution 3991 on March 23, 2011 authorizing a funding agreement with LIIF for MTC to contribute $10 million towards the FUND, subject to a Business Plan and other conditions; and

WHEREAS, in order to implement the FUND's lending program, on March 30, 2011, the FUND LLC entered into a multi-party Credit Agreement (the "Credit Agreement") that included LIIF and other Community Development Financial Institutions (the "CDFI Lenders"), private banks, funds, and foundations; and

WHEREAS, the FUND LLC has proposed (a) to terminate the Credit Agreement by repaying all amounts thereunder owed to the CDFI lenders, private banks, funds, and the foundations and (b) to continue leveraging the original MTC $10 million investment in accordance with a new TOAH II business plan that will convert and streamline the FUND loan program so as to more directly address current challenges in the development of Bay Area affordable housing near existing and proposed transit stations; and

WHEREAS, the Fund is being successfully managed by LIIF; now therefore be it

RESOLVED, that the Commission authorizes the Executive Director to enter into an amended and restated funding agreement with LIIF and the FUND LLC in order to convert the FUND and the existing FUND loan program to TOAH II and to continue MTC's $10 million investment of funding toward the converted FUND based on the Principles of Agreement outlined in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

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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.

Principles of Agreement

Bay Area Transit Oriented Affordable Housing Fund Conversion to TOAH II

The Commission adopts the following Principles of Agreement to govern the AMENDED AND RESTATED FUNDING AGREEMENT that MTC will enter into with the FUND LLC to continue MTC's $10 million investment in the FUND's converted and streamlined TOAH II lending program.

1. The FUND term will be extended to December 31, 2035;

2. LIIF, a non-profit public benefit corporation, will continue to manage the FUND as the Program Manager;

3. The FUND's origination period for the TOAH II loan program will be four (4) years from the effective date of the amended and restated funding agreement;

4. The existing MTC $10 million held by the FUND as TOAH I will be retained by the FUND to be held and deployed in the TOAH II loan program to acquire participation interests in direct project loans to be made by the CDFI Lenders;

5. The FUND will leverage MTC's $10 million in the TOAH II lending program by at least three (3) times ($30 million) with capital from that portion of funds in each participated loan that are directly advanced by the CDFI Lenders, equity from the project borrowers, and/or support from government and philanthropic sources, to the extent then committed. With such leveraging, the total anticipated funding for the TOAH II lending program will be at least $40 million;

6. The FUND will prioritize applications for eligible projects that address housing needs in North Bay five-affected areas up to $10 million.

7. All TOAH II program loans made by the CDFI Lenders (and in which the FUND LLC will acquire participation interests) will be made to projects in Priority Development Areas or Transit Priority Areas;

8. MTC will continue to be represented on the Fund Advisory Committee to monitor the Fund's progress against the business plan. MTC will not participate in the selection of specific projects;

9. LIIF, as the Program Manager, will cause the FUND to use standard accounting controls, and MTC will have the right to review all financial reports of the FUND;

10. No representative from MTC will participate in the FUND in any paid capacity;

11. MTC funds will remain in the subordinate position to the funds advanced by the CDFI Lenders for repayment during the life of the FUND and at the close of the FUND. As such, after all CDFI Lenders have been fully repaid and reimbursed and all unpaid FUND expenses are paid or reimbursed at the close of the FUND, any balance remaining in the FUND will be returned to MTC unless MTC agrees to reinvest in a new fund, facility or program that promotes transit oriented development.

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee DATE: December 6, 2017

FR: Executive Director

RE: MTC Resolution No. 4306 – Transit Oriented Affordable Housing (TOAH) II Fund

Staff requests that the Committee refer Resolution No. 4306, which authorizes the Executive Director or his designee to enter into an agreement with the Bay Area Transit Oriented Affordable Housing, LLC, (Fund LLC), and the Low Income Investment Fund (LIIF) for the purpose of converting the Transit Oriented Affordable Housing (TOAH) Fund to a streamlined and restructured TOAH II Fund, to the Commission for approval.

Background

The TOAH Fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through the TOAH Fund, for-profit and not-for-profit developers can access flexible, affordable capital to purchase or improve available property in Priority Development Areas for the development of primarily affordable housing and retail space and other critical services, such as childcare centers, fresh food outlets and health clinics. The TOAH Fund is currently managed by the LIIF, a community development financial institution (CDFI) established in 1984 that has financed housing, schools, and childcare and community facilities totaling $9.5 billion.

Current funders of the TOAH fund include the San Francisco Foundation, the Silicon Valley Community Foundation, the Ford Foundation, Living Cities, numerous CDFIs, Morgan Stanley and Citi Community Capital. MTC's initial investment of $10 million in 2011 leveraged $40 million[1] to create the largest lending pool in the country at the time for affordable transportation-oriented development, totaling $50 million. In the current and proposed structure, MTC funds are the last to be repaid, although it is important to note that there have been no losses to date. In the remote event that the TOAH Fund suffers losses, MTC's capital will be in the first loss position and there is a risk that it will not be repaid at the end of the December 30, 2025 TOAH Fund term, or at the end of the proposed TOAH II extension term, which would end on December 31, 2035.

The TOAH Fund is filling a much-needed gap in financing for affordable housing in the Bay Area. To date, the TOAH Fund has originated nine acquisition or refinance loans, which have created and/or preserved over 950 units of affordable housing across San Francisco, Alameda

[1] Exceeding the Commission requirement of a 3:1 leverage

and Santa Clara counties. The TOAH Fund has been instrumental in helping to originate these projects, and has provided the funding flexibility necessary to deliver them through market and resource challenges, including state and federal reductions in affordable housing funding, that may have otherwise eliminated them.

Summary of Proposed Changes
Based on TOAH Fund experience over the past six years, as well as feedback from TOAH Fund stakeholders, including market-rate and affordable housing developers, CDFIs and government entities, a number of changes are proposed to restructure and streamline the lending program. The increased flexibility provided by restructuring the TOAH Fund will enable the CDFI partners to quickly respond to affordable housing developers' needs.

The recommended changes include:

- Simplifying the financing structure by removing the foundations and banks. This change, which is consistent with financial changes in the market and current industry standards, leaves MTC and the CDFI lenders as the sole capital providers of the Fund. Mirroring the successful Golden State Acquisition Fund with its "one stop" project loan origination and credit underwriting by only CDFI lenders, this change will allow for faster loan execution and will increase the ability of the TOAH Fund to be utilized. While MTC's risk exposure would be marginally increased, the conditions of repayment would remain the same as in the original TOAH Fund.
- Revising the terms and conditions of the specific acquisition and predevelopment loan products offered through the Fund. Revisions have been tailored to reflect current market demand, interest rates, cost increases and the inclusion of eligible locations in Transit Priority Areas (in addition to Priority Development Areas) to better align with state transit oriented development funding.
- Adding an emphasis to assist with the rebuilding efforts in the North Bay through the following addition, "the TOAH Fund will prioritize applications for eligible projects that address housing needs in North Bay fire-affected areas up to $10 million dollars."

Eligible project types and portfolio-wide funding priorities remain unchanged, as well as the original requirement to leverage MTC's initial $10 million investment at a minimum of 3:1.

Staff have reviewed the proposed TOAH II business plan and term sheets in detail, and support the proposed changes.

Recommendation
Staff recommends that the Administration Committee refer MTC Resolution No. 4306 to the Commission for approval.

Steve Heminger

SH:tt
Attachment

Date: December 20, 2017
W.I.: 1611
Referred by: Administration Committee

ABSTRACT

Resolution No. 4306

This resolution authorizes the Commission to direct the Executive Director or his designee, with respect to the BAY AREA TRANSIT ORIENTED AFFORDABLE HOUSING FUND (the "FUND"), to negotiate and enter into an Amended and Restated Funding Agreement with BAY AREA TRANSIT ORIENTED AFFORDABLE HOUSING LLC, a California limited liability company, as the "FUND LLC", and the LOW INCOME INVESTMENT FUND, a California non-profit public benefit corporation, as the "Program Manager," for the purpose of converting the FUND's existing TOAH lending program to a streamlined and restructured "TOAH II" lending program, subject to certain specified conditions.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated December 6, 2017.

Date: December 20, 2017
W.I.: 1611
Referred by: Administration Committee

RE: Transit Oriented Affordable Housing Fund Restructure

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4306

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

WHEREAS, MTC and ABAG adopted Plan Bay Area 2040 which included a target to reduce the combined cost of housing and transportation for low-income families by 2040, which are estimated to account for over 70% of these households' income in 2010 and 2040; and

WHEREAS, in 2011, the LOW INCOME INVESTMENT FUND (LIIF), a community development financial institution, was selected to create and manage the Transit Oriented Affordable Housing Fund (FUND) through the FUND LLC; and

WHEREAS, MTC adopted Resolution 3991 on March 23, 2011 authorizing a funding agreement with LIIF for MTC to contribute $10 million towards the FUND, subject to a Business Plan and other conditions; and

WHEREAS, in order to implement the FUND's lending program, on March 30, 2011, the FUND LLC entered into a multi-party Credit Agreement (the "Credit Agreement") that included LIIF and other Community Development Financial Institutions (the "CDFI Lenders"), private banks, funds, and foundations; and

WHEREAS, the FUND LLC has proposed (a) to terminate the Credit Agreement by repaying all amounts thereunder owed to the CDFI lenders, private banks, funds, and the foundations and (b) to continue leveraging the original MTC $10 million investment in accordance with a new TOAH II business plan that will convert and streamline the FUND loan program so as to more directly address current challenges in the development of Bay Area affordable housing near existing and proposed transit stations; and

WHEREAS, the Fund is being successfully managed by LIIF; now therefore be it

RESOLVED, that the Commission authorizes the Executive Director to enter into an amended and restated funding agreement with LIIF and the FUND LLC in order to convert the FUND and the existing FUND loan program to TOAH II and to continue MTC's $10 million investment of funding toward the converted FUND based on the Principles of Agreement outlined in Attachment A.

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.

Principles of Agreement

Bay Area Transit Oriented Affordable Housing Fund Conversion to TOAH II

The Commission adopts the following Principles of Agreement to govern the AMENDED AND RESTATED FUNDING AGREEMENT that MTC will enter into with the FUND LLC to continue MTC's $10 million investment in the FUND's converted and streamlined TOAH II lending program.

1. The FUND term will be extended to December 31, 2035;

2. LIIF, a non-profit public benefit corporation, will continue to manage the FUND as the Program Manager;

3. The FUND's origination period for the TOAH II loan program will be four (4) years from the effective date of the amended and restated funding agreement;

4. The existing MTC $10 million held by the FUND as TOAH I will be retained by the FUND to be held and deployed in the TOAH II loan program to acquire participation interests in direct project loans to be made by the CDFI Lenders;

5. The FUND will leverage MTC's $10 million in the TOAH II lending program by at least three (3) times ($30 million) with capital from that portion of funds in each participated loan that are directly advanced by the CDFI Lenders, equity from the project borrowers, and/or support from government and philanthropic sources, to the extent then committed. With such leveraging, the total anticipated funding for the TOAH II lending program will be at least $40 million;

6. The FUND will prioritize applications for eligible projects that address housing needs in North Bay five-affected areas up to $10 million.

7. All TOAH II program loans made by the CDFI Lenders (and in which the FUND LLC will acquire participation interests) will be made to projects in Priority Development Areas or Transit Priority Areas;

8. MTC will continue to be represented on the Fund Advisory Committee to monitor the Fund's progress against the business plan. MTC will not participate in the selection of specific projects;

9. LIIF, as the Program Manager, will cause the FUND to use standard accounting controls, and MTC will have the right to review all financial reports of the FUND;

10. No representative from MTC will participate in the FUND in any paid capacity;

11. MTC funds will remain in the subordinate position to the funds advanced by the CDFI Lenders for repayment during the life of the FUND and at the close of the FUND. As such, after all CDFI Lenders have been fully repaid and reimbursed and all unpaid FUND expenses are paid or reimbursed at the close of the FUND, any balance remaining in the FUND will be returned to MTC unless MTC agrees to reinvest in a new fund, facility or program that promotes transit oriented development.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-2949	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Consent
File created:	10/6/2017			**In control:**	Programming and Allocations Committee
On agenda:	12/13/2017			**Final action:**	
Title:	MTC Resolution No. 4015, Revised. Revisions to the programming and allocations policies for the AB 664 Net Bridge Toll Revenue, RM1 Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs to update policies concerning AB 664 Net Bridge Toll Revenues, Bay Trail Funds in the Two Percent and Five Percent programs, and other minor changes.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6c_PAC_2c_Reso-4015_Revisions.pdf 2c_Reso-4015_Revisions.pdf				

Date	Ver.	Action By	Action	Result
12/13/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4015, Revised. Revisions to the programming and allocations policies for the AB 664 Net Bridge Toll Revenue, RM1 Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs to update policies concerning AB 664 Net Bridge Toll Revenues, Bay Trail Funds in the Two Percent and Five Percent programs, and other minor changes.

Presenter:

Rob Jaques

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 2c**

MTC Resolution No. 4015, Revised

Subject: Revisions to the programming and allocations policies for the AB 664 Net Bridge Toll Revenue, RM1 Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs to update policies concerning AB 664 Net Bridge Toll Revenues, Bay Trail Funds in the Two Percent and Five Percent programs.

Background: MTC Resolution No. 4015, Revised, which was adopted by the Commission in June 2011, established the programming policies for AB 664 Net Bridge Toll Revenue, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs. This action proposes to revise this resolution to update policies pertaining to AB 664 Net Bridge Toll Revenues, and Bay Trail Funds in the Two Percent and Five Percent programs.

The resolution includes a Timely Use of Funds Policy that requires that all funds governed by this resolution be spent by the end of the third year after the year of allocation (i.e., funds allocated in FY2016-17 must be expended by the end of FY2019-20). Under this policy, at the end of the third year, undisbursed funds would lapse and revert to the applicable account. However, over the years, numerous operators had requested – and MTC granted – reallocations of lapsed AB 664 funds to be spent on projects in subsequent years. This resulted in frequent revisions to the programming and allocation resolutions to make these reallocations and has had the unintended practical effect of nullifying the Timely Use of Funds Policy.

In the period from FY 2007 to FY 2013, 22% of all AB 664 Bridge Toll programming lapsed and was reallocated. The annual amounts ranged from about $0.2 million in the lowest year to nearly $8.6 million in the highest. While most operators do not allow their programmed funds to lapse, some do every year.

This action proposes to change this policy for AB 664 Net Bridge Toll Revenue funds to add one year to the Timely Use of Funds policy (i.e., funds allocated in FY2016-17 would then be required to be expended by the end of FY2020-21). Additionally, under this revised policy, reallocation of lapsed funds would no longer be permitted except under special extenuating circumstances that are beyond the control of the operator. MTC staff would review any requests for reallocation and operators would be required to provide compelling justification for their request. Reallocations resulting from an operator's failure to re-budget funds among eligible projects in order to adequately spend down the funds will generally not be considered. As before, any funds unspent at the end of the four-year period would revert to the AB 664 Net Bridge Toll Revenues account for future programming to all eligible operators.

This policy change would extend by one year the period of availability for 33 AB 664 allocations from FY2014-15 to FY2016-17. Further, the BATA Project Savings funds (MTC Resolution No. 4169, Revised) are also governed by the AB 664 programming and allocations policies. As a result, this policy change would also extend the period of availability for three BATA Project Savings allocations from FY2015-16 and FY2016-17. The affected allocations are listed in Attachment A.

Additionally, the revisions proposed by this action include the following:

- Clarifying that projects included in the Core Capacity Challenge Grant Program (MTC Resolution No. 4123, Revised, and any successor programs) have their Bridge Toll programming specified in that resolution and do not receive an annual AB 664 programming share through this resolution; and
- Clarifying that projects that have defined MTC-approved funding plans (e.g., Caltrain Electrification/Vehicles) that do not include AB 664 funds but do include FTA formula funds are excluded from the annual programming share of AB 664, which is based on each operator's share of FTA funds in the Transit Capital Priorities program in that year.

Staff also proposes technical corrections to the Two Percent Bridge Toll Revenue and Five Percent State General Fund Revenues policies related to allocations for planning, program management, and capital support of the Bay Trail. These corrections are to reflect the consolidation of MTC and ABAG staffs.

Issues: None.

Recommendation: Refer MTC Resolution No. 4015, Revised to the Commission for approval.

Attachments: Attachment A – List of outstanding AB 664 Allocations
MTC Resolution No. 4015, Revised

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Outstanding FY2014-15 through FY2016-17 AB 664 Allocations

Allocation #	Allocation Year	Operator	Amount	Program Resolution Number	Current Exp. Year	Proposed Exp. Year
15-4165-01/5850	FY15	MTC	67,304	4163	FY18	FY19
15-4165-02/5850	FY15	AC Transit	5,219,167	4163	FY18	FY19
15-4165-03/5850	FY15	SFMTA	237,424	4163	FY18	FY19
15-4165-04/5850	FY15	CCCTA	512,363	4163	FY18	FY19
15-4165-05/5850	FY15	ECCTA	178,139	4163	FY18	FY19
15-4165-06/5850	FY15	LAVTA	519,943	4163	FY18	FY19
15-4165-07/5850	FY15	SamTrans	700,000	4163	FY18	FY19
15-4165-08/5850	FY15	SolTrans	16,203	4163	FY18	FY19
15-4165-09/5850	FY15	Union City	24,624	4163	FY18	FY19
15-4165-10/5850	FY15	WestCat	91,082	4163	FY18	FY19
15-4165-11/5850	FY15	WETA	257,646	4163	FY18	FY19
15-4165-12/5850	FY15	BART	1,333,001	4163	FY18	FY19
15-4165-13/5850	FY15	SFMTA	601,223	4163	FY18	FY19
15-4165-13/5850	FY15	AC Transit	389,114	4163	FY18	FY19
16-4214-01/5850	FY16	ECCTA	74,922	4213	FY19	FY20
16-4214-02/5850	FY16	LAVTA	535,578	4213	FY19	FY20
16-4214-03/5850	FY16	SolTrans	130,133	4213	FY19	FY20
16-4214-04/5850	FY16	Union City Transit	15,203	4213	FY19	FY20
16-4214-05/5850	FY16	WestCAT	16,644	4213	FY19	FY20
16-4214-06/5850	FY16	WETA	827,520	4213	FY19	FY20
16-4214-07/5850	FY16	SamTrans	700,000	4213	FY19	FY20
16-4214-08/5850	FY16	SFMTA	21,922,657	4213	FY19	FY20
17-4263-01/5850	FY17	AC Transit	1,584,460	4262	FY20	FY21
17-4263-02/5850	FY17	BART	3,717,116	4262	FY20	FY21
17-4263-03/5850	FY17	SFMTA	5,578,864	4262	FY20	FY21
17-4263-04/5850	FY17	WETA	1,880,042	4262	FY20	FY21
17-4263-05/5850	FY17	AC Transit	1,177,611	4262	FY20	FY21
17-4263-06/5850	FY17	Caltrain	594,437	4262	FY20	FY21
17-4263-07/5850	FY17	ECCTA	434,051	4262	FY20	FY21
17-4263-08/5850	FY17	SamTrans	105,563	4262	FY20	FY21
17-4263-09/5850	FY17	SolTrans	762,771	4262	FY20	FY21
17-4263-10/5850	FY17	Union City	209,710	4262	FY20	FY21
17-4263-11/5850	FY17	WestCat	193,469	4262	FY20	FY21

Outstanding FY2015-16 through FY2016-17 BATA Project Savings Allocations

Allocation #	Allocation Year	Operator	Amount	Program Resolution Number	Current Exp. Year	Proposed Exp. Year
16-4169-01	FY16	AC Transit	24,922,916	4169	FY19	FY20
17-4169-01	FY17	AC Transit	5,248,522	4169	FY20	FY21
17-4169-02	FY17	SFMTA	4,649,495	4169	FY20	FY21

Date: June 22, 2011
W.I.: 1514
Referred By: PAC
Revised: 12/20/17-C

ABSTRACT

Resolution No. 4015, Revised

This resolution establishes revised programming and allocation policies for the AB 664 Net Bridge Toll Revenue, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs. The revisions establish annual funding for ABAG for the San Francisco Bay Trail, make WETA the sole applicant for ferry services funding, and remove the condition splitting funds between the Northern and Southern bridge groups for the Two Percent Bridge Toll Revenue programs. This resolution supersedes Resolutions 2004, Revised, 3149, and 3288, Revised.

This resolution includes the following Attachment:
Attachment A – Bridge Toll Revenue and State General Fund Revenue Allocation Policy

Attachment A to this resolution was revised on December 20, 2017 to update policies concerning AB 664 Net Bridge Toll Revenues and Bay Trail funds in the Two Percent and Five Percent programs.

Further discussions of the policies are contained in the Programming and Allocations Committee summary sheet dated June 8, 2011 and December 13, 2017.

Date: June 22, 2011
W.I.: 1514
Referred By: PAC

RE: Revised Programming and Allocation Policies for the AB 664 Net Bridge Toll Revenues, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4015

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

WHEREAS, since 1977, MTC has allocated net toll revenues, pursuant to Government Code §§ 30892 and 30893, for eligible transit capital improvements and ferry operations; and

WHEREAS, pursuant to Streets and Highways Code § 30913 (b), MTC has allocated two-thirds of the 2 percent of the 1988 Regional Measure 1 toll increase ("Two Percent Bridge Toll Revenues") to projects which are designed to reduce vehicular traffic congestion on these bridges; and the remaining one-third of those toll revenues for the planning, construction, operation, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30884, certain toll revenues ("AB 664 Net Bridge Toll Revenues") are available to fund transit capital improvements; and

WHEREAS, pursuant to Streets and Highway Code § 30919, MTC has allocated bridge toll revenue ("RM1 Regional Rail Extension Reserves") for rail extension and improvement projects designed to reduce vehicular congestion on the San Francisco-Oakland Bay Bridge in the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara; and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC adopted MTC Resolution No. 2004, Revised, which sets forth MTC's overall Bridge Toll Revenue Allocation Policy; and

WHEREAS, with the completion of the Regional Ferry Plan Update, MTC adopted Resolution No. 3149, which established a Five Percent Bridge Toll Revenues programming and allocation policy; and

WHEREAS, the California Department of Transportation (DEPARTMENT) entered into a cooperative agreement with the Bay Area Toll Authority (BATA) and MTC on the

federalization of toll bridge projects under BATA's jurisdiction and on the transfer of state funds to replace the five percent Bridge Toll Program funds for ferry operations; and

WHEREAS, under terms of the agreement between the DEPARTMENT, BATA, and MTC, MTC agreed, among other things, to amend its Five Percent Bridge Toll Revenues policy, as set forth in MTC Resolution No. 3149, and to program and allocate state funds made ("Five Percent State General Fund Revenues") available by the DEPARTMENT for transit operating purposes; and

WHEREAS, pursuant to the agreement between the DEPARTMENT, BATA, and MTC, MTC adopted Resolution 3288 to establish interim programming and allocation policies for the Five Percent State General Fund Revenues and Two Percent Bridge Toll Revenues program; and

WHEREAS, MTC adopted Resolution 3948 and BATA adopted Resolution 93 and executed a Funding Agreement relieving BATA of responsibility for making AB 664 Net Bridge Toll Revenues Reserve Transfers, Two Percent Transit Reserves Transfers, and Rail Extension Reserves Transfers for 50 years; and

WHEREAS, the adoption of Resolution 3948 necessitates an update and revision to policies governing the various bridge toll revenue and Five Percent State General Fund Revenues; now, therefore, be it

RESOLVED, that MTC adopts the programming and allocation policies for the AB 664 Net Bridge Toll Revenues, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this resolution supersedes MTC Resolution Nos. 2004, 3149, and 3288.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chairperson

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on June 22, 2011.

BRIDGE TOLL REVENUE AND STATE GENERAL FUND REVENUE ALLOCATION POLICY

Definitions

1. “MTC Transit Transfer” refers to the September 2010 payment made from BATA to MTC equal to the estimated present value of specified fund transfers for a 50 year period pursuant to BATA Resolution 93 and MTC Resolution 3948. The payment relieves BATA from making AB 664, Regional Measure 1, and MTC Two Percent Bridge Toll Revenues transfers to MTC for a 50 year period.
2. "AB 664 Net Bridge Toll Revenues" refers to revenues available pursuant to Streets and Highway Code (S& H Code) 30884 calculated as 16% of base toll revenue on the San Francisco-Oakland Bay Bridge, San Mateo, and Dumbarton Bridges to be used for transit capital purposes. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
3. "RM1 Rail Extension Reserve" is composed of not less than 90% of the revenues from the Class I toll increase on the Bay Bridge, as authorized by Regional Measure I and Streets and Highways Code § 30910 et seq. Pursuant to Streets and Highways Code § 30919, MTC must allocate these funds exclusively for rail transit capital extension and improvement projects designed to reduce vehicular traffic congestion on the Bay Bridge. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
4. "East Bay Rail Extension Reserve" consists of 70% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in Alameda and Contra Costa Counties. These projects include, but are not limited to, the BART extensions planned for the Concord-Antioch, Fremont-San Jose, and Bayfair-Livermore rail transit corridors. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
5. "West Bay Rail Extension Reserve" consists of 30% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in San Francisco, San Mateo, and Santa Clara Counties. No specific projects are mentioned in the legislation. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
6. “Two Percent Bridge Toll Revenues” refers to revenues available pursuant to S&H Code 30913(b) used for ferry capital and other capital improvements. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
7. “Five Percent State General Fund Revenues” is funded by the five percent (Five Percent) Bridge Toll Program State General Fund revenues delivered to MTC in amounts equal to projections of the Regional Measure 1 (RM 1) five percent (Five Percent) Bridge Toll Program, based on a cooperative agreement between MTC, BATA and Caltrans. These revenues are to be programmed and allocated for ferry transit operations and bicycle-related planning.

8. "Resolution No. 3434" refers to the region's adopted Regional Transit Expansion Program.

Objectives

1. Maintain MTC's flexibility in allocations by avoiding rigid apportionment formulas.

2. Maximize the use of AB 664 Net Bridge Toll Revenues for meeting the local match required for transit capital projects programmed in the Transportation Improvement Program (TIP).

3. Sustain commitments made regarding allocations of new revenues.

4. Secure the financial integrity of the Resolution No. 3434 Program.

AB 664 Net Bridge Toll Revenues

Pursuant to S&H Code 30884, AB 664 Net Bridge Toll Revenues are available for capital projects.

1. The first priority for AB 664 Net Bridge Toll Revenues is to match transit capital projects programmed for Federal Transit Administration (FTA) formula funds (the Urbanized Area Formula program, Bus & Bus Facilities Formula program, State of Good Repair Formula program, or successor programs) in the Transportation Improvement Program (TIP). Revenues in each year will be apportioned to each eligible operator in proportion to the operator's share of the FTA formula funds programmed for capital projects in the TIP in the same year.

   Resolution No. 4123 establishes the Core Capacity Challenge Grant Program, and sets a fixed amount of AB 664 Net Bridge Toll Revenue funding for AC Transit, BART, and SFMTA for fleet rehabilitation, replacement, and expansion through FY2029-30. AB 664 Net Bridge Toll Revenue programming for those operators will be guided by Resolution No. 4123 and not Resolution No. 4015. This would apply to any successor programs or resolutions.

   Capital projects funded with FTA formula funds, but which have defined MTC-approved funding plans (i.e., fund sources and timing specified) that do not include AB 664 Net Bridge Toll Revenue funding would be excluded from the operator's programming share of AB 664 Net Bridge Toll Revenues. This includes Caltrain's Peninsula Corridor Electrification Program and any other future projects with defined MTC-approved funding plans that do not include AB 664 Net Bridge Toll Revenues.

2. MTC will continue its practice of apportioning AB 664 Net Bridge Toll Revenues to eligible operators such that 70% of the funding is apportioned to East Bay transit operators and 30% is apportioned to West Bay transit operators.

3. Similar to the flexibility allowed under the STP/CMAQ program, where second and third year projects may be advanced to the first year for implementation, an operator may request MTC to advance AB 664 Net Bridge Toll Revenues for programmed projects, as long as funds are available for allocation, (e.g. an operator who is programmed revenues in the

third year of the TIP and wishes to exercise pre-award authority for these match funds may request MTC to release the funds.) MTC will determine funding availability and will consider whether there is a need for the advancement.

RM1 Regional Rail Extension Reserve
To the extent feasible and required, maintain MTC's commitment to Resolution No. 3434 projects from the Rail Extension Reserve.

Two Percent Bridge Toll Revenues
Pursuant to Streets and Highways Code Section 30913(b), two-thirds of the annual available funding shall be allocated to projects which are designed to reduce vehicular traffic congestion and improve bridge operations on any bridge, including, but not limited to, bicycle facilities and for the planning, construction, operation, and acquisition of rapid water transit systems. The remaining one-third is available solely for the planning, construction, operation, and acquisition of rapid water transit systems.

Two Percent Bridge Toll Revenues Priorities and Estimated Annual Programming Amounts

1. $1 million to the Water Emergency Transit Authority (WETA) for ferry capital improvement projects.

2. $450,000 to ~~ABAG~~ MTC for program management and capital support for the San Francisco Bay Trail.

*Note that annual funding amounts are established and adjusted through the annual MTC fund estimate adoption

Five Percent State General Fund Revenues
The Five Percent State General Fund Revenues are delivered to MTC in amounts equal to projections of the RM1 Five Percent Bridge Toll Program. These revenues are to be programmed and allocated for ferry transit operations and bicycle-related planning.

Five Percent State General Fund Revenues Priorities and Estimated Annual Programming Amounts as of FY 2010-11

1. $2.8 million to the Water Emergency Transit Authority (WETA) for ferry capital improvement projects and ferry operations.

2. $250,000 to ~~ABAG~~ MTC for planning for the San Francisco Bay Trail.

*Note that annual funding amounts are established and adjusted through the annual MTC fund estimate adoption

The amount of Five Percent State General Fund Revenues programmed ~~to ABAG~~ for the Bay Trail shall be adjusted by the rate of increase in Five Percent State General Fund Revenues or the rate of increase in the Consumer Price Index, whichever is less, every three years, with the first adjustment occurring with FY2011-12 based calculations. ~~ABAG~~ The Bay Trail shall be the sole priority for the Five Percent State General Fund Revenues for bicycle planning.

Program the remainder of the Five Percent State General Fund Revenues to WETA to support ferry service operations. Ferry services will need to have demonstrated an average 40% farebox

recovery ratio (the regional average for all publicly-operated services during the period from 2006 to 2010) for the operating agency in order to ensure continued funding for operations. An operator may meet this requirement based on their average farebox recovery for the most recent three-year period for which National Transit Database statistics are available or their annual farebox recovery for the most recent year for which data is available.

If an operator is unable to meet the performance measure, the funding that would have gone to the ferry operator could be directed by the Commission to a transit service/route that reduces vehicular congestion in one of the bridge group corridors, and has demonstrated the ability to meet the 40% farebox requirement. The service could be ferry or another transit mode, provided that the service/route can meet the performance measure. At least forty percent of the Five Percent funding must directed toward ferry operations or capital as required.

Screening Criteria for all Two Percent Bridge Toll Revenue and Five Percent State General Fund Revenues Projects

Project submittals for Five Percent State General Fund Revenues and the Two Percent Bridge Toll Revenues must be submitted to MTC for consideration and must meet all of the following screening criteria:

- project is ready for implementation, including having any necessary clearances or approvals, in the year indicated;
- project is well defined and justified in the project proposal;
- entity has the capacity to implement the project;
- entity has an adequate project financial plan, with reasonable cost estimates;
- project has been approved by the local entity's policy board; and
- project is identified in or is part of an adopted regional or local transportation plan.

In addition, entities requesting transit operating funds must:

- complete a Short Range Transit Plan (or similar planning document as specified by MTC) that identifies service plans and budgets for at least a 5-year period;
- be consistent with the adopted Regional Transportation Plan (RTP); and
- submit data on capital replacement needs to MTC, as requested.

MTC staff evaluates project proposals and develops an annual program of projects for Five Percent State General Fund Revenues and 2 % Bridge Toll Revenues. The program of projects is reviewed by the affected entities. MTC adopts the program of projects and allocates the Five Percent State General Fund Revenues and 2 % Bridge Toll Revenues according to the program.

Timely Use of Funds for Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues
All projects programmed with Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues are subject to the following timely use of funds (TUF) policy. Full disbursement of funds must be completed within three years plus the year in which funds are allocated for a project programmed Bridge Toll Revenues. (For example, funds allocated in FY 2010-11 must be fully disbursed by June 30, 2014. Any unspent funds at the end of September 30, 2014 (which includes a 3-month grace period) will automatically revert to the appropriate Bridge Toll Revenue account.)

Timely Use of Funds for AB 664 Net Bridge Toll Revenues
All projects programmed with AB 664 Net Bridge Toll Revenues are subject to the following TUF policy. Full disbursement of funds must be completed within four years plus the year in which funds are allocated for a project programmed Bridge Toll Revenues. (For example, funds allocated in FY2016-17 must be fully disbursed by June 30, 2021. Any unspent funds at the end of September 30, 2021 (which includes a 3-month grace period) will automatically revert to the AB 664 Net Bridge Toll Revenues account.)

Re-allocation of unspent (or lapsed) funds to the same operator and projects is not guaranteed, and is governed by the following principles:

- Reallocations are not routine. The operator must provide a compelling justification for any proposed reallocations. All requests, including emergency or urgent requests, will be considered on a case-by-case basis as exceptions and must be beyond the control of the operator.
- Reallocations are subject to MTC review and staff may seek input from the Partnership Transit Finance Working Group when considering reallocation requests.
- Reallocations due to an operator's failure to rebudget funds between eligible projects to adequately spend down the funds will generally not be considered.

Funds unspent at the end of the four-year period will revert to the AB 664 Net Bridge Toll Revenues account and will be made available for programming in future years.

Annual Funding Levels for Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues
Annual funding levels for Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues shall be established and adjusted through the annual MTC fund estimate adoption.

Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 2c**

MTC Resolution No. 4015, Revised

Subject: Revisions to the programming and allocations policies for the AB 664 Net Bridge Toll Revenue, RM1 Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs to update policies concerning AB 664 Net Bridge Toll Revenues, Bay Trail Funds in the Two Percent and Five Percent programs.

Background: MTC Resolution No. 4015, Revised, which was adopted by the Commission in June 2011, established the programming policies for AB 664 Net Bridge Toll Revenue, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs. This action proposes to revise this resolution to update policies pertaining to AB 664 Net Bridge Toll Revenues, and Bay Trail Funds in the Two Percent and Five Percent programs.

The resolution includes a Timely Use of Funds Policy that requires that all funds governed by this resolution be spent by the end of the third year after the year of allocation (i.e., funds allocated in FY2016-17 must be expended by the end of FY2019-20). Under this policy, at the end of the third year, undisbursed funds would lapse and revert to the applicable account. However, over the years, numerous operators had requested – and MTC granted – reallocations of lapsed AB 664 funds to be spent on projects in subsequent years. This resulted in frequent revisions to the programming and allocation resolutions to make these reallocations and has had the unintended practical effect of nullifying the Timely Use of Funds Policy.

In the period from FY 2007 to FY 2013, 22% of all AB 664 Bridge Toll programming lapsed and was reallocated. The annual amounts ranged from about $0.2 million in the lowest year to nearly $8.6 million in the highest. While most operators do not allow their programmed funds to lapse, some do every year.

This action proposes to change this policy for AB 664 Net Bridge Toll Revenue funds to add one year to the Timely Use of Funds policy (i.e., funds allocated in FY2016-17 would then be required to be expended by the end of FY2020-21). Additionally, under this revised policy, reallocation of lapsed funds would no longer be permitted except under special extenuating circumstances that are beyond the control of the operator. MTC staff would review any requests for reallocation and operators would be required to provide compelling justification for their request. Reallocations resulting from an operator's failure to re-budget funds among eligible projects in order to adequately spend down the funds will generally not be considered. As before, any funds unspent at the end of the four-year period would revert to the AB 664 Net Bridge Toll Revenues account for future programming to all eligible operators.

This policy change would extend by one year the period of availability for 33 AB 664 allocations from FY2014-15 to FY2016-17. Further, the BATA Project Savings funds (MTC Resolution No. 4169, Revised) are also governed by the AB 664 programming and allocations policies. As a result, this policy change would also extend the period of availability for three BATA Project Savings allocations from FY2015-16 and FY2016-17. The affected allocations are listed in Attachment A.

Additionally, the revisions proposed by this action include the following:

- Clarifying that projects included in the Core Capacity Challenge Grant Program (MTC Resolution No. 4123, Revised, and any successor programs) have their Bridge Toll programming specified in that resolution and do not receive an annual AB 664 programming share through this resolution; and
- Clarifying that projects that have defined MTC-approved funding plans (e.g., Caltrain Electrification/Vehicles) that do not include AB 664 funds but do include FTA formula funds are excluded from the annual programming share of AB 664, which is based on each operator's share of FTA funds in the Transit Capital Priorities program in that year.

Staff also proposes technical corrections to the Two Percent Bridge Toll Revenue and Five Percent State General Fund Revenues policies related to allocations for planning, program management, and capital support of the Bay Trail. These corrections are to reflect the consolidation of MTC and ABAG staffs.

Issues: None.

Recommendation: Refer MTC Resolution No. 4015, Revised to the Commission for approval.

Attachments: Attachment A – List of outstanding AB 664 Allocations
MTC Resolution No. 4015, Revised

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Outstanding FY2014-15 through FY2016-17 AB 664 Allocations

Allocation #	Allocation Year	Operator	Amount	Program Resolution Number	Current Exp. Year	Proposed Exp. Year
15-4165-01/5850	FY15	MTC	67,304	4163	FY18	FY19
15-4165-02/5850	FY15	AC Transit	5,219,167	4163	FY18	FY19
15-4165-03/5850	FY15	SFMTA	237,424	4163	FY18	FY19
15-4165-04/5850	FY15	CCCTA	512,363	4163	FY18	FY19
15-4165-05/5850	FY15	ECCTA	178,139	4163	FY18	FY19
15-4165-06/5850	FY15	LAVTA	519,943	4163	FY18	FY19
15-4165-07/5850	FY15	SamTrans	700,000	4163	FY18	FY19
15-4165-08/5850	FY15	SolTrans	16,203	4163	FY18	FY19
15-4165-09/5850	FY15	Union City	24,624	4163	FY18	FY19
15-4165-10/5850	FY15	WestCat	91,082	4163	FY18	FY19
15-4165-11/5850	FY15	WETA	257,646	4163	FY18	FY19
15-4165-12/5850	FY15	BART	1,333,001	4163	FY18	FY19
15-4165-13/5850	FY15	SFMTA	601,223	4163	FY18	FY19
15-4165-13/5850	FY15	AC Transit	389,114	4163	FY18	FY19
16-4214-01/5850	FY16	ECCTA	74,922	4213	FY19	FY20
16-4214-02/5850	FY16	LAVTA	535,578	4213	FY19	FY20
16-4214-03/5850	FY16	SolTrans	130,133	4213	FY19	FY20
16-4214-04/5850	FY16	Union City Transit	15,203	4213	FY19	FY20
16-4214-05/5850	FY16	WestCAT	16,644	4213	FY19	FY20
16-4214-06/5850	FY16	WETA	827,520	4213	FY19	FY20
16-4214-07/5850	FY16	SamTrans	700,000	4213	FY19	FY20
16-4214-08/5850	FY16	SFMTA	21,922,657	4213	FY19	FY20
17-4263-01/5850	FY17	AC Transit	1,584,460	4262	FY20	FY21
17-4263-02/5850	FY17	BART	3,717,116	4262	FY20	FY21
17-4263-03/5850	FY17	SFMTA	5,578,864	4262	FY20	FY21
17-4263-04/5850	FY17	WETA	1,880,042	4262	FY20	FY21
17-4263-05/5850	FY17	AC Transit	1,177,611	4262	FY20	FY21
17-4263-06/5850	FY17	Caltrain	594,437	4262	FY20	FY21
17-4263-07/5850	FY17	ECCTA	434,051	4262	FY20	FY21
17-4263-08/5850	FY17	SamTrans	105,563	4262	FY20	FY21
17-4263-09/5850	FY17	SolTrans	762,771	4262	FY20	FY21
17-4263-10/5850	FY17	Union City	209,710	4262	FY20	FY21
17-4263-11/5850	FY17	WestCat	193,469	4262	FY20	FY21

Outstanding FY2015-16 through FY2016-17 BATA Project Savings Allocations

Allocation #	Allocation Year	Operator	Amount	Program Resolution Number	Current Exp. Year	Proposed Exp. Year
16-4169-01	FY16	AC Transit	24,922,916	4169	FY19	FY20
17-4169-01	FY17	AC Transit	5,248,522	4169	FY20	FY21
17-4169-02	FY17	SFMTA	4,649,495	4169	FY20	FY21

Date: June 22, 2011
W.I.: 1514
Referred By: PAC
Revised: 12/20/17-C

ABSTRACT

Resolution No. 4015, Revised

This resolution establishes revised programming and allocation policies for the AB 664 Net Bridge Toll Revenue, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs. The revisions establish annual funding for ABAG for the San Francisco Bay Trail, make WETA the sole applicant for ferry services funding, and remove the condition splitting funds between the Northern and Southern bridge groups for the Two Percent Bridge Toll Revenue programs. This resolution supersedes Resolutions 2004, Revised, 3149, and 3288, Revised.

This resolution includes the following Attachment:
Attachment A – Bridge Toll Revenue and State General Fund Revenue Allocation Policy

Attachment A to this resolution was revised on December 20, 2017 to update policies concerning AB 664 Net Bridge Toll Revenues and Bay Trail funds in the Two Percent and Five Percent programs.

Further discussions of the policies are contained in the Programming and Allocations Committee summary sheet dated June 8, 2011 and December 13, 2017.

Date: June 22, 2011
W.I.: 1514
Referred By: PAC

RE: Revised Programming and Allocation Policies for the AB 664 Net Bridge Toll Revenues, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4015

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

WHEREAS, since 1977, MTC has allocated net toll revenues, pursuant to Government Code §§ 30892 and 30893, for eligible transit capital improvements and ferry operations; and

WHEREAS, pursuant to Streets and Highways Code § 30913 (b), MTC has allocated two-thirds of the 2 percent of the 1988 Regional Measure 1 toll increase ("Two Percent Bridge Toll Revenues") to projects which are designed to reduce vehicular traffic congestion on these bridges; and the remaining one-third of those toll revenues for the planning, construction, operation, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30884, certain toll revenues ("AB 664 Net Bridge Toll Revenues") are available to fund transit capital improvements; and

WHEREAS, pursuant to Streets and Highway Code § 30919, MTC has allocated bridge toll revenue ("RM1 Regional Rail Extension Reserves") for rail extension and improvement projects designed to reduce vehicular congestion on the San Francisco-Oakland Bay Bridge in the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara; and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC adopted MTC Resolution No. 2004, Revised, which sets forth MTC's overall Bridge Toll Revenue Allocation Policy; and

WHEREAS, with the completion of the Regional Ferry Plan Update, MTC adopted Resolution No. 3149, which established a Five Percent Bridge Toll Revenues programming and allocation policy; and

WHEREAS, the California Department of Transportation (DEPARTMENT) entered into a cooperative agreement with the Bay Area Toll Authority (BATA) and MTC on the

federalization of toll bridge projects under BATA's jurisdiction and on the transfer of state funds to replace the five percent Bridge Toll Program funds for ferry operations; and

WHEREAS, under terms of the agreement between the DEPARTMENT, BATA, and MTC, MTC agreed, among other things, to amend its Five Percent Bridge Toll Revenues policy, as set forth in MTC Resolution No. 3149, and to program and allocate state funds made ("Five Percent State General Fund Revenues") available by the DEPARTMENT for transit operating purposes; and

WHEREAS, pursuant to the agreement between the DEPARTMENT, BATA, and MTC, MTC adopted Resolution 3288 to establish interim programming and allocation policies for the Five Percent State General Fund Revenues and Two Percent Bridge Toll Revenues program; and

WHEREAS, MTC adopted Resolution 3948 and BATA adopted Resolution 93 and executed a Funding Agreement relieving BATA of responsibility for making AB 664 Net Bridge Toll Revenues Reserve Transfers, Two Percent Transit Reserves Transfers, and Rail Extension Reserves Transfers for 50 years; and

WHEREAS, the adoption of Resolution 3948 necessitates an update and revision to policies governing the various bridge toll revenue and Five Percent State General Fund Revenues; now, therefore, be it

RESOLVED, that MTC adopts the programming and allocation policies for the AB 664 Net Bridge Toll Revenues, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this resolution supersedes MTC Resolution Nos. 2004, 3149, and 3288.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chairperson

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on June 22, 2011.

BRIDGE TOLL REVENUE AND STATE GENERAL FUND REVENUE ALLOCATION POLICY

Definitions

1. “MTC Transit Transfer” refers to the September 2010 payment made from BATA to MTC equal to the estimated present value of specified fund transfers for a 50 year period pursuant to BATA Resolution 93 and MTC Resolution 3948. The payment relieves BATA from making AB 664, Regional Measure 1, and MTC Two Percent Bridge Toll Revenues transfers to MTC for a 50 year period.
2. "AB 664 Net Bridge Toll Revenues" refers to revenues available pursuant to Streets and Highway Code (S& H Code) 30884 calculated as 16% of base toll revenue on the San Francisco-Oakland Bay Bridge, San Mateo, and Dumbarton Bridges to be used for transit capital purposes. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
3. "RM1 Rail Extension Reserve" is composed of not less than 90% of the revenues from the Class I toll increase on the Bay Bridge, as authorized by Regional Measure I and Streets and Highways Code § 30910 et seq. Pursuant to Streets and Highways Code § 30919, MTC must allocate these funds exclusively for rail transit capital extension and improvement projects designed to reduce vehicular traffic congestion on the Bay Bridge. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
4. "East Bay Rail Extension Reserve" consists of 70% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in Alameda and Contra Costa Counties. These projects include, but are not limited to, the BART extensions planned for the Concord-Antioch, Fremont-San Jose, and Bayfair-Livermore rail transit corridors. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
5. "West Bay Rail Extension Reserve" consists of 30% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in San Francisco, San Mateo, and Santa Clara Counties. No specific projects are mentioned in the legislation. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
6. “Two Percent Bridge Toll Revenues” refers to revenues available pursuant to S&H Code 30913(b) used for ferry capital and other capital improvements. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
7. “Five Percent State General Fund Revenues” is funded by the five percent (Five Percent) Bridge Toll Program State General Fund revenues delivered to MTC in amounts equal to projections of the Regional Measure 1 (RM 1) five percent (Five Percent) Bridge Toll Program, based on a cooperative agreement between MTC, BATA and Caltrans. These revenues are to be programmed and allocated for ferry transit operations and bicycle-related planning.

8. "Resolution No. 3434" refers to the region's adopted Regional Transit Expansion Program.

Objectives

1. Maintain MTC's flexibility in allocations by avoiding rigid apportionment formulas.

2. Maximize the use of AB 664 Net Bridge Toll Revenues for meeting the local match required for transit capital projects programmed in the Transportation Improvement Program (TIP).

3. Sustain commitments made regarding allocations of new revenues.

4. Secure the financial integrity of the Resolution No. 3434 Program.

AB 664 Net Bridge Toll Revenues

Pursuant to S&H Code 30884, AB 664 Net Bridge Toll Revenues are available for capital projects.

1. The first priority for AB 664 Net Bridge Toll Revenues is to match transit capital projects programmed for Federal Transit Administration (FTA) formula funds (the Urbanized Area Formula program, Bus & Bus Facilities Formula program, State of Good Repair Formula program, or successor programs) in the Transportation Improvement Program (TIP). Revenues in each year will be apportioned to each eligible operator in proportion to the operator's share of the FTA formula funds programmed for capital projects in the TIP in the same year.

   Resolution No. 4123 establishes the Core Capacity Challenge Grant Program, and sets a fixed amount of AB 664 Net Bridge Toll Revenue funding for AC Transit, BART, and SFMTA for fleet rehabilitation, replacement, and expansion through FY2029-30. AB 664 Net Bridge Toll Revenue programming for those operators will be guided by Resolution No. 4123 and not Resolution No. 4015. This would apply to any successor programs or resolutions.

   Capital projects funded with FTA formula funds, but which have defined MTC-approved funding plans (i.e., fund sources and timing specified) that do not include AB 664 Net Bridge Toll Revenue funding would be excluded from the operator's programming share of AB 664 Net Bridge Toll Revenues. This includes Caltrain's Peninsula Corridor Electrification Program and any other future projects with defined MTC-approved funding plans that do not include AB 664 Net Bridge Toll Revenues.

2. MTC will continue its practice of apportioning AB 664 Net Bridge Toll Revenues to eligible operators such that 70% of the funding is apportioned to East Bay transit operators and 30% is apportioned to West Bay transit operators.

3. Similar to the flexibility allowed under the STP/CMAQ program, where second and third year projects may be advanced to the first year for implementation, an operator may request MTC to advance AB 664 Net Bridge Toll Revenues for programmed projects, as long as funds are available for allocation, (e.g. an operator who is programmed revenues in the

third year of the TIP and wishes to exercise pre-award authority for these match funds may request MTC to release the funds.) MTC will determine funding availability and will consider whether there is a need for the advancement.

RM1 Regional Rail Extension Reserve
To the extent feasible and required, maintain MTC's commitment to Resolution No. 3434 projects from the Rail Extension Reserve.

Two Percent Bridge Toll Revenues
Pursuant to Streets and Highways Code Section 30913(b), two-thirds of the annual available funding shall be allocated to projects which are designed to reduce vehicular traffic congestion and improve bridge operations on any bridge, including, but not limited to, bicycle facilities and for the planning, construction, operation, and acquisition of rapid water transit systems. The remaining one-third is available solely for the planning, construction, operation, and acquisition of rapid water transit systems.

Two Percent Bridge Toll Revenues Priorities and Estimated Annual Programming Amounts

1. $1 million to the Water Emergency Transit Authority (WETA) for ferry capital improvement projects.

2. $450,000 to ~~ABAG~~ MTC for program management and capital support for the San Francisco Bay Trail.

*Note that annual funding amounts are established and adjusted through the annual MTC fund estimate adoption

Five Percent State General Fund Revenues
The Five Percent State General Fund Revenues are delivered to MTC in amounts equal to projections of the RM1 Five Percent Bridge Toll Program. These revenues are to be programmed and allocated for ferry transit operations and bicycle-related planning.

Five Percent State General Fund Revenues Priorities and Estimated Annual Programming Amounts as of FY 2010-11

1. $2.8 million to the Water Emergency Transit Authority (WETA) for ferry capital improvement projects and ferry operations.

2. $250,000 to ~~ABAG~~ MTC for planning for the San Francisco Bay Trail.

*Note that annual funding amounts are established and adjusted through the annual MTC fund estimate adoption

The amount of Five Percent State General Fund Revenues programmed ~~to ABAG~~ for the Bay Trail shall be adjusted by the rate of increase in Five Percent State General Fund Revenues or the rate of increase in the Consumer Price Index, whichever is less, every three years, with the first adjustment occurring with FY2011-12 based calculations. ~~ABAG~~ The Bay Trail shall be the sole priority for the Five Percent State General Fund Revenues for bicycle planning.

Program the remainder of the Five Percent State General Fund Revenues to WETA to support ferry service operations. Ferry services will need to have demonstrated an average 40% farebox

recovery ratio (the regional average for all publicly-operated services during the period from 2006 to 2010) for the operating agency in order to ensure continued funding for operations. An operator may meet this requirement based on their average farebox recovery for the most recent three-year period for which National Transit Database statistics are available or their annual farebox recovery for the most recent year for which data is available.

If an operator is unable to meet the performance measure, the funding that would have gone to the ferry operator could be directed by the Commission to a transit service/route that reduces vehicular congestion in one of the bridge group corridors, and has demonstrated the ability to meet the 40% farebox requirement. The service could be ferry or another transit mode, provided that the service/route can meet the performance measure. At least forty percent of the Five Percent funding must directed toward ferry operations or capital as required.

Screening Criteria for all Two Percent Bridge Toll Revenue and Five Percent State General Fund Revenues Projects

Project submittals for Five Percent State General Fund Revenues and the Two Percent Bridge Toll Revenues must be submitted to MTC for consideration and must meet all of the following screening criteria:

- project is ready for implementation, including having any necessary clearances or approvals, in the year indicated;
- project is well defined and justified in the project proposal;
- entity has the capacity to implement the project;
- entity has an adequate project financial plan, with reasonable cost estimates;
- project has been approved by the local entity's policy board; and
- project is identified in or is part of an adopted regional or local transportation plan.

In addition, entities requesting transit operating funds must:

- complete a Short Range Transit Plan (or similar planning document as specified by MTC) that identifies service plans and budgets for at least a 5-year period;
- be consistent with the adopted Regional Transportation Plan (RTP); and
- submit data on capital replacement needs to MTC, as requested.

MTC staff evaluates project proposals and develops an annual program of projects for Five Percent State General Fund Revenues and 2 % Bridge Toll Revenues. The program of projects is reviewed by the affected entities. MTC adopts the program of projects and allocates the Five Percent State General Fund Revenues and 2 % Bridge Toll Revenues according to the program.

Timely Use of Funds for Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues
All projects programmed with Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues are subject to the following timely use of funds (TUF) policy. Full disbursement of funds must be completed within three years plus the year in which funds are allocated for a project programmed Bridge Toll Revenues. (For example, funds allocated in FY 2010-11 must be fully disbursed by June 30, 2014. Any unspent funds at the end of September 30, 2014 (which includes a 3-month grace period) will automatically revert to the appropriate Bridge Toll Revenue account.)

Timely Use of Funds for AB 664 Net Bridge Toll Revenues
All projects programmed with AB 664 Net Bridge Toll Revenues are subject to the following TUF policy. Full disbursement of funds must be completed within four years plus the year in which funds are allocated for a project programmed Bridge Toll Revenues. (For example, funds allocated in FY2016-17 must be fully disbursed by June 30, 2021. Any unspent funds at the end of September 30, 2021 (which includes a 3-month grace period) will automatically revert to the AB 664 Net Bridge Toll Revenues account.)

Re-allocation of unspent (or lapsed) funds to the same operator and projects is not guaranteed, and is governed by the following principles:

- Reallocations are not routine. The operator must provide a compelling justification for any proposed reallocations. All requests, including emergency or urgent requests, will be considered on a case-by-case basis as exceptions and must be beyond the control of the operator.
- Reallocations are subject to MTC review and staff may seek input from the Partnership Transit Finance Working Group when considering reallocation requests.
- Reallocations due to an operator's failure to rebudget funds between eligible projects to adequately spend down the funds will generally not be considered.

Funds unspent at the end of the four-year period will revert to the AB 664 Net Bridge Toll Revenues account and will be made available for programming in future years.

Annual Funding Levels for Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues
Annual funding levels for Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues shall be established and adjusted through the annual MTC fund estimate adoption.

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San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

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Type:	Resolution			**Status:**	Commission Consent
File created:	11/9/2017			**In control:**	Programming and Allocations Committee
On agenda:	12/13/2017			**Final action:**	
Title:	MTC Resolution No. 4250, Revised. Allocation of $2.7 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward: West Grand HOV/Bus-Only Lane (Phase 1) and Commuter Parking projects.				
Sponsors:					
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Attachments:	6d_PAC_2d_Reso-4250_BayBridgeForward.pdf 2d_Reso-4250_BayBridgeForward.pdf				

Date	Ver.	Action By	Action	Result
12/13/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4250, Revised. Allocation of $2.7 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward: West Grand HOV/Bus-Only Lane (Phase 1) and Commuter Parking projects.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 2d**

MTC Resolution No. 4250, Revised

Subject: Allocation of $2.7 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward: West Grand HOV/Bus-Only Lane (Phase 1) and Commuter Parking projects.

Background: In July 2016, the Commission approved the One Bay Area Grant (OBAG 2) framework. This framework includes $40 million for Bay Bridge Forward, a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the $40 million, $21 million comes from RM2 funds.

West Grand HOV/Bus-Only Lane

One element of the Bay Bridge Forward suite of projects is the West Grand HOV/Bus-Only Lane project in Oakland. This project will increase transbay person throughput by converting approximately 1,300 feet of the right shoulder of the West Grand Avenue on-ramp and the northbound I-880 connector to the San Francisco-Oakland Bay Bridge to a Bus Lane, which will be opened to high-occupancy vehicles during peak periods. The project will also enhance traffic operations by re-striping a portion of the I-880 approach to the toll plaza, and converting a cash-only lane to a FasTrak lane. The current project (Phase 1) extends the existing HOV lane to the Bay Bridge/I-580 split just beyond the Maritime Street on-ramp. Phase 2 is currently being studied, and may extend the HOV lane from the Phase 1 terminus at the Bay Bridge/I-580 split to the Maritime Street intersection or beyond. Design for the project is 95% complete and is awaiting Caltrans review.

The total construction cost for Phase 1 (the current allocation) is the requested $2.5 million. Phase 1 should be completed in 2018. The construction of Phase 2 is also funded through RM2, and is expected to be about $2.3 million. Phase 2 should begin construction in early 2019, and is subject to a separate RM2 allocation by the Commission.

Commuter Parking

MTC is also requesting allocation of $168,000 in RM2 funds for the final design of the Bay Bridge Forward Commuter Parking project. This project will establish commuter parking in the East Bay to encourage carpool and transit ridership at I-880/Fruitvale and High (Oakland) and I-80/Buchanan (Albany) using Caltrans airspace leases.

Issues: The environmental document for the commuter parking project is expected to be approved in early December, and the allocation will be conditioned upon approval.

Recommendation: Refer MTC Resolution No. 4250, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 4250, Revised

Date: December 21, 2016
W.I.: 1255
Referred by: PAC
Revised: 05/24/17-DA
06/28/17-C
12/20/17-C

ABSTRACT

MTC Resolution No. 4250, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

This resolution includes the following attachments:

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

This resolution allocates $2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

This resolution was amended via delegated authority on May 24, 2017 to allocate $730,000 in RM2 funds for the study of High-Occupancy Vehicle Enforcement Pilot, and to allocate $200,000 in RM2 funds for the final design of the West Grand HOV/Bus Only Lane project. Both are part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on June 28, 2017 to allocate $750,000 in RM2 funds for the Flexible Transit Pilot, part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on December 20, 2017 to allocate $2.5 million in RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1), and $168,000 for the final design phase of the Commuter Parking project, both part of the Bay Bridge Forward program. Allocation for the commuter parking project is conditioned on approval of the environmental document, expected in early December.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016, June 14, 2017, and December 13, 2017.

Date: December 21, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4250

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

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

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

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

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

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

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

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on December 21, 2016.

REGIONAL MEASURE 2 PROGRAM
Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #1:

This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.

Funding Information:

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
17425001	21-Dec-16	$	2,312,000	ENV/PE	FY 2016-17	$	2,312,000

Activities to be funded with Allocation #2:

Allocation 17425002 will fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol. The study will measure the impacts of increased CHP enforcement at specific HOV on-ramps and produce a study for future use.
Allocation 17425003 will fund the final design phase of the West Grand HOV/Bus Only Lane (approach to the San Francisco-Oakland Bay Bridge) in Oakland.

Funding Information:

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
17425002	24-May-17	$	730,000	ENV/PE	FY 2016-17	$	3,042,000
17425003	24-May-17	$	200,000	PS&E	FY 2016-17	$	3,242,000

Activities to be funded with Allocation #3:

Allocation 17425004 will fund the study of Flexible Transit Pilot among large employers in San Francisco, for underserved routes between San Francisco and the East Bay.

Funding Information:

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
17425004	28-Jun-17	$	750,000	ENV/PE	FY 2016-17	$	3,992,000

REGIONAL MEASURE 2 PROGRAM
Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #4:

Allocation 18425005 will fund the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1), and allocation 18425006 will fund the final design of the BBF Commuter Parking project.

Funding Information:

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
18425005	20-Dec-17	$	2,500,000	CON	FY 2017-18	$	6,492,000
18425006	20-Dec-17	$	168,000	PS&E	FY 2017-18	$	6,660,000

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

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

1. Allocation 18425006 is conditioned upon the approval of the environmental document for the Commuter Parking project.

RM2 Project Number: 29.7

Bay Bridge Forward

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Metropolitan Transportation Commission	None.	Metropolitan Transportation Commission

Legislated Project Description

Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

RM2 Legislated Funding (in $1,000)

Total Overall Funding $54,933

- 29.1 AC Transit Rolling Stock ($5,300)
- 29.2 Route 84 WB-Newark Boulevard HOV On-ramp ($39)
- 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd ($4,063)
- 29.4 Grand-MacArthur Express Bus Corridor ($3,515)
- 29.5 Ardenwood Boulevard Park and Ride Lot ($6,173)
- 29.6 Dumbarton Express Bus Replacement ($10,042)
- **29.7 Bay Bridge Forward ($21,000)**
- 29.X Reserve ($4,801)

Total Estimated Project Cost (in $1,000)

$27,100

Project Purpose and Description

Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.

Funding Description

Committed Funds: Fully funded by RM2, federal, and other regional funds.
Uncommitted Funds: None.
Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in $1,000)
1	Environmental Document/Preliminary Engineering	11/2016	6/2019	$5,304
2	Designs, Plans, Specs, & Estimates	3/2017	12/2019	$2,568
3	Right-of-Way Acquisition	n/a	n/a	$0
4	Construction	6/2017	6/2020	$22,428
			Total:	**$30,300**

December 21, 2016
Attachment C
MTC Resolution No. 4250
Revised: 06/28/17-C; 12/20/17-C

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Bay Bridge Forward	**Project No.**	29.7
Lead Sponsor	Metropolitan Transportation Commission	**Last Updated**	12/20/2017

Fund Source	**Phase**	**Prior**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**Future**	**Total**
Committed										
RM2	Env./ PE		3,792		1,300					5,092
Local/Regional	Env./ PE		212							212
RM2	PS&E		200	168	2,200					2,568
RM2	CON			2,500	1,650	9,190				13,340
STP	CON				500	2,000				2,500
Local/Regional	CON				6,588					6,588
Total:		0	4,204	2,668	12,238	11,190	0	0	0	$ 30,300
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	$ -
Total Project Committed and Uncommited										
		Prior	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**Future**	**Total**
Total:		0	4,204	2,668	12,238	11,190	0	0	0	$ 30,300

December 21, 2016
Attachment D
MTC Resolution No. 4250
Org. Key: 840-8829-07
Page 1 of 1
Revised: 05/24/17-DA
06/28/17-C
12/20/17-C

REGIONAL MEASURE 2 PROGRAM
Project Cash Flow Plan

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
RM2 Project Number: 29.7

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
RM2 Funds Total		***3,992,000***	***2,668,000***	***-***	***-***	***-***	***6,660,000***
Environmental, PE	**0**	**4,004,000**	**0**	**0**	**0**	**0**	**4,004,000**
RM2		3,792,000					3,792,000
Local/Regional Funds		212,000					212,000
Final Design (PS&E)	**0**	**200,000**	**168,000**	**0**	**0**	**0**	**368,000**
RM2		200,000	168,000				368,000
							0
							0
Right of Way	**0**	**0**	**0**	**0**	**0**	**0**	**0**
							0
							0
							0
Construction	**0**	**0**	**2,500,000**	**0**	**0**	**0**	**2,500,000**
RM2			2,500,000				2,500,000
							0
							0
TOTAL FUNDING							
Environmental	0	4,004,000	0	0	0	0	**4,004,000**
Final Design (PS&E)	0	200,000	168,000	0	0	0	**368,000**
Right of Way	0	0	0	0	0	0	**0**
Construction	0	0	2,500,000	0	0	0	**2,500,000**
PROJECT TOTAL	0	4,204,000	2,668,000	0	0	0	6,872,000

Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 2d**

MTC Resolution No. 4250, Revised

Subject: Allocation of $2.7 million in Regional Measure 2 (RM2) funds to MTC for the Bay Bridge Forward: West Grand HOV/Bus-Only Lane (Phase 1) and Commuter Parking projects.

Background: In July 2016, the Commission approved the One Bay Area Grant (OBAG 2) framework. This framework includes $40 million for Bay Bridge Forward, a suite of projects that aims to increase person throughput within the Bay Bridge corridor. Of the $40 million, $21 million comes from RM2 funds.

West Grand HOV/Bus-Only Lane

One element of the Bay Bridge Forward suite of projects is the West Grand HOV/Bus-Only Lane project in Oakland. This project will increase transbay person throughput by converting approximately 1,300 feet of the right shoulder of the West Grand Avenue on-ramp and the northbound I-880 connector to the San Francisco-Oakland Bay Bridge to a Bus Lane, which will be opened to high-occupancy vehicles during peak periods. The project will also enhance traffic operations by re-striping a portion of the I-880 approach to the toll plaza, and converting a cash-only lane to a FasTrak lane. The current project (Phase 1) extends the existing HOV lane to the Bay Bridge/I-580 split just beyond the Maritime Street on-ramp. Phase 2 is currently being studied, and may extend the HOV lane from the Phase 1 terminus at the Bay Bridge/I-580 split to the Maritime Street intersection or beyond. Design for the project is 95% complete and is awaiting Caltrans review.

The total construction cost for Phase 1 (the current allocation) is the requested $2.5 million. Phase 1 should be completed in 2018. The construction of Phase 2 is also funded through RM2, and is expected to be about $2.3 million. Phase 2 should begin construction in early 2019, and is subject to a separate RM2 allocation by the Commission.

Commuter Parking

MTC is also requesting allocation of $168,000 in RM2 funds for the final design of the Bay Bridge Forward Commuter Parking project. This project will establish commuter parking in the East Bay to encourage carpool and transit ridership at I-880/Fruitvale and High (Oakland) and I-80/Buchanan (Albany) using Caltrans airspace leases.

Issues: The environmental document for the commuter parking project is expected to be approved in early December, and the allocation will be conditioned upon approval.

Recommendation: Refer MTC Resolution No. 4250, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 4250, Revised

Date: December 21, 2016
W.I.: 1255
Referred by: PAC
Revised: 05/24/17-DA
06/28/17-C
12/20/17-C

ABSTRACT

MTC Resolution No. 4250, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Bay Bridge Forward project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

This resolution includes the following attachments:

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

This resolution allocates $2.3 million in RM2 funds to the planning, environmental, and preliminary engineering phases of the Bay Bridge Forward project.

This resolution was amended via delegated authority on May 24, 2017 to allocate $730,000 in RM2 funds for the study of High-Occupancy Vehicle Enforcement Pilot, and to allocate $200,000 in RM2 funds for the final design of the West Grand HOV/Bus Only Lane project. Both are part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on June 28, 2017 to allocate $750,000 in RM2 funds for the Flexible Transit Pilot, part of the Bay Bridge Forward program.

This resolution was amended via Commission Action on December 20, 2017 to allocate $2.5 million in RM2 funds for the construction of the West Grand HOV/Bus-Only Lane (Phase 1), and $168,000 for the final design phase of the Commuter Parking project, both part of the Bay Bridge Forward program. Allocation for the commuter parking project is conditioned on approval of the environmental document, expected in early December.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 14, 2016, June 14, 2017, and December 13, 2017.

Date: December 21, 2016
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Bay Bridge Forward Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4250

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

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

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

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

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

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

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

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are

the project co-sponsors, and MTC will be the lead project sponsor and implementing agency for the Bay Bridge Forward project; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for the Bay Bridge Forward project; and

WHEREAS, the Bay Bridge Forward project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on December 21, 2016.

REGIONAL MEASURE 2 PROGRAM
Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #1:

This allocation will fund the planning, environmental, and preliminary engineering phase for the Bay Bridge Forward suite of projects, including but not limited to (1) West Grand HOV/Bus-Only Lane; (2) Sterling Street Express Lane and HOV Enforcement; (3) Casual Carpool; (4) Integrated Bridge Corridor; (5) Commuter Parking; and (6) Flexible On-Demand Transit.

Funding Information:

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
17425001	21-Dec-16	$	2,312,000	ENV/PE	FY 2016-17	$	2,312,000

Activities to be funded with Allocation #2:

Allocation 17425002 will fund the study of high-occupancy vehicle enforcement pilot by the California Highway Patrol. The study will measure the impacts of increased CHP enforcement at specific HOV on-ramps and produce a study for future use.
Allocation 17425003 will fund the final design phase of the West Grand HOV/Bus Only Lane (approach to the San Francisco-Oakland Bay Bridge) in Oakland.

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17425003	24-May-17	$	200,000	PS&E	FY 2016-17	$	3,242,000

Activities to be funded with Allocation #3:

Allocation 17425004 will fund the study of Flexible Transit Pilot among large employers in San Francisco, for underserved routes between San Francisco and the East Bay.

Funding Information:

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
17425004	28-Jun-17	$	750,000	ENV/PE	FY 2016-17	$	3,992,000

REGIONAL MEASURE 2 PROGRAM
Allocation of Funds

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

Activities to be funded with Allocation #4:

Allocation 18425005 will fund the construction of the West Grand Avenue HOV/Bus-Only Lane project (Phase 1), and allocation 18425006 will fund the final design of the BBF Commuter Parking project.

Funding Information:

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
18425005	20-Dec-17	$	2,500,000	CON	FY 2017-18	$	6,492,000
18425006	20-Dec-17	$	168,000	PS&E	FY 2017-18	$	6,660,000

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
Project Number: 29.7

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

1. Allocation 18425006 is conditioned upon the approval of the environmental document for the Commuter Parking project.

RM2 Project Number: 29.7

Bay Bridge Forward

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Metropolitan Transportation Commission	None.	Metropolitan Transportation Commission

Legislated Project Description

Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco. The project sponsors are AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission.

RM2 Legislated Funding (in $1,000)

Total Overall Funding $54,933

- 29.1 AC Transit Rolling Stock ($5,300)
- 29.2 Route 84 WB-Newark Boulevard HOV On-ramp ($39)
- 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd ($4,063)
- 29.4 Grand-MacArthur Express Bus Corridor ($3,515)
- 29.5 Ardenwood Boulevard Park and Ride Lot ($6,173)
- 29.6 Dumbarton Express Bus Replacement ($10,042)
- **29.7 Bay Bridge Forward ($21,000)**
- 29.X Reserve ($4,801)

Total Estimated Project Cost (in $1,000)

$27,100

Project Purpose and Description

Implementation of near-term, cost-effective operational improvements that offer travel time savings and reliability for carpooling and transit use will not only increase person throughput but also reduce congestion, incidents, and emissions in the San Francisco-Oakland Bay Bridge corridor.

Funding Description

Committed Funds: Fully funded by RM2, federal, and other regional funds.
Uncommitted Funds: None.
Operating Capacity: Caltrans will own and operate improvements on the State Highway System, while MTC and local agencies would cooperatively maintain improvements on streets off the State Highway System.

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in $1,000)
1	Environmental Document/Preliminary Engineering	11/2016	6/2019	$5,304
2	Designs, Plans, Specs, & Estimates	3/2017	12/2019	$2,568
3	Right-of-Way Acquisition	n/a	n/a	$0
4	Construction	6/2017	6/2020	$22,428
			Total:	**$30,300**

December 21, 2016
Attachment C
MTC Resolution No. 4250
Revised: 06/28/17-C; 12/20/17-C

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Bay Bridge Forward	**Project No.**	29.7
Lead Sponsor	Metropolitan Transportation Commission	**Last Updated**	12/20/2017

Fund Source	**Phase**	**Prior**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**Future**	**Total**
Committed										
RM2	Env./ PE		3,792		1,300					5,092
Local/Regional	Env./ PE		212							212
RM2	PS&E		200	168	2,200					2,568
RM2	CON			2,500	1,650	9,190				13,340
STP	CON				500	2,000				2,500
Local/Regional	CON				6,588					6,588
Total:		0	4,204	2,668	12,238	11,190	0	0	0	$ 30,300
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	$ -
Total Project Committed and Uncommited										
		Prior	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**Future**	**Total**
Total:		0	4,204	2,668	12,238	11,190	0	0	0	$ 30,300

December 21, 2016
Attachment D
MTC Resolution No. 4250
Org. Key: 840-8829-07
Page 1 of 1
Revised: 05/24/17-DA
06/28/17-C
12/20/17-C

REGIONAL MEASURE 2 PROGRAM
Project Cash Flow Plan

Project Title: Bay Bridge Forward
Sponsor: Metropolitan Transportation Commission
RM2 Project Number: 29.7

RM2 Project No. 29.7	PRIOR	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	TOTAL
RM2 Funds Total		***3,992,000***	***2,668,000***	***-***	***-***	***-***	***6,660,000***
Environmental, PE	**0**	**4,004,000**	**0**	**0**	**0**	**0**	**4,004,000**
RM2		3,792,000					3,792,000
Local/Regional Funds		212,000					212,000
Final Design (PS&E)	**0**	**200,000**	**168,000**	**0**	**0**	**0**	**368,000**
RM2		200,000	168,000				368,000
							0
							0
Right of Way	**0**	**0**	**0**	**0**	**0**	**0**	**0**
							0
							0
							0
Construction	**0**	**0**	**2,500,000**	**0**	**0**	**0**	**2,500,000**
RM2			2,500,000				2,500,000
							0
							0
TOTAL FUNDING							
Environmental	0	4,004,000	0	0	0	0	**4,004,000**
Final Design (PS&E)	0	200,000	168,000	0	0	0	**368,000**
Right of Way	0	0	0	0	0	0	**0**
Construction	0	0	2,500,000	0	0	0	**2,500,000**
PROJECT TOTAL	0	4,204,000	2,668,000	0	0	0	6,872,000

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-3034	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Consent
File created:	11/9/2017			**In control:**	Programming and Allocations Committee
On agenda:	12/13/2017			**Final action:**	

Title: MTC Resolution No. 4279, Revised, and 4285, Revised

· Allocation of $5 million in FY2017-18 RM2 Operating funds to Clipper® and the Transbay Joint Powers Authority;
· Allocation of $22 million in FY2017-18 State Transit Assistance (STA) funds to BART and Solano Transportation Authority to support transit planning and operations; and
· Programming of approximately $0.6 million in STA Transit Emergency Service Contingency funds to transit operators affected by the North Bay fires.

Sponsors:

Indexes:

Code sections:

Attachments: 6e_PAC_3a_Resos-4279-4285_Allocations.pdf
3a_Resos-4279-4285_Allocations.pdf

Date	Ver.	Action By	Action	Result
12/13/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4279, Revised, and 4285, Revised

- *Allocation of $5 million in FY2017-18 RM2 Operating funds to Clipper® and the Transbay Joint Powers Authority;*
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- *Programming of approximately $0.6 million in STA Transit Emergency Service Contingency funds to transit operators affected by the North Bay fires.*

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 3a**

MTC Resolution No. 4279, Revised, and 4285, Revised

Subject: Allocation of $5 million in FY2017-18 RM2 Operating funds to Clipper® and the Transbay Joint Powers Authority; Allocation of $22 million in FY2017-18 State Transit Assistance (STA) funds to BART and Solano Transportation Authority to support transit planning and operations; and programming of approximately $0.6 million in STA Transit Emergency Service Contingency funds to transit operators affected by the North Bay fires.

Background: This month's proposed action continues the annual allocation process of RM2 Operating and STA funds for FY2017-18.

In July 2017, the RM2 Operating Program (MTC Resolution, 4278, Revised) was revised to add $2 million for Clipper and $3 million for the operation of the Transbay Transit Center. These funds are now proposed to be allocated.

The requests of BART and the Solano Transportation Authority for STA funds are consistent with the adopted MTC Fund Estimate (Resolution 4268, Revised). This action recommends allocation of $20.6 million to BART while an additional $800,000 will be approved through the Executive Director's Delegated Authority process since the amount from other apportionment areas in the Fund Estimate falls under the $1 million threshold. These STA funds represents about 3% of BART's $743 million operating budget. BART's budget is increasing 7.4% compared to last fiscal year; the budget includes funds for a full year of operating the Warm Springs extension, as well as funds to open the San Jose Berryessa and e-BART extensions late in 2018. Operating hours are expected to increase 3.2%.

Solano Transportation Authority requests allocation of $1.5 million in STA population-based Northern County funds. Most of these funds will be used to support planning and implementation of modified Express Bus service for the county which is expected to start next fiscal year. Funds will also be used for other transit projects including the Mobility Call Center and Water Transportation Study. An additional $923,000 will be allocated by Delegated Authority in support of transit capital and paratransit operations.

Transit Operator Assistance for North Bay Fire Response & Recovery
To help the region's North Bay transit operators in the aftermath of October's Napa and Sonoma wildfire disaster, staff recommends setting aside approximately $0.6 million from the Transit Emergency Service

Contingency Fund to provide relief for expenses incurred during operators' response and recovery efforts. Staff recommends allocating these funds through Executive Director Delegated Authority this month. The Transit Emergency Service Contingency Fund was started two years ago using STA population-based funds, and is intended to be made available to help defray transit costs incurred during or after Bay Area disasters/incidents such as fires, earthquakes, strikes or other similar hardships.

North Bay transit operators played an essential role in evacuation efforts, shuttle service provision, and free service during and after the fires. Expenses that operators incurred include loss of fare revenue, direct operational costs, indirect expense related to lost service hours, and a small amount of capital expense resulting from damage to transit vehicles and other assets. Below is a tally of expenses by transit operator.

Transit Operator	**Total Emergency Service Expense**
Golden Gate Transit	$48,307
NVTA	$65,406
Petaluma Transit	$4,703
Santa Rosa City Bus	$67,742
SMART	$273,821
Sonoma County Transit	$127,581
Total	**$587,559**

Pursuant to provisions contained in MTC Resolution No. 4171—the guidelines for the Transit Emergency Service Contingency Fund—it is expected that claimants will seek reimbursement from third parties including insurance carriers and other governmental sources, and will return equivalent amounts of contingency funds to MTC upon the receipt of payment from another source. Staff will work to follow up with transit operators and federal representatives on other reimbursement options.

Issues: None

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

Attachments: MTC Resolution Nos. 4279, Revised and 4285, Revised

Date: June 28, 2017
W.I.: 1514
Referred by: PAC
Revised: 07/26/17-C
09/27/17-C
12/20/17-C

ABSTRACT
Resolution No. 4285, Revised

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

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

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

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

This resolution was revised December 20, 2017 to allocate funds to San Francisco Bay Area Rapid Transit District (BART) and Solano Transportation Authority.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4285

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

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

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

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

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

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

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

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

WHEREAS, pursuant to 2l California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4249, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); and

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: June 28, 2017
Referred by: PAC
Revised: 07/26/17-C 09/27/17-C
12/20/17-C

Attachment A
MTC Resolution No. 4285

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
CCCTA	Transit Operations	1,612,760	01	06/28/17	CCCTA
ECCTA	Transit Operations	1,069,516	02	06/28/17	ECCTA
	Subtotal	**2,682,276**			
5820 - 6730A Operating Costs - Revenue-based					
ECCTA	Transit Operations	2,624,596	03	06/28/17	BART
WCCTA	Transit Operations	2,353,641	07	07/26/17	BART
SFMTA	Transit Operations	31,943,432	05	07/26/17	SFMTA
VTA	Transit Operations	10,093,131	06	07/26/17	VTA
AC Transit	Transit Operations	7,633,993	08	09/27/17	AC Transit
GGBHTD	Transit Operations	3,775,956	09	09/27/17	GGBHTD
BART	Transit Operations	20,584,637	10	12/20/17	BART
	Subtotal	**79,009,386**			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	11,080,700	04	06/28/17	MTC
	Subtotal	**11,080,700**			
5828 - 6731B Planning and Admin - Population-based Small Operator/Northern Counties					
Solano TA	Planning and Admin	1,561,488	11	12/20/17	Solano County
	Subtotal	**1,561,488**			
	TOTAL	**94,333,850**			

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

FINDINGS

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

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

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. l209, Revised), as so attested to by the claimant's chief financial officer; and

4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and

5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and

8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and

10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: June 28, 2017
W.I.: 1255
Referred by: PAC
Revised: 07/26/17-C 09/27/17-C
12/20/17-C

ABSTRACT

Resolution No. 4279, Revised

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

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

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

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

This resolution was revised on December 20, 2017 to allocate funds to MTC and the Transbay Joint Powers Authority.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4279

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: June 28, 2017
W.I.: 1255
Referred by: PAC
Revised: 07/26/17-C
09/27/17-C
12/20/17-C

Attachment A
MTC Resolution No. 4279

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

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

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement
WETA	Planning and Administration	3,000,000	01	06/28/17	11	n.a.
WETA	Ferry Operations	16,500,000	02	06/28/17	6	40% Peak service, 30% All Day Service
SFMTA	Metro 3rd Street Extension	2,500,000	03	07/26/17	8	n.a.
AC Transit	Express Bus Service	5,427,904	04	09/27/17	4	30% Peak, 20% All Day
AC Transit	Dumbarton Bus	2,816,976	05	09/27/17	5	20% All Day
AC Transit	Owl Bus Service	1,333,623	06	09/27/17	7	10%
AC Transit	Enhanced/Rapid Bus Service	3,000,000	07	09/27/17	9	n.a.
GGBHTD	Route 40	2,130,612	08	09/27/17	1	20% All Day
MTC	Clipper	2,000,000	09	12/20/17	12	n.a.
TJPA	Transbay Transit Center	3,000,000	10	12/20/17	13	n.a.
	Total	**41,709,115**				

Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 3a**

MTC Resolution No. 4279, Revised, and 4285, Revised

Subject: Allocation of $5 million in FY2017-18 RM2 Operating funds to Clipper® and the Transbay Joint Powers Authority; Allocation of $22 million in FY2017-18 State Transit Assistance (STA) funds to BART and Solano Transportation Authority to support transit planning and operations; and programming of approximately $0.6 million in STA Transit Emergency Service Contingency funds to transit operators affected by the North Bay fires.

Background: This month's proposed action continues the annual allocation process of RM2 Operating and STA funds for FY2017-18.

In July 2017, the RM2 Operating Program (MTC Resolution, 4278, Revised) was revised to add $2 million for Clipper and $3 million for the operation of the Transbay Transit Center. These funds are now proposed to be allocated.

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To help the region's North Bay transit operators in the aftermath of October's Napa and Sonoma wildfire disaster, staff recommends setting aside approximately $0.6 million from the Transit Emergency Service

Contingency Fund to provide relief for expenses incurred during operators' response and recovery efforts. Staff recommends allocating these funds through Executive Director Delegated Authority this month. The Transit Emergency Service Contingency Fund was started two years ago using STA population-based funds, and is intended to be made available to help defray transit costs incurred during or after Bay Area disasters/incidents such as fires, earthquakes, strikes or other similar hardships.

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Sonoma County Transit	$127,581
Total	**$587,559**

Pursuant to provisions contained in MTC Resolution No. 4171—the guidelines for the Transit Emergency Service Contingency Fund—it is expected that claimants will seek reimbursement from third parties including insurance carriers and other governmental sources, and will return equivalent amounts of contingency funds to MTC upon the receipt of payment from another source. Staff will work to follow up with transit operators and federal representatives on other reimbursement options.

Issues: None

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

Attachments: MTC Resolution Nos. 4279, Revised and 4285, Revised

Date: June 28, 2017
W.I.: 1514
Referred by: PAC
Revised: 07/26/17-C
09/27/17-C
12/20/17-C

ABSTRACT
Resolution No. 4285, Revised

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

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

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

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

This resolution was revised December 20, 2017 to allocate funds to San Francisco Bay Area Rapid Transit District (BART) and Solano Transportation Authority.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4285

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

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

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

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

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

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

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

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

WHEREAS, pursuant to 2l California Code of Regulations Section 6754, MTC Resolution Nos. 3837 and 4249, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); and

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: June 28, 2017
Referred by: PAC
Revised: 07/26/17-C 09/27/17-C
12/20/17-C

Attachment A
MTC Resolution No. 4285

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
CCCTA	Transit Operations	1,612,760	01	06/28/17	CCCTA
ECCTA	Transit Operations	1,069,516	02	06/28/17	ECCTA
	Subtotal	**2,682,276**			
5820 - 6730A Operating Costs - Revenue-based					
ECCTA	Transit Operations	2,624,596	03	06/28/17	BART
WCCTA	Transit Operations	2,353,641	07	07/26/17	BART
SFMTA	Transit Operations	31,943,432	05	07/26/17	SFMTA
VTA	Transit Operations	10,093,131	06	07/26/17	VTA
AC Transit	Transit Operations	7,633,993	08	09/27/17	AC Transit
GGBHTD	Transit Operations	3,775,956	09	09/27/17	GGBHTD
BART	Transit Operations	20,584,637	10	12/20/17	BART
	Subtotal	**79,009,386**			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	11,080,700	04	06/28/17	MTC
	Subtotal	**11,080,700**			
5828 - 6731B Planning and Admin - Population-based Small Operator/Northern Counties					
Solano TA	Planning and Admin	1,561,488	11	12/20/17	Solano County
	Subtotal	**1,561,488**			
	TOTAL	**94,333,850**			

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

FINDINGS

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

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

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. l209, Revised), as so attested to by the claimant's chief financial officer; and

4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and

5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC § 99244; and

8. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

9. That each claimant is in compliance with the eligibility requirements of PUC §§ 99314.6 or 99314.7; and

10. That each claimant has certified that it has entered into a joint fare revenue sharing agreement with every connecting transit operator, and that it is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: June 28, 2017
W.I.: 1255
Referred by: PAC
Revised: 07/26/17-C 09/27/17-C
12/20/17-C

ABSTRACT

Resolution No. 4279, Revised

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

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

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

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

This resolution was revised on December 20, 2017 to allocate funds to MTC and the Transbay Joint Powers Authority.

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4279

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: June 28, 2017
W.I.: 1255
Referred by: PAC
Revised: 07/26/17-C
09/27/17-C
12/20/17-C

Attachment A
MTC Resolution No. 4279

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

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

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number	Farebox Requirement
WETA	Planning and Administration	3,000,000	01	06/28/17	11	n.a.
WETA	Ferry Operations	16,500,000	02	06/28/17	6	40% Peak service, 30% All Day Service
SFMTA	Metro 3rd Street Extension	2,500,000	03	07/26/17	8	n.a.
AC Transit	Express Bus Service	5,427,904	04	09/27/17	4	30% Peak, 20% All Day
AC Transit	Dumbarton Bus	2,816,976	05	09/27/17	5	20% All Day
AC Transit	Owl Bus Service	1,333,623	06	09/27/17	7	10%
AC Transit	Enhanced/Rapid Bus Service	3,000,000	07	09/27/17	9	n.a.
GGBHTD	Route 40	2,130,612	08	09/27/17	1	20% All Day
MTC	Clipper	2,000,000	09	12/20/17	12	n.a.
TJPA	Transbay Transit Center	3,000,000	10	12/20/17	13	n.a.
	Total	**41,709,115**				

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-3033	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Consent
File created:	11/9/2017			**In control:**	Programming and Allocations Committee
On agenda:	12/13/2017			**Final action:**	

Title: MTC Resolution No. 4312. Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program

Senate Bill 1 (SB 1) directed $200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. Staff will present recommended projects to use the first two years of Local Partnership Program (LPP) formula funds allocated to MTC.

Sponsors:

Indexes:

Code sections:

Attachments: 6f_PAC_4b_Reso-4312_Local_Partnership_Program_Program of Projects.pdf
4b_Reso-4312_Local_Partnership_Program_Program of Projects.pdf

Date	Ver.	Action By	Action	Result
12/13/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4312. Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program

Senate Bill 1 (SB 1) directed $200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. Staff will present recommended projects to use the first two years of Local Partnership Program (LPP) formula funds allocated to MTC.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 4b**

MTC Resolution No. 4312

Subject: Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program

Background: Senate Bill 1 (SB 1) directed $200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. In October, the California Transportation Commission (CTC) adopted LPP Guidelines, which provides half of the annual amount to a formula program to be distributed among agencies with voter-approved taxes, tolls, or fees, and the other half to a competitive program.

MTC, through the Bay Area Toll Authority, has two voter-approved tolls that meet the LPP intent and is eligible to receive LPP funds under the formula program. Regional Measure 1 (approved in 1988) and Regional Measure 2 (approved in 2004) both increased tolls on the seven state-owned toll bridges in the Bay Area, with the revenue funding transportation improvements in the region.

The first formula program of LPP will cover two years, FY 2017-18 and FY 2018-19. CTC released draft formula funding shares in November, identifying about $5.1 million per year for MTC/BATA, for a total of $10.2 million over the two programming years. CTC will approve the final formula distribution amounts at its meeting on December 6, 2017.

MTC must submit its formula program nominations to CTC by December 15. Projects must be capital improvements, have a 1:1 match, and be allocated by FY 2018-19. Based on these criteria, staff recommends programming the LPP formula shares to the following projects:

- **Dumbarton and San Mateo Bridges Approaches Express Lanes**
  $8.2 million for express lanes and operational improvements on the approaches to the Dumbarton (SR-84) and San Mateo (SR-92) Bridges. Environmental document is cleared. LPP, with matching BATA funds, would fund PS&E for express lanes on both bridges, and would fund construction for Dumbarton Bridge express lane and operational improvements.

- **SFOBB Bicycle/Pedestrian Eastern Access**
  $2 million to improve bicycle/pedestrian access to the SFOBB East Span in Oakland consistent with the development of Gateway Park. LPP funds for PS&E phase with matching BATA funds.

The proposed projects meet the requirements set forth in CTC's approved LPP Guidelines.

Issues: CTC's December 15 nomination deadline is before the MTC Commission meeting date of December 20. CTC staff will accept MTC's final nominations upon MTC's approval of the program of projects on December 20, provided that MTC staff provide a draft list approved by this Committee by the December 15 deadline.

Recommendation: Refer MTC Resolution No. 4312 to the Commission for approval, and direct staff to transmit the draft program of projects to the CTC by the December 15 deadline.

Attachments: MTC Resolution No. 4312

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Date: December 20, 2017
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4312

This resolution adopts the program of projects for MTC/BATA's formula share of the Local Partnership Program (LPP), for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

Attachment A – Formula Distribution for FY 2017-18 and FY 2018-19

Attachment B – Program of Projects for MTC/BATA Formula Share of SB 1 LPP

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated December 13, 2017.

Date: December 20, 2017
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of Projects for MTC/BATA's Formula Share of SB 1 Local Partnership Program (LPP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4312

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

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

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

WHEREAS, on November 8, 1988, voters approved Regional Measure 1, increasing the toll for passenger vehicles on the seven state-owned toll bridges in the San Francisco Bay Area to a uniform $1.00, with proceeds contributing towards a revenue bond program for construction and improvement of bridges and mass transit extensions designed to reduce bridge traffic, as authorized by Senate Bill 45 (Chapter 406, Statutes of 1988), commonly referred to as Regional Measure 1 ("RM1"); and

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

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing $200 million per year to the Local Partnership Program to reward agencies that have voter-approved taxes, tolls, or fees dedicated solely to transportation purposes; and

WHEREAS, on October 18, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Local Partnership Program, which specifies half of annual revenues be directed towards a Formula Program for those agencies with voter-approved taxes, tolls, and fees; and

WHEREAS, MTC/BATA submitted documentation justifying RM1 and RM2 as voter-approved tolls, meeting CTC's requirements to receive a formula share for the Local Partnership Program; and

WHEREAS, CTC adopted the formula share funding distribution for the Local Partnership Program on December 6, 2017; now, therefore, be it

RESOLVED, that MTC adopts the Program of Projects for MTC/BATA's Formula Share (Attachment A) of the Local Partnership Program, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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.

Attachment A
MTC Resolution No. 4312
SB1 Local Partnership Program (LPP)
Formula Program - Distribution
FY 2017-18 & FY 2018-19
December 2017

MTC Resolution No. 4312
Attachment A
Adopted: 12/20/17-C

Funding Distribution (Approved by CTC on December 6, 2017)

SB1 Local Partnership Program (LPP)	Fiscal Year	MTC/BATA
LPP Formula Share Distribution	2017-18	$5,118,000
LPP Formula Share Distribution	2018-19	$5,118,000
Total		**$10,236,000**

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Attachment B
MTC Resolution No. 4312
SB1 Local Partnership Program (LPP)
Formula Program - Project List
FY 2017-18 & FY 2018-19
December 2017

MTC Resolution No. 4312
Attachment B
Adopted: 12/20/17-C

Project List

SB1 Local Partnership Program (LPP) Formula Program	County	Sponsor	Match Source	Match Amount	LPP Amount	Total Amount
SFOBB Bicycle/Pedestrian Eastern Access	Alameda	BATA/MTC	Bridge Tolls	$2,000,000	$2,000,000	$4,000,000
Dumbarton and San Mateo Bridges Approach Express Lanes	Alameda & San Mateo	BATA/MTC	Bridge Tolls	$8,236,000	$8,236,000	$16,472,000
Total				**$10,236,000**	**$10,236,000**	**$20,472,000**

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Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 4b**

MTC Resolution No. 4312

Subject: Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program

Background: Senate Bill 1 (SB 1) directed $200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. In October, the California Transportation Commission (CTC) adopted LPP Guidelines, which provides half of the annual amount to a formula program to be distributed among agencies with voter-approved taxes, tolls, or fees, and the other half to a competitive program.

MTC, through the Bay Area Toll Authority, has two voter-approved tolls that meet the LPP intent and is eligible to receive LPP funds under the formula program. Regional Measure 1 (approved in 1988) and Regional Measure 2 (approved in 2004) both increased tolls on the seven state-owned toll bridges in the Bay Area, with the revenue funding transportation improvements in the region.

The first formula program of LPP will cover two years, FY 2017-18 and FY 2018-19. CTC released draft formula funding shares in November, identifying about $5.1 million per year for MTC/BATA, for a total of $10.2 million over the two programming years. CTC will approve the final formula distribution amounts at its meeting on December 6, 2017.

MTC must submit its formula program nominations to CTC by December 15. Projects must be capital improvements, have a 1:1 match, and be allocated by FY 2018-19. Based on these criteria, staff recommends programming the LPP formula shares to the following projects:

- **Dumbarton and San Mateo Bridges Approaches Express Lanes**
  $8.2 million for express lanes and operational improvements on the approaches to the Dumbarton (SR-84) and San Mateo (SR-92) Bridges. Environmental document is cleared. LPP, with matching BATA funds, would fund PS&E for express lanes on both bridges, and would fund construction for Dumbarton Bridge express lane and operational improvements.

- **SFOBB Bicycle/Pedestrian Eastern Access**
  $2 million to improve bicycle/pedestrian access to the SFOBB East Span in Oakland consistent with the development of Gateway Park. LPP funds for PS&E phase with matching BATA funds.

The proposed projects meet the requirements set forth in CTC's approved LPP Guidelines.

Issues: CTC's December 15 nomination deadline is before the MTC Commission meeting date of December 20. CTC staff will accept MTC's final nominations upon MTC's approval of the program of projects on December 20, provided that MTC staff provide a draft list approved by this Committee by the December 15 deadline.

Recommendation: Refer MTC Resolution No. 4312 to the Commission for approval, and direct staff to transmit the draft program of projects to the CTC by the December 15 deadline.

Attachments: MTC Resolution No. 4312

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Date: December 20, 2017
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4312

This resolution adopts the program of projects for MTC/BATA's formula share of the Local Partnership Program (LPP), for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

Attachment A – Formula Distribution for FY 2017-18 and FY 2018-19

Attachment B – Program of Projects for MTC/BATA Formula Share of SB 1 LPP

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated December 13, 2017.

Date: December 20, 2017
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of Projects for MTC/BATA's Formula Share of SB 1 Local Partnership Program (LPP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4312

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

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

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

WHEREAS, on November 8, 1988, voters approved Regional Measure 1, increasing the toll for passenger vehicles on the seven state-owned toll bridges in the San Francisco Bay Area to a uniform $1.00, with proceeds contributing towards a revenue bond program for construction and improvement of bridges and mass transit extensions designed to reduce bridge traffic, as authorized by Senate Bill 45 (Chapter 406, Statutes of 1988), commonly referred to as Regional Measure 1 ("RM1"); and

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

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing $200 million per year to the Local Partnership Program to reward agencies that have voter-approved taxes, tolls, or fees dedicated solely to transportation purposes; and

WHEREAS, on October 18, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Local Partnership Program, which specifies half of annual revenues be directed towards a Formula Program for those agencies with voter-approved taxes, tolls, and fees; and

WHEREAS, MTC/BATA submitted documentation justifying RM1 and RM2 as voter-approved tolls, meeting CTC's requirements to receive a formula share for the Local Partnership Program; and

WHEREAS, CTC adopted the formula share funding distribution for the Local Partnership Program on December 6, 2017; now, therefore, be it

RESOLVED, that MTC adopts the Program of Projects for MTC/BATA's Formula Share (Attachment A) of the Local Partnership Program, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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.

Attachment A
MTC Resolution No. 4312
SB1 Local Partnership Program (LPP)
Formula Program - Distribution
FY 2017-18 & FY 2018-19
December 2017

MTC Resolution No. 4312
Attachment A
Adopted: 12/20/17-C

Funding Distribution (Approved by CTC on December 6, 2017)

SB1 Local Partnership Program (LPP)	Fiscal Year	MTC/BATA
LPP Formula Share Distribution	2017-18	$5,118,000
LPP Formula Share Distribution	2018-19	$5,118,000
Total		**$10,236,000**

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\December PAC\[tmp-4312_Attachments_A_B.xlsx]LPP Formula Attach B Dec 2027

Attachment B
MTC Resolution No. 4312
SB1 Local Partnership Program (LPP)
Formula Program - Project List
FY 2017-18 & FY 2018-19
December 2017

MTC Resolution No. 4312
Attachment B
Adopted: 12/20/17-C

Project List

SB1 Local Partnership Program (LPP) Formula Program	County	Sponsor	Match Source	Match Amount	LPP Amount	Total Amount
SFOBB Bicycle/Pedestrian Eastern Access	Alameda	BATA/MTC	Bridge Tolls	$2,000,000	$2,000,000	$4,000,000
Dumbarton and San Mateo Bridges Approach Express Lanes	Alameda & San Mateo	BATA/MTC	Bridge Tolls	$8,236,000	$8,236,000	$16,472,000
Total				**$10,236,000**	**$10,236,000**	**$20,472,000**

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\December PAC\[tmp-4312_Attachments_A_B.xlsx]LPP Formula Attach B Dec 2027

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-2990	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	10/17/2017			**In control:**	Administration Committee
On agenda:	12/13/2017			**Final action:**	
Title:	MTC Resolution No. 4277, Revised - FY 2017-18 Overall Work Program (OWP) Amendment No. 18-01 The FY 2017-18 OWP is being amended to add a new SB 1 Sustainable Communities Formula Grant of $2.2 million, and include approximately $3.2 million unspent carryover federal planning funds from FY 2016-17.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	7a_Admin_5a_Reso-4277_FY16OWP_Amend-18-02.pdf 5a_Reso-4277_FY16OWP_Amend-18-02.pdf				

Date	Ver.	Action By	Action	Result
12/13/2017	1	Administration Committee		

Subject:

MTC Resolution No. 4277, Revised - FY 2017-18 Overall Work Program (OWP) Amendment No. 18-01

The FY 2017-18 OWP is being amended to add a new SB 1 Sustainable Communities Formula Grant of $2.2 million, and include approximately $3.2 million unspent carryover federal planning funds from FY 2016-17.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

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METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee DATE: December 6, 2017

FR: Executive Director

RE: MTC Resolution No. 4277, Revised – FY 2017-18 Overall Work Program (OWP) Amendment No. 18-01

Staff requests that the Committee refer Resolution No. 4277, Revised, which amends the OWP in order to include carryover of approximately $3.2 million in unspent federal planning funds from FY 2016-17 and add $2.3 million in a new SB 1 Sustainable Communities Formula Grant, to the Commission for approval.

The carryover balances were finalized in the MTC audit and must be amended into the FY 2017-18 OWP in order to incorporate the funds into MTC's budget.

The breakdown of the federal planning funds and proposed reallocation to support five focus areas is as follows:

	Carryover Funds	**Proposed Reallocation**
FHWA PL Funds (Toll Credit for a Match)	$94,086	$94,086 – Regional on Board Travel Survey
FTA 5303 Funds (Toll Credit for a Match)	$2,097,730	$1,165,867 – Regional on Board Travel Survey
		$677,314 – Transit Sustainability Planning
		$254,549 – Transportation Asset Management
FTA 5304	$751,864	$751,864 – A Resilient Transportation System
FHWA SP&R Partnership Planning	$220,569	$220,569 – Regional Goods Movement
Total Planning Carryover Funds	**$3,164,249**	

SB 1 (Beall) included a substantial augmentation of planning funds for the state's MPO's to be distributed by the existing formula. The Bay Area breakdown of the SB 1 Sustainable Communities Formula Grant is detailed below:

SB 1 Sustainable Communities Formula Grants	
Analyze Regional Data using GIS and Travel Models	$146,000
Non-motorized Transportation	$81,000
Performance Measurement and Monitoring	$86,000
Regional Goods Movement Plan	$44,000
Resilience and Hazards Planning	$238,000
Connecting Housing and Transportation	$646,423
Transit Sustainability	$137,000
Plan Bay Area	$398,140
Priority Development Area	$370,000
Regional Advance Mitigation Program (RAMP)	$50,000
Technical Assistance Strategic Planning	$100,000
Total	**$2,296,563**

A memorandum and proposed resolution amending these funds into the operating budget is agendized as a separate item. However, before work can begin on the funded projects, the OWP must be reviewed and approved by Caltrans. In addition, the SB 1 funds are subject to California Transportation Commission approval in December.

Recommendation
Staff recommends that the Administration Committee refer MTC Resolution No. 4277, Revised, to the Commission for approval.

Steve Heminger

Attachments
AB:bm

Date: April 26, 2017
W.I.: 1152
Referred by: Administration Committee
Revised: 12/20/17-C

ABSTRACT

Resolution No. 4277, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2017-18, certifies that the planning process of the Metropolitan Transportation Commission is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation, and authorizes MTC's Executive Director to apply for and execute agreements with the U.S. Department of Transportation for grants to aid in the financing of the OWP.

Attachment C to the resolution was revised on December 20, 2017 to add a new SB 1 Sustainable Communities Formula Grant of $2,296,563, and to include $3,164,249 unspent carryover federal planning funds from FY 2016-17.

Further discussion of the OWP is contained in the Executive Director's memoranda dated April 5, 2017 and December 6, 2017.

Date: April 26, 2017
W.I.: 1152
Referred by: Administration Committee

Re: Overall Work Program for Fiscal Years 2017-18, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4277

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

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area, which was adopted in July 2013; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2017-18 has been prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP for Fiscal Year 2017-18 includes MTC's unified work program for the fiscal year to achieve the goals and objectives in MTC's RTP; and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2017-18; and

WHEREAS, 23 CFR 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's unified work program for fiscal year 2017-18; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2017-18 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2017-18 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or his designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's unified work program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or his designee is authorized to execute and file with such application assurances or other documentation requested by

DOT of MTC's compliance with applicable federal statutory and regulatory requirements; and be it further

RESOLVED, that the Executive Director or his designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

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 April 26, 2017

Date: April 26, 2017
W.I.: 1152
Referred by: Admin

Attachment A
Resolution No. 4277
Page 1 of 1

Attachment A is the FY 2017-18 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Date: April 26, 2017
W.I.: 1152
Referred by: Administration Committee

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

(1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;

(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 26, 2017
W.I.: 1152
Referred by: Admin
Revised: 12/20/17-C

Attachment C
Resolution No. 4277

Attachment C includes all amendments and supplements to the FY 2017-18 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

OWP Amendment No.18-02 adds a new SB 1 Sustainable Communities Formula Grant of $2,296,563, and includes $3,164,249 unspent carryover federal planning funds from FY 2016-17.

Agenda Item 5a

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee DATE: December 6, 2017

FR: Executive Director

RE: MTC Resolution No. 4277, Revised – FY 2017-18 Overall Work Program (OWP) Amendment No. 18-01

Staff requests that the Committee refer Resolution No. 4277, Revised, which amends the OWP in order to include carryover of approximately $3.2 million in unspent federal planning funds from FY 2016-17 and add $2.3 million in a new SB 1 Sustainable Communities Formula Grant, to the Commission for approval.

The carryover balances were finalized in the MTC audit and must be amended into the FY 2017-18 OWP in order to incorporate the funds into MTC's budget.

The breakdown of the federal planning funds and proposed reallocation to support five focus areas is as follows:

	Carryover Funds	**Proposed Reallocation**
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		$254,549 – Transportation Asset Management
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Total Planning Carryover Funds	**$3,164,249**	

SB 1 (Beall) included a substantial augmentation of planning funds for the state's MPO's to be distributed by the existing formula. The Bay Area breakdown of the SB 1 Sustainable Communities Formula Grant is detailed below:

SB 1 Sustainable Communities Formula Grants	
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Transit Sustainability	$137,000
Plan Bay Area	$398,140
Priority Development Area	$370,000
Regional Advance Mitigation Program (RAMP)	$50,000
Technical Assistance Strategic Planning	$100,000
Total	**$2,296,563**

A memorandum and proposed resolution amending these funds into the operating budget is agendized as a separate item. However, before work can begin on the funded projects, the OWP must be reviewed and approved by Caltrans. In addition, the SB 1 funds are subject to California Transportation Commission approval in December.

Recommendation
Staff recommends that the Administration Committee refer MTC Resolution No. 4277, Revised, to the Commission for approval.

Steve Heminger

Attachments
AB:bm

Date: April 26, 2017
W.I.: 1152
Referred by: Administration Committee
Revised: 12/20/17-C

ABSTRACT

Resolution No. 4277, Revised

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2017-18, certifies that the planning process of the Metropolitan Transportation Commission is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation, and authorizes MTC's Executive Director to apply for and execute agreements with the U.S. Department of Transportation for grants to aid in the financing of the OWP.

Attachment C to the resolution was revised on December 20, 2017 to add a new SB 1 Sustainable Communities Formula Grant of $2,296,563, and to include $3,164,249 unspent carryover federal planning funds from FY 2016-17.

Further discussion of the OWP is contained in the Executive Director's memoranda dated April 5, 2017 and December 6, 2017.

Date: April 26, 2017
W.I.: 1152
Referred by: Administration Committee

Re: Overall Work Program for Fiscal Years 2017-18, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4277

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

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area, which was adopted in July 2013; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2017-18 has been prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP for Fiscal Year 2017-18 includes MTC's unified work program for the fiscal year to achieve the goals and objectives in MTC's RTP; and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2017-18; and

WHEREAS, 23 CFR 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's unified work program for fiscal year 2017-18; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2017-18 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2017-18 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or his designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's unified work program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or his designee is authorized to execute and file with such application assurances or other documentation requested by

DOT of MTC's compliance with applicable federal statutory and regulatory requirements; and be it further

RESOLVED, that the Executive Director or his designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

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 April 26, 2017

Date: April 26, 2017
W.I.: 1152
Referred by: Admin

Attachment A
Resolution No. 4277
Page 1 of 1

Attachment A is the FY 2017-18 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Date: April 26, 2017
W.I.: 1152
Referred by: Administration Committee

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

(1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;

(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: April 26, 2017
W.I.: 1152
Referred by: Admin
Revised: 12/20/17-C

Attachment C
Resolution No. 4277

Attachment C includes all amendments and supplements to the FY 2017-18 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

OWP Amendment No.18-02 adds a new SB 1 Sustainable Communities Formula Grant of $2,296,563, and includes $3,164,249 unspent carryover federal planning funds from FY 2016-17.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-2991	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	10/17/2017			**In control:**	Administration Committee
On agenda:	12/13/2017			**Final action:**	
Title:	MTC Resolution No. 4280, Revised - Agency Budget Amendment The FY 2017-18 MTC Agency Budget is being amended to include carryover federal planning (PL) funds of approximately $3.2 million and SB 1 funds of $2.3 million.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	7b_Admin_5b_Reso-4280_MTC_Budget_Amend.pdf 5b_Reso-4280_MTC_Budget_Amend.pdf				

Date	Ver.	Action By	Action	Result
12/13/2017	1	Administration Committee		

Subject:

MTC Resolution No. 4280, Revised - Agency Budget Amendment

The FY 2017-18 MTC Agency Budget is being amended to include carryover federal planning (PL) funds of approximately $3.2 million and SB 1 funds of $2.3 million.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

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METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Administration Committee DATE: December 6, 2017

FR: Executive Director W. I. 1152

RE: MTC Resolution No. 4280, Revised - FY 2017-18 MTC Agency Budget Amendment

Attached for your review and referral to the Commission for approval is Resolution No. 4280, Revised, amending the MTC budget for FY 2017-18. The budget changes are shown below which include FY 2016-17 final carryover/ allocation and new Sustainable Communities formula SB 1 funds.

Operating Deficit per original Budget	**C/O/Final Allocation**	**New/Changes**	**Total**	**($765,732)**
Operating Revenue Revisions				
General Planning Revenues (FHWA,FTA 5303,5304)	$1,211,006		$1,211,006	
Sutainable Communities SB1		2,296,563	2,296,563	
BAAQMD funding Affordable Mobility Program		510,600	510,600	
Total Operating Revenue Revisions	$1,211,006	2,807,163	$4,018,169	$4,018,169
Operating Expenses Revisions				
Staff Cost funded by SB1		$1,345,000	$1,345,000	
Shifted with General funded staff cost		(1,345,000)	(1,345,000)	
Consultants				
Regional on Board Travel Model	321,100		321,100	
Resiliency Sea Level Rise	408,473		408,473	
Transit Sustainability	226,884		226,884	
Transportation Asset Management	254,549		254,549	
Planning Program - other		$50,000	50,000	
Affordable Mobility Program		$610,600	610,600	
Resilience and Hazards Planning		100,000	100,000	
Connecting Housing and Transportation		340,423	340,423	
Plan Bay Area		361,140	361,140	
Regional Advance Mitigation Program (RAMP)		56,478	56,478	
Technical Assist Strategic Planning		112,956	112,956	
Total Operating Expenses Revisions	$1,211,006	$1,631,597	$2,842,603	($2,842,603)
Operating Surplus per Amendment # 1				**$409,834**

The recommended budget changes include carryover funding of $1.2 million in unspent federal planning funds (in addition to the $2 million encumbered) as well as the addition of $2.3 million in a new SB 1 Sustainable Communities Formula Grant. The $1.2 million carryover planning funds will be reallocated to the regional travel model, resiliency sea level rise, transit sustainability projects and transportation asset management. Other changes include a $50,000 increase in the planning program to address the unexpected planning work for response to the Sonoma and Napa wildfires and a $510,600 grant awarded to MTC as matching to the California Air Resource Board (CARB) grant for a pilot program to install mobility hubs, including car share, in three multi-family affordable housing sites in the Bay Area. Also, MTC committed to providing $210,900 in cash match for this two-year project. Staff is requesting the Commission to include $100,000 of this cash match in the FY 2017-18 budget. The remaining $110,900 will be requested in the FY 2018-19 budget.

Multi-Year Grants

In addition to the budget changes related to the above two items, staff proposes to revise the multi- year grants budget to add $15.2 million in STP CMA planning grants recommended to the Commission this month as part of the OneBay Area Grant 2 program (see agenda item 5a on the Programming and Allocations Committee agenda) and also to add $2.2 million in California Air Resource Board (CARB) grant as awarded to MTC in October. The FY 2016-17 grant balances were adjusted after the FY 2016-17 audit was finalized.

Recommendation

Staff recommends that this Committee forward MTC Resolution No. 4280, Revised, to the Commission for approval.

Steve Heminger

SH:bm
Attachments
J:\COMMITTE\Administration\2017 by Month\12 Dec'2017_Administration Committee\3b_Reso-4280_MTC_Budget_Amend_Memo.docx

Date: June 28, 2017
W.I.: 1152
Referred By: Administration
Revised: 12/20/17-C

ABSTRACT

Resolution No. 4280, Revised

This resolution approves the Agency Budget for FY 2017-18.

This resolution was revised on December 20, 2017 for budget changes. The changes include the addition of $2.3 million of new Sustainable Communities Formula SB 1 Grant, $1.2 million of unspent carryover federal planning funds from FY 2016-17 and $0.5 million from Bay Area Air Quality Management District to the MTC operating budget and $17.4 million to the grants budget. Prior fiscal year encumbrances of $6.8 million were also brought forward to FY 2017-18.

Further discussion of the agency budget is contained in the MTC Deputy Executive Director's memoranda to the Administration Committee dated June 7, 2017 and MTC Executive Director's memoranda to the Administration Committee dated December 6, 2017. A budget is attached as Attachments A, B and C.

Date: June 28, 2017
W.I.: 1152
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4280

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

WHEREAS, on April 26, 2017 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2017-18 with the adoption of MTC Resolution No. 4277; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2017-18; and

WHEREAS, the final draft MTC Agency Budget for FY 2017-18 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4277; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2017-18, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2017-18, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2017-18; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2017-18; and, be it further

RESOLVED, that the Commission authorizes the use of funds from the general fund for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2017-18 as follows: Benefits, Liability, Compensated Leave, Encumbrances, Building, Unfunded Pension Obligation and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside $200,000 for computer capital as well as set aside $300,000 from the Liability Reserve. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2017-18 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 291 and will not be increased without approved increase to the appropriate FY 2017-18 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2017-18 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: June 28, 2017
W.I.: 1152
Referred by: Administration
Revised: 12/20/17-C

Attachments A, B, C
Resolution No. 4280

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2017-18

TABLE OF CONTENTS

	Page
Budget Summary	1
Revenue Detail	2
Expense Summary	3
Contractual Services	5

METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2017-18

Attachment A

SUMMARY

PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change % Inc./(Dec)	Change $ Inc./(Dec)
General Planning Revenue	$24,602,714	$28,110,283	14%	$3,507,569
Other MTC Revenue	1,187,708	1,187,708	0%	0
Transfers from other Funds	24,201,672	24,201,671	0%	0
Local Revenue Grants	4,122,586	4,633,186	12%	510,600
Total Operating Revenue	**$54,114,680**	**$58,132,848**	7%	$4,018,169
Total Operating Expense	**$54,880,412**	**$57,723,016**	5%	$2,842,604
Operating Surplus (Shortfall)	**($765,732)**	**$409,834**	-154%	$1,175,566
Total Operating Revenue - Prior Year	$0	$6,784,429	0%	$6,784,429
Total Operating Expense - Prior Year	$0	$6,784,429	0%	$6,784,429
Operating Surplus (Shortfall)- Prior year	**$0**	**$0**	0%	$0
Total Operating Surplus (Shortfall)	**($765,732)**	**$409,834**	-154%	$1,175,566

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	**$1,610,579**	**$1,483,333**	0%	($127,246)
Total Annual Capital Expense	**$1,610,579**	**$1,483,333**	-8%	($127,246)
Capital Surplus(Shortfall)	**$0**	**($0)**	0%	($0)
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	**($765,732)**	**$409,834**	-154%	$1,175,566

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	**$0**	**$0**		
Net MTC Reserves - in(out)	**($765,732)**	**$409,834**	-154%	$1,175,566
Current Year Ending Balance	**$0**	**$0**		

REVENUE DETAIL

	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change % Inc./(Dec)	Change $ Inc./(Dec)
General Planning Revenue				
FTA Section 5303	$3,367,898	$3,367,898	0%	$0
FTA 5303 FY 17 Final Allocation	0	(30,599)	100%	(30,599)
FTA 5303 carryover FY'17	0	739,291	100%	739,291
FTA 5304	89,377	89,377	0%	0
FTA 5304 carryover FY 17	0	408,473	100%	408,473
FHWA 1/2 % PL	7,895,439	7,895,439	0%	0
FHWA FY 17 Final Allocation	0	18,811	100%	18,811
FHWA carryover FY'17	0	75,030	100%	75,030
Sustainable Communities SB1	0	2,296,563	100%	2,296,563
TDA (Planning/Administrative)	13,250,000	13,250,000	0%	0
Subtotal: General Planning Revenue	**$24,602,714**	**$28,110,283**	14%	$3,507,569
Other MTC Revenue				
STIP-PPM	$657,708	$657,708	0%	$0
HOV lane fines	500,000	500,000	0%	0
Interest	30,000	30,000	0%	0
Subtotal: MTC Other Revenue	**$1,187,708**	**$1,187,708**	0%	$0
Operating Transfers				
BATA 1%	$7,494,251	$7,494,251	0%	$0
Transfer BATA RM2	615,000	615,000	0%	0
BATA Reimbursements (Audit/misc. contracts)	819,074	819,074	0%	0
Service Authority Freeways Expressways (SAFE)	1,636,516	1,636,516	0%	0
STA Transfer	2,042,529	2,042,529	0%	0
2% Transit Transfers	408,000	408,000	0%	0
Coastal Consv. grants	1,172,376	1,172,376	0%	0
Bay Trail funds from MTC 5% and 2% Bridge Tolls	723,000	723,000	0%	0
Other ABAG grants	983,029	983,029	0%	0
STP Grant Funded - Overhead	386,975	386,975	0%	0
BATA Operating for SFEP -Overhead	1,106,480	1,106,480	0%	0
ABAG Other Programs - Overhead	1,132,794	1,132,794	0%	0
Transfer in - Net of Membership Dues	782,401	782,401	0%	0
Express Lanes - Overhead	456,837	456,837	0%	0
MTC Grant Funded - Overhead	2,495,033	2,495,033	0%	0
Capital Programs - Overhead	1,947,377	1,947,377	0%	0
Subtotal: Transfers from other funds	**$24,201,671**	**$24,201,671**	0%	$0
MTC Total Planning Revenue	**$49,992,093**	**$53,499,662**	7%	$3,507,569
Local Revenue Grants				
Misc. Revenue (PMP Sales)	$1,400,000	$1,400,000	0%	$0
TFCA (Regional Rideshare), Spare the Air.	870,000	870,000	0%	0
BAAQMD	223,005	733,605	229%	510,600
Cities	1,629,581	1,629,581	0%	0
Subtotal: Local Revenue Grants	**$4,122,586**	**$4,633,186**	12%	$510,600
Total Current Year Revenue	**$54,114,679**	**$58,132,848**	7%	$4,018,169
MTC Prior Year Project Revenue				
Prior Year Project Revenue - Federal/State				
FTA 5303		1,319,036		
FTA 5304		343,391		
FHWA		244		
FHWA Planning Grant		121,631		
SP&R		220,569		
State Transit Assistance (STA)		383,984		
Subtotal:		**$2,388,855**		
Prior Year Project Revenue - Local				
General Fund		2,413,894		
BAAQMD		85,000		
Service Authority for Freeways/Expressways (SAFE)		735,953		
PTAP LM		164,494		
PPM		7,204		
RM2/BATA Reimb.		506,001		
PMP		2,780		
local Cities/Agencies		480,250		
Subtotal:		**$4,395,574**		
Total Prior Year Project Revenue		**$6,784,429**		

EXPENSE SUMMMARY
BUDGET FY 2017-18

	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change % Inc./(Dec)	Change $ Inc./(Dec)
Operating Expense				
I. Salaries and Benefits	$29,132,881	$29,132,881	0%	$0
MTC Staff - Regular	$23,279,771	$23,279,771	0%	$0
ABAG Staff - Regular	5,632,954	5,632,954	0%	$0
Temporary Staff	180,157	180,157	0%	0
Hourly /Interns	40,000	40,000	0%	0
II. Travel and Training	$590,419	$590,419	0%	$0
III. Printing, Repro. & Graphics	$150,200	$150,200	0%	$0
IV. Computer Services	$2,584,907	$2,584,907	0%	$0
V. Commissioner Expense	$150,000	$150,000	0%	$0
VI. Advisory Committees	$15,000	$15,000	0%	$0
VII. General Operations	$4,291,500	$4,291,500	0%	$0
Subtotal Staff Cost	$36,914,907	$36,914,907	0%	$0
IX. Contractual Services	$15,897,340	$18,739,943	18%	$2,842,603
ABAG Consultants (PL/Bay Trail/LPA/Admin	$2,068,166	$2,068,166	N/A	$0
Total consultants	$17,965,506	$20,808,109	-9%	$2,842,603
Total Operating Expense	**$54,880,413**	**$57,723,016**	5%	$2,842,603
IX. Contractual Services - Prior Year	**$0**	**$6,784,429**	0%	$6,784,429

CAPITAL PROJECTS

	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change % Inc./(Dec)	Change $ Inc./(Dec)
Annual Transfer from Reserve to Capital & Legal	$500,000	$500,000	0%	$0
Legal reserve	$300,000	$300,000	0%	$0
Annual Capital Expense	$200,000	$200,000	0%	$0

	LTD Budget Thru FY 2016-17	Amended BUDGET FY 2017-18	LTD Budget Thru FY 2017-18
Hub Signage Program			
Revenue			
Prop. 1B	$9,856,450	($127,246)	$9,729,204
RM2	362,000	0	362,000
Real Flap Sign - STA	1,633,045	1,110,579	2,743,624
	$11,851,495	**$983,333**	**$12,834,828**
Expense			
Staff	$1,351,745	$90,579	$1,442,324
Consultants	10,499,750	892,754	11,392,504
	$11,851,495	**$983,333**	**$12,834,828**

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Work Element	Description/Purpose	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change $ Inc./(Dec)
1111	**Support Commission Standing Committees**			
	Planning Programs - Other	$150,000	$200,000	$50,000
	TOTAL	$150,000	$200,000	$50,000
1112	**Implement Public Information Program**			
	LWV Monitor	$25,000	$25,000	$0
	Photography services for MTC/BATA	60,000	60,000	0
	Design & Production Services	150,000	150,000	0
	On-call Facilitation and Outreach	35,000	35,000	0
	Digital Promotion & Analysis	25,000	25,000	0
	On call Video Services	25,000	25,000	0
	Climate Initiatives	25,000	25,000	0
	Awards Program	15,000	15,000	0
	MTC web integration/portal	200,000	200,000	0
	Hub Outreach and Promotion	25,000	25,000	0
	Public Records Management System	40,000	40,000	0
	Regional Transit Mapping Project	150,000	150,000	0
	Regional Urban Wayfinding Coordination and Guidelines	40,000	40,000	0
	TOTAL	$815,000	$815,000	$0
1121	**Plan Bay Area**			
	Develop Public Involvement	$100,000	$100,000	$0
	Action Plan Outreach/Special Events	50,000	50,000	0
	Economic Analysis	0	0	0
	Event Expenses	25,000	25,000	0
	CBO Outreach	25,000	25,000	0
	Public Opinion/Revenue Polls (2 total)	150,000	150,000	0
	Blue Sky Planning	0	361,140	361,140
	Digital Tools/Visualization	0	0	0
	EIR Development	75,000	75,000	0
	CALCOG	0	0	0
	2021 RTP/SCS Performance/Strategy Integration	75,000	135,000	60,000
	Integrated Transportation and Health Impact Model Update	50,000	50,000	0
	TOTAL	$550,000	$971,140	$421,140
1122	**Analyze Regional Data using GIS and Travel Models**			
	Travel Model Assistance	$100,000	$100,000	$0
	Land use Model Research	150,000	150,000	0
	Travel Model Research	35,000	35,000	0
	Technical Support for Web Based Projects	100,000	100,000	0
	Consolidated household travel	250,250	250,250	0
	Regional Transit on Board	1,000,000	1,321,100	321,100
	Future Mobility Research Program	100,000	100,000	0
	TOTAL	$1,735,250	$2,056,350	$321,100
1126	**Resiliency (Sea Level Rise/Adaption) Planning**			
	Sea Level/Adaption Planning	$83,000	$491,473	$408,473
		$83,000	$491,473	$408,473
1125	**Non-Motorized Transportation**			
	Complete Streets Workshops	$40,000	$40,000	$0
	Bike/Ped Counts	75,000	75,000	0
		$115,000	$115,000	$0
1128	**Resilience and Hazards Planning**			
	Integrate BAM resilience-staffing	$0	$100,000	$100,000
		$0	$100,000	$100,000
1132	**Advocacy Coalitions**			
	Legislative advocates - Sacramento	$120,000	$120,000	$0
	Mineta Transportation Institute	100,000	100,000	0
	Legislative advocates - Washington D.C.	268,362	268,362	0
	TOTAL	$488,362	$488,362	$0
1152	**Agency Financial Management**			
	Financial Audit	$422,000	$422,000	$0
	OPEB Actuary	30,000	30,000	0
	Financial System Upgrade	5,000	5,000	0
	TOTAL	$457,000	$457,000	$0
1153	**Administrative Services**			
	Organizational and Compensation	$220,000	$220,000	$0
	Ergonomics	40,000	40,000	0
	Language Assistance Plan Review	50,000	50,000	0
	SBE Pilot Program	160,000	160,000	0
	Internship Program	256,000	256,000	0
	TOTAL	$726,000	$726,000	$0

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change $ Inc./(Dec)
1161	**Information Technology Services**			
	Data Security Improvements	$75,000	$75,000	$0
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	50,000	50,000	0
	Telephone System Migration	80,000	80,000	0
	File System Migration	50,000	50,000	0
	Mobile device mgmnt merging with ABAG	20,000	20,000	0
	Change training	50,000	50,000	0
	Move Assistance/Project Management	40,000	40,000	0
	TOTAL	$415,000	$415,000	$0
1212	**Performance Measuring and Monitoring**			
	Vital Signs Website Development	$150,000	$150,000	$0
	Federal Performance Monitoring	50,000	50,000	0
		$200,000	$200,000	$0
1222	**Regional Rideshare Program**			
	511 Ridesharing Program Operations	$870,000	$870,000	$0
	TOTAL	$870,000	$870,000	$0
1224	**Regional Traveler Information**			
	511 Traffic/Real Time Transit	$250,000	$250,000	$0
	511 Transit system	60,000	60,000	0
	511 Communications	200,000	200,000	0
	511 ETC Removal	300,000	300,000	0
	TOTAL	$810,000	$810,000	$0
1229	**Regional Transportation Emergency Planning**			
	Ongoing Emergency Exercise Support	$300,000	$300,000	$0
	Joint Operations at @ Beale Street	50,000	50,000	0
	Transit Service Contingency	1,000,000	1,000,000	0
	TOTAL	$1,350,000	$1,350,000	$0
1233	**Transportation Asset Management**			
	Software Development and Maintenance	$1,225,000	$1,225,000	$0
	Transit Capital Inventory	50,000	304,549	254,549
	Software Training Support	238,868	238,868	0
	PTAP Projects	194,331	194,331	0
	Quality Assurance Program	75,000	75,000	0
	TOTAL	$1,783,199	$2,037,748	$254,549
1234	**Arterial and Transit Performance**			
	Program for Arterial System	$150,000	$150,000	0
	TOTAL	$150,000	$150,000	$0
1235	**Incident Management**			
	I-880 ICM Device Maint.	$100,000	$100,000	$0
	Incident Management Task Force	200,000	200,000	0
	Incident Analytics Module	350,000	350,000	0
	TOTAL	$650,000	$650,000	$0
1237	**Bay Area Forward**			
	Bay Area Forward Implementation	$1,100,000	$1,100,000	$0
	Transit Elements	10,000	10,000	0
	TOTAL	$1,110,000	$1,110,000	$0
1311	**Lifeline Planning**			
	Disabled Persons Data Collection	$50,000	$50,000	$0
	Mobility Management Implementation Technical Assist.	50,000	50,000	0
	Means Based Fare Program	872,529	872,529	0
	Non Emergency Medical Trip Reimbursement Sys.	50,000	50,000	0
	TOTAL	$1,022,529	$1,022,529	$0

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change $ Inc./(Dec)
1413	**Climate Initiative**			
	EV Strategic Council	$35,000	$35,000	$0
	TOTAL	$35,000	$35,000	$0
1514	**Regional Assistance Programs**			
	TDA Claims/Fund Estimate on line Migration and Reporting	$25,000	$25,000	$0
	Performance audits - TDA audit & RM2 Oversight	193,000	193,000	0
	TOTAL	$218,000	$218,000	$0
1515	**Regional Assistance Programs**			
	FMS Developer	$200,000	$200,000	$0
	TOTAL	$200,000	$200,000	$0
1517	**Transit Sustainability**			
	Transit Sustainability Planning	$408,000	$634,884	$226,884
	Transit Core Capacity Phase 2 Planning/Implementation	200,000	140,000	(60,000)
	SRTP	300,000	300,000	0
	TOTAL	$908,000	$1,074,884	$166,884
1615	**Connecting Housing and Transportation**			
	CASA	$0	$340,423	$340,423
	Develop & Research Regional Housing	0	250,000	250,000
		$0	$590,423	$590,423
1616	**RAMP**			
	Regional Advance Mitigation projects	$0	$56,478	$56,478
		$0	$56,478	$56,478
1617	**Technical Asstance Strategic Planning**	$0	$112,956	$112,956
	Technical Asstance Strategic Planning	$0	$112,956	$112,956
1611	**Transportation and Land Use Coordination**			
	Rail Volution	$50,000	$50,000	$0
	CASA	250,000	0	(250,000)
	TOTAL	$300,000	$50,000	($250,000)
1618	**Affordable Mobility Pilot Program**			
	Affordable Mobility Pilot Program	$0	$610,600	610,600
		$0	$610,600	$610,600
1612	Climate Adaption Consulting (BARC)	$56,000	$56,000	$0
106	**Legal Services**	$700,000	$700,000	$0
101	ABAG Consultants	$2,068,166	$2,068,166	$0
	Total consultant contracts:	**$17,965,506**	**$20,808,109**	**$2,842,603**

LTD Federal Grants Budget

Attachment B

		1	2	3 = (1-2)		4	5	6	7 = (3+4-5-6)
	STP Grants	**LTD Grant**	**LTD Actual**	**Balance**		**New Grant**	**staff budget**	**Consultant budget**	**Balance**
		thru FY 2016	**thru FY 2017**	**thru FY 2017**		**FY 2017-18**	**FY 2017-18**	**FY 2017-18**	**FY 2017-18**
Grant # / Fund Source #	**Project Description**								
6084-146 1580	Station Area Planning	$17,957,890	$17,483,845	$474,045		$0	$0	$0	$474,045
6084-175 1801	MTC Regional Planning	51,629,000	48,149,396	3,479,604			83,574	12,000	3,384,030
6084-176 1803	511 Grant	32,500,000	28,726,933	3,773,067		-	-	840,000	2,933,067
6084-179 1806	Pavement Management	6,000,000	5,903,825	96,175		-	-		96,175
6084-186 1812	OBAG Regional PDA	8,740,305	3,007,652	5,732,653		-	-	500,000	5,232,653
6084-193 1816	Arterial Operations	2,500,000	1,316,327	1,183,673		-	-	-	1,183,673
6084-198 1818	Pavement Management	1,500,000	4,295	1,495,705		4,500,000	-	1,500,000	4,495,705
6084-199 1819	511 Traveler Information	8,750,000	1,858,968	6,891,032		-	2,016,377	3,210,000	1,664,655
6084- 201 1820	Freeway Performance Initiative	3,480,000	25,019	3,454,981		-	1,277,834	730,000	1,447,147
6084- 203 1821	Arterial Operations	500,000	-	499,000		-	-	-	499,000
6084- 205 1822	Pavement Management	347,000	-	130,150		1,500,000	-	$300,000	1,330,150
6160- 027 1823	Incident Management	517,000	-	516,000		-	-	-	516,000
6084-206 1826	**CMA Planning**	-	-	-		**54,267,000**	-	22,746,000	31,521,000
6084-206 1827	**MTC Planning**	-	-	-		9,555,000	1,551,574	283,426	7,720,000
NEW	**PDA Planning & Implementation**	-	-	-		18,500,000	500,000	10,150,000	7,850,000
NEW	**Freeway Performance**	-	-	-	4	43,000,000	-	10,000,000	33,000,000
NEW	**Arterial/Transit Performance**	-	-	-	2	18,000,000	-	6,000,000	12,000,000
NEW	**Connected Vehicles/Shared Mobility**	-	-	-	1	5,000,000	-	4,000,000	1,000,000
NEW	**Field Equipment Devices O&M**	-	-	-	7	19,000,000	545,532	2,685,000	15,769,468
NEW	**Bay Area Forward**	-	-	-	3	2,500,000	-	2,500,000	-
		$134,421,195	**$106,476,260**	**$27,726,085**		**$175,822,000**	**$5,974,891**	**$65,456,426**	**$132,116,768**
	CMAQ Grants								
6084-160 1589	Arterial Operations	$10,750,000	$9,767,002	$982,998		$0	$615,174	$0	$367,824
6084-164 1591	Climate Initiatives	7,393,432	$7,058,820	334,612		-	-	-	334,612
6084-202 1824	Climate Initiatives	1,300,000	-	1,300,000		-	-	357,652	942,348
6160 -018 1596	Freeway Performance	8,608,000	7,352,263	1,255,737			1,030,874		224,863
6160-020 1800	Incident Management	3,862,000	3,118,663	743,337		-	-	-	743,337
6084-176 1804	511 Grant	16,270,000	15,741,348	528,652		-	-	-	528,652
6084-180 1809	Freeway Performance Corridor Studies	4,000,000	2,050,104	1,949,896		-	-	1,000,000	949,896
6084-188 1814	Regional Bicycle Program	1,725,000	313,982	1,411,018		(1,405,364)	-	-	5,654
6084-215 1830	**Spare the Air Youth Program**	-	-	-		2,463,000	-	2,463,000	-
NEW	**Climate Initiatives**	-	-	-		22,000,000	-	22,000,000	-
NEW	**Rideshare Implementation**	-	-	-	A	720,000	58,922	-	661,078
NEW	**Capital Bike Share**	-	-	-	12	2,600,000	-	2,600,000	-
6084-209 1825	**Carpool Program**	-	-	-	9	8,000,000	-	1,231,000	6,769,000
NEW	**Vanpool Program**	-	-	-	10	2,000,000	-	250,000	1,750,000
NEW	**Commuter Benefits Implementation**	-	-	-	B	674,000	-	380,000	294,000
6084-211 1828	**Commuter Benefits Program**	-	-	-	11	1,111,000	-	-	1,111,000
NEW	**511 Next Generation**	-	-	-	6	37,215,000	-	6,760,000	30,455,000
NEW	**Bay Area Forward**	-	-	-	3	5,820,000	-	3,620,000	2,200,000
NEW	**Incident Management**	-	-	-	8	14,278,000	-	14,278,000	-
NEW	**Incident Management**	-	-	-	5	13,000,000	910,395	600,000	11,489,605
		$53,908,432	**$45,402,182**	**$8,506,250**		**$109,881,000**	**$2,615,366**	**$55,539,652**	**$58,826,868**
	FTA GRANTS								
16-X065-00 1635	FTA 5310	$460,429	$288,673	$171,756		$692,000	$350,000	$0	$513,756
34-001 1631	FTA 5339 - Bus Purchases	10,506,277	840,438	9,665,839		-	-	9,665,839	-
34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	7,341,125	4,898,890		-	-	4,898,890	-
34-0032 1634	FTA 5339 - Bus Purchases	9,590,718	7,072,438	2,518,280		-	-	2,518,280	-
37-X104 1625	JARC	2,654,120	2,383,321	270,799		-	-	270,799	-
37-X133 1627	JARC	1,004,559	874,366	130,193		-	-	33,734	96,459
37-X164 1629	JARC	805,190	523,842	281,348		-	-	-	281,348
37-X177 1630	JARC	2,430,952	1,369,235	1,061,717		-	-	-	1,061,717
57-X023 1623	New Freedom	1,545,232	1,437,707	107,525		-	-	-	107,525
57-X050 1626	New Freedom	3,748,859	3,701,442	47,417		-	-	-	47,417
57-X074 1628	New Freedom	2,793,517	2,760,066	33,451		-	-	-	33,451
57-X109 1632	New Freedom	1,383,631	964,412	419,219		-	-	-	419,219
CA79-1001-1668	TIGER	1,000,000	982,660	17,340		-	-	-	17,340
		$50,163,499	**$30,539,725**	**$19,623,774**		**$692,000**	**$350,000**	**$17,387,542**	**$2,578,232**
	Other Grants								
SHA 6084-184 1112	FHWA - SHRP2	700,000	297,472	$402,528		$0	$0	$0	$402,528
G16AC00318 -1311	USGS National Grant - G16AC00318*	-	-	13,678		-	-	-	13,678
G16AP00172 1312	USGS National Grant - G16AC00172	-	-	42,031		-	-	-	42,031
G15AP00118 1313	USGS National Grant - G15AC00118	-	-	12,801		-	-	-	12,801
G17AC00135 1314	USGS National Grant - G17AC00239	-	-	50,000		-	-	-	50,000
G17AC00239 1315	USGS National Grant - G17AC00136	-	-	-		50,000	-	-	50,000
BF-99T455 1340	Environmental Protection Agency (EPA)	-	-	531,563		-	-	-	531,563
CA000007-01 1342	Environmental Protection Agency (EPA)	-	-	-		600,000	-	-	600,000
W99T61501 5007	Rockfeeler	-	-	-		150,000	-	-	150,000
2016CA00010 1370	Federal Emergency Management Agency	-	-	33,857		-	-	-	33,857
EMF2016 1372	Federal Emergency Management Agency	-	-	-		299,221	-	-	299,221
NEW	**CARB Grant**	-	-	-		2,250,000	-	2,250,000	-
		$700,000	**$297,472**	**$1,086,458**		**$3,349,221**	**$0**	**$2,250,000**	**$2,185,679**
	Total Federal Grants Budget	**$239,193,126**	**$182,715,639**	**$56,942,567**		**$289,744,221**	**$8,940,256**	**$140,633,620**	**$195,707,547**

CONTRACTUAL SERVICES DETAIL Federal Grants

Work Element	Description/Purpose	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change $ Inc./(Dec)
1112	**Implement Public Information Program**			
	Bike to Work Day	$200,000	$200,000	$0
		$200,000	$200,000	$0
1125	**Non-Motorized Transportation**			
	Capital Bike Share	$2,000,000	$2,600,000	$600,000
		$2,000,000	$2,600,000	$600,000
1222	**Regional Rideshare Program**			
	511 Program Operations	$1,621,000	$1,621,000	$0
	Rideshare: Employer Services (CMAs)	250,000	250,000	0
	SB 1128	380,000	380,000	0
	TOTAL	$2,251,000	$2,251,000	$0
1223	**Operational Support for Regional Programs**			
	TOS Device Maintenance and Repair	$2,685,000	$2,685,000	$0
	TOTAL	$2,685,000	$2,685,000	$0
1224	**Regional Traveler Information**			
	511 Web Services	$6,210,000	$6,210,000	$0
	511 System Integrator	2,640,000	2,640,000	0
	Technical Advisor Services	200,000	200,000	0
	511 Communications	550,000	550,000	0
	511 TIC Operations	620,000	620,000	0
	511 ETC Removal	200,000	200,000	0
		$10,420,000	$10,420,000	$0
1233	**Pavement Management System**			
	Software Training Support	$300,000	$300,000	$0
	P-TAP Projects	1,500,000	1,500,000	0
	TOTAL	$1,800,000	$1,800,000	$0
1234	**Arterial and Transit Performance**			
	Program for Arterial System	$6,000,000	$6,000,000	$0
	TOTAL	$6,000,000	$6,000,000	$0
1235	**Incident Management**			
	I-880 Central Segment Project Study Report	$600,000	$600,000	$0
	I-880 ICM	14,278,000	14,278,000	0
	TOTAL	$14,878,000	$14,878,000	$0
1237	**Bay Area Forward**			
	Performance Monitoring & Tools	$730,000	$730,000	$0
	Design Alternative Assessments/Corridor Studies	1,000,000	1,000,000	0
	Bay Bridge Forward Implementation	6,120,000	6,120,000	0
	Bay Area Forward Implementation	10,000,000	10,000,000	0
	TOTAL	$17,850,000	$17,850,000	$0
1228	**Technology-Based Operations & Mobility**			
	Technology-Based Operations & Mobility	$4,000,000	$4,000,000	$0
	TOTAL	$4,000,000	$4,000,000	$0
1310	**Implement Lifeline Transportation Program**			
	Lifeline Planning	$304,533	$304,533	$0
	TOTAL	$304,533	$304,533	$0
1413	**Climate Initiative**			
	Spare the Air Youth Program	$2,463,000	$2,463,000	$0
	Climate Initiatives Cycle 1	57,652	57,652	0
	Climate Initiatives Cycle 2	100,000	100,000	0
	Climate Initiatives OBAG 2	22,000,000	22,000,000	0
	TOTAL	$24,620,652	$24,620,652	$0
1512	**Federal TIP Development**			
	Busses replacements	$23,449,474	$17,083,009	($6,366,465)
	TOTAL	$23,449,474	$17,083,009	($6,366,465)
1618	**Affordable Mobility Pilot Program**			
	Affordable Mobility Pilot Program	$0	$2,250,000	$2,250,000
		$0	$2,250,000	$2,250,000
1611	**Transportation and Land Use Coordination**			
	ABAG - STP	$0	$0	$0
	BCDC STP	271,426	271,426	0
	CMAs - STP	7,495,000	22,746,000	15,251,000
	Access Public Lands near Transit	500,000	500,000	0
	PDA Implementation Studies	150,000	150,000	0
	PDA Planning Grant	10,000,000	10,000,000	0
	TOTAL	$18,416,426	$33,667,426	$15,251,000
1612	Climate Adaption Consulting (BARC)	$24,000	$24,000	$0
	Total Federal funded Consultants	**$128,899,085**	**$140,633,620**	**$11,734,535**

Clipper Operating:	Original BUDGET FY 2017-18	Prior Year Enc.	Amended BUDGET FY 2017-18		Change $ Inc./(Dec)
Revenue:					
RM2	$2,800,000	$302,913	$3,102,913	11%	$302,913
STA	11,079,286	339,116	11,418,402	3%	339,116
Transit Operators	18,506,000	677,922	19,183,922	4%	677,922
Total clipper operating Revenue	$32,385,286	$1,319,951	$33,705,237	4%	$1,319,951
Expenses:					
Staff cost	$1,317,051	$0	$1,317,051	0%	$0
Travel & Other General Ops.	72,235	0	72,235	0%	0
Promotion/Outreach/Fare Inc.	2,800,000	0	2,800,000	0%	0
Clipper Operations	28,196,000	1,319,951	29,515,951	5%	1,319,951
Total clipper operating Expense	$32,385,286	$1,319,951	$33,705,237	4%	$1,319,951

Clipper 1 Capital:	LTD Budget Thru FY2017-18		Amended BUDGET FY 2017-18		LTD Budget Thru FY2017-18	
Revenue:						
CMAQ	$68,703,835		$0		$68,703,835	
Card Sales	8,851,267		0		8,851,267	
Low Carbon Transit Operations (LCTOP)	3,577,971		1,100,000		4,677,971	
ARRA	11,167,891		0		11,167,891	
FTA	27,213,349		0		27,213,349	
STP	37,538,086		0		37,538,086	
STA	22,946,540		0		22,946,540	
Prop 1B	1,115,383		0		1,115,383	
SFMTA	8,005,421		0		8,005,421	
GGGHTD	2,975,000		0		2,975,000	
BART	725,000		0		725,000	
MTC Exchange Fund	7,573,878		0		7,573,878	
BATA	26,864,813		0		26,864,813	
Transit Operators	14,357,000		0		14,357,000	
WETA	603,707		0		603,707	
Sales Tax	890,216		0		890,216	
Total Clipper 1 capital Revenue	$243,109,357		$1,100,000		$244,209,357	
Expense:						
Staff Costs	$11,416,936				$11,416,936	
Travel	3,208		0		3,208	
Pilot Equipment Maintenance	3,093,834		0		3,093,834	
Transit Agency Funded Projects	14,410,707		0		14,410,707	
Design	54,690,574		0		54,690,574	
Site Preparation	3,899,437		0		3,899,437	
Construction	21,867,682		0		21,867,682	
Consultants	24,372,623		1,100,000		25,472,623	
Engineering	7,953,061		0		7,953,061	
Communications	1,583,000		0		1,583,000	$0
Marketing	2,212,029		0		2,212,029	
Financial Services	391,600		0		391,600	
Equipment	49,226,873		0		49,226,873	
Clipper Cards	17,140,095		0		17,140,095	
Other	30,847,698		0		30,847,698	
Total Clipper 1 Expense	$243,109,357		$1,100,000		$244,209,357	

Clipper 2 Capital:	LTD Budget Thru FY2017-18	Amended BUDGET FY 2017-18	LTD Budget Thru FY2017-18
Revenue:			
STP	$4,569,554	$0	$4,569,554
FTA	10,078,133	0	10,078,133
TCP - CMAQ Funds	2,684,772	0	2,684,772
Golden Gate Pass through	5,000,000	0	5,000,000
Low Carbon Transit Operations (LCTOP)	1,100,000	(1,100,000)	0
BATA	260,000	0	260,000
STA	1,410,841	0	1,410,841
Total Clipper 2 Revenue	$25,103,300	($1,100,000)	$24,003,300
Expense:			
Staff Costs	$4,477,342		$4,477,342
Equipment	6,591,903	0	6,591,903
Consultants	14,034,055	(1,100,000)	12,934,055
Total Clipper 2 Expense	$25,103,300	($1,100,000)	$24,003,300

CONTRACTUAL SERVICES DETAIL

Prior Year Contractual and Professional Services

Work Element	Description/Purpose	Prior year BUDGET FY 2016-17
1121	**Plan Bay Area**	
	Barbary Coast	$77,742
	Thomas Law Group	$13,732
	Cambridge Systematics	$1,134
	Tschudin Consulting Group	$48,807
	San Jose State University	$46,716
	Bay Area Council Economic	$25,000
	Management Partners	$63,358
	Ascent Environmental Inc.	$93,451
	Ca. Association of Council	$804
		$370,745
1122	**Analyze Regional Data using GIS and Travel Models**	
	Corey, Canapary	$87,581
	Corey, Canapary	$150,000
	ETC Institute	$416,024
	ETC Institute	$150,000
	Sam Shwartz Engng	$1,207
	Redhill Group	$150,000
	Redhill Group	$38,907
	Parsons Brinckerhoff	$45,454
	Resource Systems Group	$10,832
	Oakland Analytics	$75,000
	Resource Systems Group, Inc.	$228,507
	Resource Systems Group, Inc.	$341,039
	Urbanism, Inc.	$75,000
	TOTAL	**$1,769,551**
1124	**Regional Goods Movement Plan**	
	The Tioga Group	$330,853
	Cambridge Systematics	$15,000
	TOTAL	**$345,853**
1126	**Sustainable Transportation Planning**	
	Bay Area Conservation	$515,216
	TOTAL	**$515,216**
1152	**Agency Financial Management**	
	Sungard Bi-Tech	$4,489
	Pricewaterhouse Coopers	$241,156
	TOTAL	**$245,645**
1153	**Administrative Services**	
	Pathways for Students	$16,356
	Koff & Associates	$68,915
	PRN Ergonomics	$21,700
	TOTAL	**$106,971**
1161	**Technology Services**	
	SSP Data	$58,231
	Informatix	$144,494
		$202,725
1222	**Regional Rideshare Program**	
	Parsons Brinkerhoff	$81,300
	TOTAL	**$81,300**
1223	**Operational Support for Regional Programs**	
	Iteris, Inc.	$48,376
	Delcan	$83,763
	Kimley Horn	$10,559
	TOTAL	**$142,698**
1224	**Regional Traveler Information**	
	Civic Resource Group	$130,581
	Iteris	$449,361
	Kimley Horn	$25,754
	Faneuil Inc	$11,102
	TOTAL	**$616,799**
1229	**Regional Transportation Emergency Planning**	
	URS	$102,305
	TOTAL	**$102,305**
1233	**Pavement Management System**	
	Bellecci & Associates	$4,602
	DevMecca.com	$923
	Nichols Consulting	$1,857
	Capitol Asset & Pavement	$30,625
	Quality Engng Solutions	$24,431
	Gugro Roadware, Inc.	$19,728
	Nichols Consulting	$29,478
	Pavement Engineering, Inc.	$25,922
	Harris & Associates	$29,707
	TOTAL	**$167,273**
1234	**Arterial Operations Coordination**	
	TJKM	$5,779
	DKS	$29,662
	Kimley Horn	$13,426
	Iteris	$2,419
	TOTAL	**$51,286**

1237	**Freeway Performance Initiative**	
	Audio Visual	$97,944
	Kittleson	$2,273
	Fehr Peers	$33,649
	Cambridge	$15,565
	URS	$88,854
	CDM Smith	$139,267
	Kimley Horn	$125,000
	TOTAL	**$502,553**
1311	**Lifeline Planning**	
	Yeamans Consulting	$4,650
	Tranform CA	$205,000
	CH2M Hill	$4,142
		$213,792
1517	**Transit Sustainability**	
	Nelson Nygaard	$6,840
	NVTA	$5,081
	Sonoma County Transit	$7,500
	GGBHTD	$14,036
	SAMTRAMS	$3,711
	WSP	$290,700
	LAVTA	$9,703
	CALTRAIN	$42,857
	TOTAL	**$380,428**
1611	**Transportation for Livable Communities**	
	Toole Design	$47,431
	Santa Clara City of	$60,000
	LeSar	$127,844
	Strozzi Institute	$43,000
	Placeworks	$5,264
	TOTAL	**$283,539**
1612	**BARC**	
	Consensus Building Institute	$24,806
	Ariel Rubissow-Okamoto	$4,625
		$29,431
1998/1999	Operating Expenses	
	Wiline Networks	$2,400
	Ceridian	$56,750
	Hogue	$11,432
	NWN Corporation	$21,416
	Marcia Ruben	$18,191
	William Self Associates	$7,912
	Socrata Inc.	$26,085
	ESRI	$7,100
	Paleo West	$88
	Sungard Bitech	$32,957
	Ceridian	$43,199
	TOTAL	**$227,530**
Fund 106		
	Thomas Law Group	$178,128
	Orrick & Sutcliffe	$43,890
	Glynn & Finley	$107,602
	Hanson Bridgett	$57,770
	Myers Nave	$25,014
	Schiff Hardin LLP	$16,386
	TOTAL	**$428,790**
	Total Prior Year Contractual and Professional Services	**$6,784,429**

METROPOLITAN
TRANSPORTATION
COMMISSION

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

TO: Administration Committee DATE: December 6, 2017

FR: Executive Director W. I. 1152

RE: MTC Resolution No. 4280, Revised - FY 2017-18 MTC Agency Budget Amendment

Attached for your review and referral to the Commission for approval is Resolution No. 4280, Revised, amending the MTC budget for FY 2017-18. The budget changes are shown below which include FY 2016-17 final carryover/ allocation and new Sustainable Communities formula SB 1 funds.

Operating Deficit per original Budget	**C/O/Final Allocation**	**New/Changes**	**Total**	**($765,732)**
Operating Revenue Revisions				
General Planning Revenues (FHWA,FTA 5303,5304)	$1,211,006		$1,211,006	
Sutainable Communities SB1		2,296,563	2,296,563	
BAAQMD funding Affordable Mobility Program		510,600	510,600	
Total Operating Revenue Revisions	$1,211,006	2,807,163	$4,018,169	$4,018,169
Operating Expenses Revisions				
Staff Cost funded by SB1		$1,345,000	$1,345,000	
Shifted with General funded staff cost		(1,345,000)	(1,345,000)	
Consultants				
Regional on Board Travel Model	321,100		321,100	
Resiliency Sea Level Rise	408,473		408,473	
Transit Sustainability	226,884		226,884	
Transportation Asset Management	254,549		254,549	
Planning Program - other		$50,000	50,000	
Affordable Mobility Program		$610,600	610,600	
Resilience and Hazards Planning		100,000	100,000	
Connecting Housing and Transportation		340,423	340,423	
Plan Bay Area		361,140	361,140	
Regional Advance Mitigation Program (RAMP)		56,478	56,478	
Technical Assist Strategic Planning		112,956	112,956	
Total Operating Expenses Revisions	$1,211,006	$1,631,597	$2,842,603	($2,842,603)
Operating Surplus per Amendment # 1				**$409,834**

The recommended budget changes include carryover funding of $1.2 million in unspent federal planning funds (in addition to the $2 million encumbered) as well as the addition of $2.3 million in a new SB 1 Sustainable Communities Formula Grant. The $1.2 million carryover planning funds will be reallocated to the regional travel model, resiliency sea level rise, transit sustainability projects and transportation asset management. Other changes include a $50,000 increase in the planning program to address the unexpected planning work for response to the Sonoma and Napa wildfires and a $510,600 grant awarded to MTC as matching to the California Air Resource Board (CARB) grant for a pilot program to install mobility hubs, including car share, in three multi-family affordable housing sites in the Bay Area. Also, MTC committed to providing $210,900 in cash match for this two-year project. Staff is requesting the Commission to include $100,000 of this cash match in the FY 2017-18 budget. The remaining $110,900 will be requested in the FY 2018-19 budget.

Multi-Year Grants

In addition to the budget changes related to the above two items, staff proposes to revise the multi- year grants budget to add $15.2 million in STP CMA planning grants recommended to the Commission this month as part of the OneBay Area Grant 2 program (see agenda item 5a on the Programming and Allocations Committee agenda) and also to add $2.2 million in California Air Resource Board (CARB) grant as awarded to MTC in October. The FY 2016-17 grant balances were adjusted after the FY 2016-17 audit was finalized.

Recommendation

Staff recommends that this Committee forward MTC Resolution No. 4280, Revised, to the Commission for approval.

Steve Heminger

SH:bm
Attachments
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Date: June 28, 2017
W.I.: 1152
Referred By: Administration
Revised: 12/20/17-C

ABSTRACT

Resolution No. 4280, Revised

This resolution approves the Agency Budget for FY 2017-18.

This resolution was revised on December 20, 2017 for budget changes. The changes include the addition of $2.3 million of new Sustainable Communities Formula SB 1 Grant, $1.2 million of unspent carryover federal planning funds from FY 2016-17 and $0.5 million from Bay Area Air Quality Management District to the MTC operating budget and $17.4 million to the grants budget. Prior fiscal year encumbrances of $6.8 million were also brought forward to FY 2017-18.

Further discussion of the agency budget is contained in the MTC Deputy Executive Director's memoranda to the Administration Committee dated June 7, 2017 and MTC Executive Director's memoranda to the Administration Committee dated December 6, 2017. A budget is attached as Attachments A, B and C.

Date: June 28, 2017
W.I.: 1152
Referred By: Administration

Re: Metropolitan Transportation Commission's Agency Budget for FY 2017-18

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4280

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

WHEREAS, on April 26, 2017 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2017-18 with the adoption of MTC Resolution No. 4277; and

WHEREAS, the OWP identifies MTC's unified work program for FY 2017-18; and

WHEREAS, the final draft MTC Agency Budget for FY 2017-18 as reviewed and recommended by the Administration Committee is consistent with the OWP as adopted pursuant to MTC Resolution No. 4277; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2017-18, prepared in accordance with generally accepted accounting principles and modified accrual, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2017-18, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2017-18; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2017-18; and, be it further

RESOLVED, that the Commission authorizes the use of funds from the general fund for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2017-18 as follows: Benefits, Liability, Compensated Leave, Encumbrances, Building, Unfunded Pension Obligation and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside $200,000 for computer capital as well as set aside $300,000 from the Liability Reserve. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2017-18 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project employees is established at 291 and will not be increased without approved increase to the appropriate FY 2017-18 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2017-18 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: June 28, 2017
W.I.: 1152
Referred by: Administration
Revised: 12/20/17-C

Attachments A, B, C
Resolution No. 4280

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY BUDGET

FY 2017-18

TABLE OF CONTENTS

	Page
Budget Summary	1
Revenue Detail	2
Expense Summary	3
Contractual Services	5

METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2017-18

Attachment A

SUMMARY

PART 1: OPERATING REVENUE-EXPENSE SUMMARY

	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change % Inc./(Dec)	Change $ Inc./(Dec)
General Planning Revenue	$24,602,714	$28,110,283	14%	$3,507,569
Other MTC Revenue	1,187,708	1,187,708	0%	0
Transfers from other Funds	24,201,672	24,201,671	0%	0
Local Revenue Grants	4,122,586	4,633,186	12%	510,600
Total Operating Revenue	**$54,114,680**	**$58,132,848**	7%	$4,018,169
Total Operating Expense	**$54,880,412**	**$57,723,016**	5%	$2,842,604
Operating Surplus (Shortfall)	**($765,732)**	**$409,834**	-154%	$1,175,566
Total Operating Revenue - Prior Year	$0	$6,784,429	0%	$6,784,429
Total Operating Expense - Prior Year	$0	$6,784,429	0%	$6,784,429
Operating Surplus (Shortfall)- Prior year	**$0**	**$0**	0%	$0
Total Operating Surplus (Shortfall)	**($765,732)**	**$409,834**	-154%	$1,175,566

PART2: CAPITAL PROJECTS REVENUE-EXPENSE SUMMARY

Total Annual Capital Revenue	**$1,610,579**	**$1,483,333**	0%	($127,246)
Total Annual Capital Expense	**$1,610,579**	**$1,483,333**	-8%	($127,246)
Capital Surplus(Shortfall)	**$0**	**($0)**	0%	($0)
TOTAL FISCAL YEAR SURPLUS (SHORTFALL)	**($765,732)**	**$409,834**	-154%	$1,175,566

PART3: CHANGES IN RESERVES

Transfer To Designated Reserve	**$0**	**$0**		
Net MTC Reserves - in(out)	**($765,732)**	**$409,834**	-154%	$1,175,566
Current Year Ending Balance	**$0**	**$0**		

REVENUE DETAIL

	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change % Inc./(Dec)	Change $ Inc./(Dec)
General Planning Revenue				
FTA Section 5303	$3,367,898	$3,367,898	0%	$0
FTA 5303 FY 17 Final Allocation	0	(30,599)	100%	(30,599)
FTA 5303 carryover FY'17	0	739,291	100%	739,291
FTA 5304	89,377	89,377	0%	0
FTA 5304 carryover FY 17	0	408,473	100%	408,473
FHWA 1/2 % PL	7,895,439	7,895,439	0%	0
FHWA FY 17 Final Allocation	0	18,811	100%	18,811
FHWA carryover FY'17	0	75,030	100%	75,030
Sustainable Communities SB1	0	2,296,563	100%	2,296,563
TDA (Planning/Administrative)	13,250,000	13,250,000	0%	0
Subtotal: General Planning Revenue	**$24,602,714**	**$28,110,283**	14%	$3,507,569
Other MTC Revenue				
STIP-PPM	$657,708	$657,708	0%	$0
HOV lane fines	500,000	500,000	0%	0
Interest	30,000	30,000	0%	0
Subtotal: MTC Other Revenue	**$1,187,708**	**$1,187,708**	0%	$0
Operating Transfers				
BATA 1%	$7,494,251	$7,494,251	0%	$0
Transfer BATA RM2	615,000	615,000	0%	0
BATA Reimbursements (Audit/misc. contracts)	819,074	819,074	0%	0
Service Authority Freeways Expressways (SAFE)	1,636,516	1,636,516	0%	0
STA Transfer	2,042,529	2,042,529	0%	0
2% Transit Transfers	408,000	408,000	0%	0
Coastal Consv. grants	1,172,376	1,172,376	0%	0
Bay Trail funds from MTC 5% and 2% Bridge Tolls	723,000	723,000	0%	0
Other ABAG grants	983,029	983,029	0%	0
STP Grant Funded - Overhead	386,975	386,975	0%	0
BATA Operating for SFEP -Overhead	1,106,480	1,106,480	0%	0
ABAG Other Programs - Overhead	1,132,794	1,132,794	0%	0
Transfer in - Net of Membership Dues	782,401	782,401	0%	0
Express Lanes - Overhead	456,837	456,837	0%	0
MTC Grant Funded - Overhead	2,495,033	2,495,033	0%	0
Capital Programs - Overhead	1,947,377	1,947,377	0%	0
Subtotal: Transfers from other funds	**$24,201,671**	**$24,201,671**	0%	$0
MTC Total Planning Revenue	**$49,992,093**	**$53,499,662**	7%	$3,507,569
Local Revenue Grants				
Misc. Revenue (PMP Sales)	$1,400,000	$1,400,000	0%	$0
TFCA (Regional Rideshare), Spare the Air.	870,000	870,000	0%	0
BAAQMD	223,005	733,605	229%	510,600
Cities	1,629,581	1,629,581	0%	0
Subtotal: Local Revenue Grants	**$4,122,586**	**$4,633,186**	12%	$510,600
Total Current Year Revenue	**$54,114,679**	**$58,132,848**	7%	$4,018,169
MTC Prior Year Project Revenue				
Prior Year Project Revenue - Federal/State				
FTA 5303		1,319,036		
FTA 5304		343,391		
FHWA		244		
FHWA Planning Grant		121,631		
SP&R		220,569		
State Transit Assistance (STA)		383,984		
Subtotal:		**$2,388,855**		
Prior Year Project Revenue - Local				
General Fund		2,413,894		
BAAQMD		85,000		
Service Authority for Freeways/Expressways (SAFE)		735,953		
PTAP LM		164,494		
PPM		7,204		
RM2/BATA Reimb.		506,001		
PMP		2,780		
local Cities/Agencies		480,250		
Subtotal:		**$4,395,574**		
Total Prior Year Project Revenue		**$6,784,429**		

EXPENSE SUMMMARY
BUDGET FY 2017-18

	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change % Inc./(Dec)	Change $ Inc./(Dec)
Operating Expense				
I. Salaries and Benefits	$29,132,881	$29,132,881	0%	$0
MTC Staff - Regular	$23,279,771	$23,279,771	0%	$0
ABAG Staff - Regular	5,632,954	5,632,954	0%	$0
Temporary Staff	180,157	180,157	0%	0
Hourly /Interns	40,000	40,000	0%	0
II. Travel and Training	$590,419	$590,419	0%	$0
III. Printing, Repro. & Graphics	$150,200	$150,200	0%	$0
IV. Computer Services	$2,584,907	$2,584,907	0%	$0
V. Commissioner Expense	$150,000	$150,000	0%	$0
VI. Advisory Committees	$15,000	$15,000	0%	$0
VII. General Operations	$4,291,500	$4,291,500	0%	$0
Subtotal Staff Cost	$36,914,907	$36,914,907	0%	$0
IX. Contractual Services	$15,897,340	$18,739,943	18%	$2,842,603
ABAG Consultants (PL/Bay Trail/LPA/Admin	$2,068,166	$2,068,166	N/A	$0
Total consultants	$17,965,506	$20,808,109	-9%	$2,842,603
Total Operating Expense	**$54,880,413**	**$57,723,016**	5%	$2,842,603
IX. Contractual Services - Prior Year	**$0**	**$6,784,429**	0%	$6,784,429

CAPITAL PROJECTS

	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change % Inc./(Dec)	Change $ Inc./(Dec)
Annual Transfer from Reserve to Capital & Legal	$500,000	$500,000	0%	$0
Legal reserve	$300,000	$300,000	0%	$0
Annual Capital Expense	$200,000	$200,000	0%	$0

	LTD Budget Thru FY 2016-17	Amended BUDGET FY 2017-18	LTD Budget Thru FY 2017-18
Hub Signage Program			
Revenue			
Prop. 1B	$9,856,450	($127,246)	$9,729,204
RM2	362,000	0	362,000
Real Flap Sign - STA	1,633,045	1,110,579	2,743,624
	$11,851,495	**$983,333**	**$12,834,828**
Expense			
Staff	$1,351,745	$90,579	$1,442,324
Consultants	10,499,750	892,754	11,392,504
	$11,851,495	**$983,333**	**$12,834,828**

CONTRACTUAL SERVICES DETAIL
New Contractual and Professional Services

Work Element	Description/Purpose	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change $ Inc./(Dec)
1111	**Support Commission Standing Committees**			
	Planning Programs - Other	$150,000	$200,000	$50,000
	TOTAL	$150,000	$200,000	$50,000
1112	**Implement Public Information Program**			
	LWV Monitor	$25,000	$25,000	$0
	Photography services for MTC/BATA	60,000	60,000	0
	Design & Production Services	150,000	150,000	0
	On-call Facilitation and Outreach	35,000	35,000	0
	Digital Promotion & Analysis	25,000	25,000	0
	On call Video Services	25,000	25,000	0
	Climate Initiatives	25,000	25,000	0
	Awards Program	15,000	15,000	0
	MTC web integration/portal	200,000	200,000	0
	Hub Outreach and Promotion	25,000	25,000	0
	Public Records Management System	40,000	40,000	0
	Regional Transit Mapping Project	150,000	150,000	0
	Regional Urban Wayfinding Coordination and Guidelines	40,000	40,000	0
	TOTAL	$815,000	$815,000	$0
1121	**Plan Bay Area**			
	Develop Public Involvement	$100,000	$100,000	$0
	Action Plan Outreach/Special Events	50,000	50,000	0
	Economic Analysis	0	0	0
	Event Expenses	25,000	25,000	0
	CBO Outreach	25,000	25,000	0
	Public Opinion/Revenue Polls (2 total)	150,000	150,000	0
	Blue Sky Planning	0	361,140	361,140
	Digital Tools/Visualization	0	0	0
	EIR Development	75,000	75,000	0
	CALCOG	0	0	0
	2021 RTP/SCS Performance/Strategy Integration	75,000	135,000	60,000
	Integrated Transportation and Health Impact Model Update	50,000	50,000	0
	TOTAL	$550,000	$971,140	$421,140
1122	**Analyze Regional Data using GIS and Travel Models**			
	Travel Model Assistance	$100,000	$100,000	$0
	Land use Model Research	150,000	150,000	0
	Travel Model Research	35,000	35,000	0
	Technical Support for Web Based Projects	100,000	100,000	0
	Consolidated household travel	250,250	250,250	0
	Regional Transit on Board	1,000,000	1,321,100	321,100
	Future Mobility Research Program	100,000	100,000	0
	TOTAL	$1,735,250	$2,056,350	$321,100
1126	**Resiliency (Sea Level Rise/Adaption) Planning**			
	Sea Level/Adaption Planning	$83,000	$491,473	$408,473
		$83,000	$491,473	$408,473
1125	**Non-Motorized Transportation**			
	Complete Streets Workshops	$40,000	$40,000	$0
	Bike/Ped Counts	75,000	75,000	0
		$115,000	$115,000	$0
1128	**Resilience and Hazards Planning**			
	Integrate BAM resilience-staffing	$0	$100,000	$100,000
		$0	$100,000	$100,000
1132	**Advocacy Coalitions**			
	Legislative advocates - Sacramento	$120,000	$120,000	$0
	Mineta Transportation Institute	100,000	100,000	0
	Legislative advocates - Washington D.C.	268,362	268,362	0
	TOTAL	$488,362	$488,362	$0
1152	**Agency Financial Management**			
	Financial Audit	$422,000	$422,000	$0
	OPEB Actuary	30,000	30,000	0
	Financial System Upgrade	5,000	5,000	0
	TOTAL	$457,000	$457,000	$0
1153	**Administrative Services**			
	Organizational and Compensation	$220,000	$220,000	$0
	Ergonomics	40,000	40,000	0
	Language Assistance Plan Review	50,000	50,000	0
	SBE Pilot Program	160,000	160,000	0
	Internship Program	256,000	256,000	0
	TOTAL	$726,000	$726,000	$0

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change $ Inc./(Dec)
1161	**Information Technology Services**			
	Data Security Improvements	$75,000	$75,000	$0
	Web/DB Application Development/Integration	50,000	50,000	0
	Network Assistance	50,000	50,000	0
	Telephone System Migration	80,000	80,000	0
	File System Migration	50,000	50,000	0
	Mobile device mgmnt merging with ABAG	20,000	20,000	0
	Change training	50,000	50,000	0
	Move Assistance/Project Management	40,000	40,000	0
	TOTAL	$415,000	$415,000	$0
1212	**Performance Measuring and Monitoring**			
	Vital Signs Website Development	$150,000	$150,000	$0
	Federal Performance Monitoring	50,000	50,000	0
		$200,000	$200,000	$0
1222	**Regional Rideshare Program**			
	511 Ridesharing Program Operations	$870,000	$870,000	$0
	TOTAL	$870,000	$870,000	$0
1224	**Regional Traveler Information**			
	511 Traffic/Real Time Transit	$250,000	$250,000	$0
	511 Transit system	60,000	60,000	0
	511 Communications	200,000	200,000	0
	511 ETC Removal	300,000	300,000	0
	TOTAL	$810,000	$810,000	$0
1229	**Regional Transportation Emergency Planning**			
	Ongoing Emergency Exercise Support	$300,000	$300,000	$0
	Joint Operations at @ Beale Street	50,000	50,000	0
	Transit Service Contingency	1,000,000	1,000,000	0
	TOTAL	$1,350,000	$1,350,000	$0
1233	**Transportation Asset Management**			
	Software Development and Maintenance	$1,225,000	$1,225,000	$0
	Transit Capital Inventory	50,000	304,549	254,549
	Software Training Support	238,868	238,868	0
	PTAP Projects	194,331	194,331	0
	Quality Assurance Program	75,000	75,000	0
	TOTAL	$1,783,199	$2,037,748	$254,549
1234	**Arterial and Transit Performance**			
	Program for Arterial System	$150,000	$150,000	0
	TOTAL	$150,000	$150,000	$0
1235	**Incident Management**			
	I-880 ICM Device Maint.	$100,000	$100,000	$0
	Incident Management Task Force	200,000	200,000	0
	Incident Analytics Module	350,000	350,000	0
	TOTAL	$650,000	$650,000	$0
1237	**Bay Area Forward**			
	Bay Area Forward Implementation	$1,100,000	$1,100,000	$0
	Transit Elements	10,000	10,000	0
	TOTAL	$1,110,000	$1,110,000	$0
1311	**Lifeline Planning**			
	Disabled Persons Data Collection	$50,000	$50,000	$0
	Mobility Management Implementation Technical Assist.	50,000	50,000	0
	Means Based Fare Program	872,529	872,529	0
	Non Emergency Medical Trip Reimbursement Sys.	50,000	50,000	0
	TOTAL	$1,022,529	$1,022,529	$0

CONTRACTUAL SERVICES DETAIL

Work Element	Description/Purpose	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change $ Inc./(Dec)
1413	**Climate Initiative**			
	EV Strategic Council	$35,000	$35,000	$0
	TOTAL	$35,000	$35,000	$0
1514	**Regional Assistance Programs**			
	TDA Claims/Fund Estimate on line Migration and Reporting	$25,000	$25,000	$0
	Performance audits - TDA audit & RM2 Oversight	193,000	193,000	0
	TOTAL	$218,000	$218,000	$0
1515	**Regional Assistance Programs**			
	FMS Developer	$200,000	$200,000	$0
	TOTAL	$200,000	$200,000	$0
1517	**Transit Sustainability**			
	Transit Sustainability Planning	$408,000	$634,884	$226,884
	Transit Core Capacity Phase 2 Planning/Implementation	200,000	140,000	(60,000)
	SRTP	300,000	300,000	0
	TOTAL	$908,000	$1,074,884	$166,884
1615	**Connecting Housing and Transportation**			
	CASA	$0	$340,423	$340,423
	Develop & Research Regional Housing	0	250,000	250,000
		$0	$590,423	$590,423
1616	**RAMP**			
	Regional Advance Mitigation projects	$0	$56,478	$56,478
		$0	$56,478	$56,478
1617	**Technical Asstance Strategic Planning**	$0	$112,956	$112,956
	Technical Asstance Strategic Planning	$0	$112,956	$112,956
1611	**Transportation and Land Use Coordination**			
	Rail Volution	$50,000	$50,000	$0
	CASA	250,000	0	(250,000)
	TOTAL	$300,000	$50,000	($250,000)
1618	**Affordable Mobility Pilot Program**			
	Affordable Mobility Pilot Program	$0	$610,600	610,600
		$0	$610,600	$610,600
1612	Climate Adaption Consulting (BARC)	$56,000	$56,000	$0
106	**Legal Services**	$700,000	$700,000	$0
101	ABAG Consultants	$2,068,166	$2,068,166	$0
	Total consultant contracts:	**$17,965,506**	**$20,808,109**	**$2,842,603**

LTD Federal Grants Budget

Attachment B

		1	2	3 = (1-2)		4	5	6	7 = (3+4-5-6)
	STP Grants	**LTD Grant**	**LTD Actual**	**Balance**		**New Grant**	**staff budget**	**Consultant budget**	**Balance**
		thru FY 2016	**thru FY 2017**	**thru FY 2017**		**FY 2017-18**	**FY 2017-18**	**FY 2017-18**	**FY 2017-18**
Grant # / Fund Source #	**Project Description**								
6084-146 1580	Station Area Planning	$17,957,890	$17,483,845	$474,045		$0	$0	$0	$474,045
6084-175 1801	MTC Regional Planning	51,629,000	48,149,396	3,479,604			83,574	12,000	3,384,030
6084-176 1803	511 Grant	32,500,000	28,726,933	3,773,067		-	-	840,000	2,933,067
6084-179 1806	Pavement Management	6,000,000	5,903,825	96,175		-	-		96,175
6084-186 1812	OBAG Regional PDA	8,740,305	3,007,652	5,732,653		-	-	500,000	5,232,653
6084-193 1816	Arterial Operations	2,500,000	1,316,327	1,183,673		-	-	-	1,183,673
6084-198 1818	Pavement Management	1,500,000	4,295	1,495,705		4,500,000	-	1,500,000	4,495,705
6084-199 1819	511 Traveler Information	8,750,000	1,858,968	6,891,032		-	2,016,377	3,210,000	1,664,655
6084- 201 1820	Freeway Performance Initiative	3,480,000	25,019	3,454,981		-	1,277,834	730,000	1,447,147
6084- 203 1821	Arterial Operations	500,000	-	499,000		-	-	-	499,000
6084- 205 1822	Pavement Management	347,000	-	130,150		1,500,000	-	$300,000	1,330,150
6160- 027 1823	Incident Management	517,000	-	516,000		-	-	-	516,000
6084-206 1826	**CMA Planning**	-	-	-		**54,267,000**	-	22,746,000	31,521,000
6084-206 1827	**MTC Planning**	-	-	-		9,555,000	1,551,574	283,426	7,720,000
NEW	**PDA Planning & Implementation**	-	-	-		18,500,000	500,000	10,150,000	7,850,000
NEW	**Freeway Performance**	-	-	-	4	43,000,000	-	10,000,000	33,000,000
NEW	**Arterial/Transit Performance**	-	-	-	2	18,000,000	-	6,000,000	12,000,000
NEW	**Connected Vehicles/Shared Mobility**	-	-	-	1	5,000,000	-	4,000,000	1,000,000
NEW	**Field Equipment Devices O&M**	-	-	-	7	19,000,000	545,532	2,685,000	15,769,468
NEW	**Bay Area Forward**	-	-	-	3	2,500,000	-	2,500,000	-
		$134,421,195	**$106,476,260**	**$27,726,085**		**$175,822,000**	**$5,974,891**	**$65,456,426**	**$132,116,768**
	CMAQ Grants								
6084-160 1589	Arterial Operations	$10,750,000	$9,767,002	$982,998		$0	$615,174	$0	$367,824
6084-164 1591	Climate Initiatives	7,393,432	$7,058,820	334,612		-	-	-	334,612
6084-202 1824	Climate Initiatives	1,300,000	-	1,300,000		-	-	357,652	942,348
6160 -018 1596	Freeway Performance	8,608,000	7,352,263	1,255,737			1,030,874		224,863
6160-020 1800	Incident Management	3,862,000	3,118,663	743,337		-	-	-	743,337
6084-176 1804	511 Grant	16,270,000	15,741,348	528,652		-	-	-	528,652
6084-180 1809	Freeway Performance Corridor Studies	4,000,000	2,050,104	1,949,896		-	-	1,000,000	949,896
6084-188 1814	Regional Bicycle Program	1,725,000	313,982	1,411,018		(1,405,364)	-	-	5,654
6084-215 1830	**Spare the Air Youth Program**	-	-	-		2,463,000	-	2,463,000	-
NEW	**Climate Initiatives**	-	-	-		22,000,000	-	22,000,000	-
NEW	**Rideshare Implementation**	-	-	-	A	720,000	58,922	-	661,078
NEW	**Capital Bike Share**	-	-	-	12	2,600,000	-	2,600,000	-
6084-209 1825	**Carpool Program**	-	-	-	9	8,000,000	-	1,231,000	6,769,000
NEW	**Vanpool Program**	-	-	-	10	2,000,000	-	250,000	1,750,000
NEW	**Commuter Benefits Implementation**	-	-	-	B	674,000	-	380,000	294,000
6084-211 1828	**Commuter Benefits Program**	-	-	-	11	1,111,000	-	-	1,111,000
NEW	**511 Next Generation**	-	-	-	6	37,215,000	-	6,760,000	30,455,000
NEW	**Bay Area Forward**	-	-	-	3	5,820,000	-	3,620,000	2,200,000
NEW	**Incident Management**	-	-	-	8	14,278,000	-	14,278,000	-
NEW	**Incident Management**	-	-	-	5	13,000,000	910,395	600,000	11,489,605
		$53,908,432	**$45,402,182**	**$8,506,250**		**$109,881,000**	**$2,615,366**	**$55,539,652**	**$58,826,868**
	FTA GRANTS								
16-X065-00 1635	FTA 5310	$460,429	$288,673	$171,756		$692,000	$350,000	$0	$513,756
34-001 1631	FTA 5339 - Bus Purchases	10,506,277	840,438	9,665,839		-	-	9,665,839	-
34-0024 1633	FTA 5339 - Bus Purchases	12,240,015	7,341,125	4,898,890		-	-	4,898,890	-
34-0032 1634	FTA 5339 - Bus Purchases	9,590,718	7,072,438	2,518,280		-	-	2,518,280	-
37-X104 1625	JARC	2,654,120	2,383,321	270,799		-	-	270,799	-
37-X133 1627	JARC	1,004,559	874,366	130,193		-	-	33,734	96,459
37-X164 1629	JARC	805,190	523,842	281,348		-	-	-	281,348
37-X177 1630	JARC	2,430,952	1,369,235	1,061,717		-	-	-	1,061,717
57-X023 1623	New Freedom	1,545,232	1,437,707	107,525		-	-	-	107,525
57-X050 1626	New Freedom	3,748,859	3,701,442	47,417		-	-	-	47,417
57-X074 1628	New Freedom	2,793,517	2,760,066	33,451		-	-	-	33,451
57-X109 1632	New Freedom	1,383,631	964,412	419,219		-	-	-	419,219
CA79-1001-1668	TIGER	1,000,000	982,660	17,340		-	-	-	17,340
		$50,163,499	**$30,539,725**	**$19,623,774**		**$692,000**	**$350,000**	**$17,387,542**	**$2,578,232**
	Other Grants								
SHA 6084-184 1112	FHWA - SHRP2	700,000	297,472	$402,528		$0	$0	$0	$402,528
G16AC00318 -1311	USGS National Grant - G16AC00318*	-	-	13,678		-	-	-	13,678
G16AP00172 1312	USGS National Grant - G16AC00172	-	-	42,031		-	-	-	42,031
G15AP00118 1313	USGS National Grant - G15AC00118	-	-	12,801		-	-	-	12,801
G17AC00135 1314	USGS National Grant - G17AC00239	-	-	50,000		-	-	-	50,000
G17AC00239 1315	USGS National Grant - G17AC00136	-	-	-		50,000	-	-	50,000
BF-99T455 1340	Environmental Protection Agency (EPA)	-	-	531,563		-	-	-	531,563
CA000007-01 1342	Environmental Protection Agency (EPA)	-	-	-		600,000	-	-	600,000
W99T61501 5007	Rockfeeler	-	-	-		150,000	-	-	150,000
2016CA00010 1370	Federal Emergency Management Agency	-	-	33,857		-	-	-	33,857
EMF2016 1372	Federal Emergency Management Agency	-	-	-		299,221	-	-	299,221
NEW	**CARB Grant**	-	-	-		2,250,000	-	2,250,000	-
		$700,000	**$297,472**	**$1,086,458**		**$3,349,221**	**$0**	**$2,250,000**	**$2,185,679**
	Total Federal Grants Budget	**$239,193,126**	**$182,715,639**	**$56,942,567**		**$289,744,221**	**$8,940,256**	**$140,633,620**	**$195,707,547**

CONTRACTUAL SERVICES DETAIL Federal Grants

Work Element	Description/Purpose	Original BUDGET FY 2017-18	Amended BUDGET FY 2017-18	Change $ Inc./(Dec)
1112	**Implement Public Information Program**			
	Bike to Work Day	$200,000	$200,000	$0
		$200,000	$200,000	$0
1125	**Non-Motorized Transportation**			
	Capital Bike Share	$2,000,000	$2,600,000	$600,000
		$2,000,000	$2,600,000	$600,000
1222	**Regional Rideshare Program**			
	511 Program Operations	$1,621,000	$1,621,000	$0
	Rideshare: Employer Services (CMAs)	250,000	250,000	0
	SB 1128	380,000	380,000	0
	TOTAL	$2,251,000	$2,251,000	$0
1223	**Operational Support for Regional Programs**			
	TOS Device Maintenance and Repair	$2,685,000	$2,685,000	$0
	TOTAL	$2,685,000	$2,685,000	$0
1224	**Regional Traveler Information**			
	511 Web Services	$6,210,000	$6,210,000	$0
	511 System Integrator	2,640,000	2,640,000	0
	Technical Advisor Services	200,000	200,000	0
	511 Communications	550,000	550,000	0
	511 TIC Operations	620,000	620,000	0
	511 ETC Removal	200,000	200,000	0
		$10,420,000	$10,420,000	$0
1233	**Pavement Management System**			
	Software Training Support	$300,000	$300,000	$0
	P-TAP Projects	1,500,000	1,500,000	0
	TOTAL	$1,800,000	$1,800,000	$0
1234	**Arterial and Transit Performance**			
	Program for Arterial System	$6,000,000	$6,000,000	$0
	TOTAL	$6,000,000	$6,000,000	$0
1235	**Incident Management**			
	I-880 Central Segment Project Study Report	$600,000	$600,000	$0
	I-880 ICM	14,278,000	14,278,000	0
	TOTAL	$14,878,000	$14,878,000	$0
1237	**Bay Area Forward**			
	Performance Monitoring & Tools	$730,000	$730,000	$0
	Design Alternative Assessments/Corridor Studies	1,000,000	1,000,000	0
	Bay Bridge Forward Implementation	6,120,000	6,120,000	0
	Bay Area Forward Implementation	10,000,000	10,000,000	0
	TOTAL	$17,850,000	$17,850,000	$0
1228	**Technology-Based Operations & Mobility**			
	Technology-Based Operations & Mobility	$4,000,000	$4,000,000	$0
	TOTAL	$4,000,000	$4,000,000	$0
1310	**Implement Lifeline Transportation Program**			
	Lifeline Planning	$304,533	$304,533	$0
	TOTAL	$304,533	$304,533	$0
1413	**Climate Initiative**			
	Spare the Air Youth Program	$2,463,000	$2,463,000	$0
	Climate Initiatives Cycle 1	57,652	57,652	0
	Climate Initiatives Cycle 2	100,000	100,000	0
	Climate Initiatives OBAG 2	22,000,000	22,000,000	0
	TOTAL	$24,620,652	$24,620,652	$0
1512	**Federal TIP Development**			
	Busses replacements	$23,449,474	$17,083,009	($6,366,465)
	TOTAL	$23,449,474	$17,083,009	($6,366,465)
1618	**Affordable Mobility Pilot Program**			
	Affordable Mobility Pilot Program	$0	$2,250,000	$2,250,000
		$0	$2,250,000	$2,250,000
1611	**Transportation and Land Use Coordination**			
	ABAG - STP	$0	$0	$0
	BCDC STP	271,426	271,426	0
	CMAs - STP	7,495,000	22,746,000	15,251,000
	Access Public Lands near Transit	500,000	500,000	0
	PDA Implementation Studies	150,000	150,000	0
	PDA Planning Grant	10,000,000	10,000,000	0
	TOTAL	$18,416,426	$33,667,426	$15,251,000
1612	Climate Adaption Consulting (BARC)	$24,000	$24,000	$0
	Total Federal funded Consultants	**$128,899,085**	**$140,633,620**	**$11,734,535**

Clipper Operating:	Original BUDGET FY 2017-18	Prior Year Enc.	Amended BUDGET FY 2017-18		Change $ Inc./(Dec)
Revenue:					
RM2	$2,800,000	$302,913	$3,102,913	11%	$302,913
STA	11,079,286	339,116	11,418,402	3%	339,116
Transit Operators	18,506,000	677,922	19,183,922	4%	677,922
Total clipper operating Revenue	$32,385,286	$1,319,951	$33,705,237	4%	$1,319,951
Expenses:					
Staff cost	$1,317,051	$0	$1,317,051	0%	$0
Travel & Other General Ops.	72,235	0	72,235	0%	0
Promotion/Outreach/Fare Inc.	2,800,000	0	2,800,000	0%	0
Clipper Operations	28,196,000	1,319,951	29,515,951	5%	1,319,951
Total clipper operating Expense	$32,385,286	$1,319,951	$33,705,237	4%	$1,319,951

Clipper 1 Capital:	LTD Budget Thru FY2017-18		Amended BUDGET FY 2017-18		LTD Budget Thru FY2017-18	
Revenue:						
CMAQ	$68,703,835		$0		$68,703,835	
Card Sales	8,851,267		0		8,851,267	
Low Carbon Transit Operations (LCTOP)	3,577,971		1,100,000		4,677,971	
ARRA	11,167,891		0		11,167,891	
FTA	27,213,349		0		27,213,349	
STP	37,538,086		0		37,538,086	
STA	22,946,540		0		22,946,540	
Prop 1B	1,115,383		0		1,115,383	
SFMTA	8,005,421		0		8,005,421	
GGGHTD	2,975,000		0		2,975,000	
BART	725,000		0		725,000	
MTC Exchange Fund	7,573,878		0		7,573,878	
BATA	26,864,813		0		26,864,813	
Transit Operators	14,357,000		0		14,357,000	
WETA	603,707		0		603,707	
Sales Tax	890,216		0		890,216	
Total Clipper 1 capital Revenue	$243,109,357		$1,100,000		$244,209,357	
Expense:						
Staff Costs	$11,416,936				$11,416,936	
Travel	3,208		0		3,208	
Pilot Equipment Maintenance	3,093,834		0		3,093,834	
Transit Agency Funded Projects	14,410,707		0		14,410,707	
Design	54,690,574		0		54,690,574	
Site Preparation	3,899,437		0		3,899,437	
Construction	21,867,682		0		21,867,682	
Consultants	24,372,623		1,100,000		25,472,623	
Engineering	7,953,061		0		7,953,061	
Communications	1,583,000		0		1,583,000	$0
Marketing	2,212,029		0		2,212,029	
Financial Services	391,600		0		391,600	
Equipment	49,226,873		0		49,226,873	
Clipper Cards	17,140,095		0		17,140,095	
Other	30,847,698		0		30,847,698	
Total Clipper 1 Expense	$243,109,357		$1,100,000		$244,209,357	

Clipper 2 Capital:	LTD Budget Thru FY2017-18	Amended BUDGET FY 2017-18	LTD Budget Thru FY2017-18
Revenue:			
STP	$4,569,554	$0	$4,569,554
FTA	10,078,133	0	10,078,133
TCP - CMAQ Funds	2,684,772	0	2,684,772
Golden Gate Pass through	5,000,000	0	5,000,000
Low Carbon Transit Operations (LCTOP)	1,100,000	(1,100,000)	0
BATA	260,000	0	260,000
STA	1,410,841	0	1,410,841
Total Clipper 2 Revenue	$25,103,300	($1,100,000)	$24,003,300
Expense:			
Staff Costs	$4,477,342		$4,477,342
Equipment	6,591,903	0	6,591,903
Consultants	14,034,055	(1,100,000)	12,934,055
Total Clipper 2 Expense	$25,103,300	($1,100,000)	$24,003,300

CONTRACTUAL SERVICES DETAIL

Prior Year Contractual and Professional Services

Work Element	Description/Purpose	Prior year BUDGET FY 2016-17
1121	**Plan Bay Area**	
	Barbary Coast	$77,742
	Thomas Law Group	$13,732
	Cambridge Systematics	$1,134
	Tschudin Consulting Group	$48,807
	San Jose State University	$46,716
	Bay Area Council Economic	$25,000
	Management Partners	$63,358
	Ascent Environmental Inc.	$93,451
	Ca. Association of Council	$804
		$370,745
1122	**Analyze Regional Data using GIS and Travel Models**	
	Corey, Canapary	$87,581
	Corey, Canapary	$150,000
	ETC Institute	$416,024
	ETC Institute	$150,000
	Sam Shwartz Engng	$1,207
	Redhill Group	$150,000
	Redhill Group	$38,907
	Parsons Brinckerhoff	$45,454
	Resource Systems Group	$10,832
	Oakland Analytics	$75,000
	Resource Systems Group, Inc.	$228,507
	Resource Systems Group, Inc.	$341,039
	Urbanism, Inc.	$75,000
	TOTAL	**$1,769,551**
1124	**Regional Goods Movement Plan**	
	The Tioga Group	$330,853
	Cambridge Systematics	$15,000
	TOTAL	**$345,853**
1126	**Sustainable Transportation Planning**	
	Bay Area Conservation	$515,216
	TOTAL	**$515,216**
1152	**Agency Financial Management**	
	Sungard Bi-Tech	$4,489
	Pricewaterhouse Coopers	$241,156
	TOTAL	**$245,645**
1153	**Administrative Services**	
	Pathways for Students	$16,356
	Koff & Associates	$68,915
	PRN Ergonomics	$21,700
	TOTAL	**$106,971**
1161	**Technology Services**	
	SSP Data	$58,231
	Informatix	$144,494
		$202,725
1222	**Regional Rideshare Program**	
	Parsons Brinkerhoff	$81,300
	TOTAL	**$81,300**
1223	**Operational Support for Regional Programs**	
	Iteris, Inc.	$48,376
	Delcan	$83,763
	Kimley Horn	$10,559
	TOTAL	**$142,698**
1224	**Regional Traveler Information**	
	Civic Resource Group	$130,581
	Iteris	$449,361
	Kimley Horn	$25,754
	Faneuil Inc	$11,102
	TOTAL	**$616,799**
1229	**Regional Transportation Emergency Planning**	
	URS	$102,305
	TOTAL	**$102,305**
1233	**Pavement Management System**	
	Bellecci & Associates	$4,602
	DevMecca.com	$923
	Nichols Consulting	$1,857
	Capitol Asset & Pavement	$30,625
	Quality Engng Solutions	$24,431
	Gugro Roadware, Inc.	$19,728
	Nichols Consulting	$29,478
	Pavement Engineering, Inc.	$25,922
	Harris & Associates	$29,707
	TOTAL	**$167,273**
1234	**Arterial Operations Coordination**	
	TJKM	$5,779
	DKS	$29,662
	Kimley Horn	$13,426
	Iteris	$2,419
	TOTAL	**$51,286**

1237	**Freeway Performance Initiative**	
	Audio Visual	$97,944
	Kittleson	$2,273
	Fehr Peers	$33,649
	Cambridge	$15,565
	URS	$88,854
	CDM Smith	$139,267
	Kimley Horn	$125,000
	TOTAL	**$502,553**
1311	**Lifeline Planning**	
	Yeamans Consulting	$4,650
	Tranform CA	$205,000
	CH2M Hill	$4,142
		$213,792
1517	**Transit Sustainability**	
	Nelson Nygaard	$6,840
	NVTA	$5,081
	Sonoma County Transit	$7,500
	GGBHTD	$14,036
	SAMTRAMS	$3,711
	WSP	$290,700
	LAVTA	$9,703
	CALTRAIN	$42,857
	TOTAL	**$380,428**
1611	**Transportation for Livable Communities**	
	Toole Design	$47,431
	Santa Clara City of	$60,000
	LeSar	$127,844
	Strozzi Institute	$43,000
	Placeworks	$5,264
	TOTAL	**$283,539**
1612	**BARC**	
	Consensus Building Institute	$24,806
	Ariel Rubissow-Okamoto	$4,625
		$29,431
1998/1999	Operating Expenses	
	Wiline Networks	$2,400
	Ceridian	$56,750
	Hogue	$11,432
	NWN Corporation	$21,416
	Marcia Ruben	$18,191
	William Self Associates	$7,912
	Socrata Inc.	$26,085
	ESRI	$7,100
	Paleo West	$88
	Sungard Bitech	$32,957
	Ceridian	$43,199
	TOTAL	**$227,530**
Fund 106		
	Thomas Law Group	$178,128
	Orrick & Sutcliffe	$43,890
	Glynn & Finley	$107,602
	Hanson Bridgett	$57,770
	Myers Nave	$25,014
	Schiff Hardin LLP	$16,386
	TOTAL	**$428,790**
	Total Prior Year Contractual and Professional Services	**$6,784,429**

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-3032	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	11/9/2017			**In control:**	Programming and Allocations Committee
On agenda:	12/13/2017			**Final action:**	
Title:	MTC Resolution No. 4308, Revised. 2018 Regional Transportation Improvement Program (RTIP) Program of Projects. Proposed program of projects for the 2018 RTIP, which includes $290 million in new programming capacity for the Bay Area.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	8a_PAC_4a_Reso-4308_2018_RTIP_Program of Projects.pdf 4a_HANDOUT_Attach-B_Updated Program of Projects.pdf 4a_Reso-4308_2018_RTIP_Program of Projects_.pdf				

Date	Ver.	Action By	Action	Result
12/13/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4308, Revised. 2018 Regional Transportation Improvement Program (RTIP) Program of Projects.

Proposed program of projects for the 2018 RTIP, which includes $290 million in new programming capacity for the Bay Area.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

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Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 4a**

MTC Resolution No. 4308, Revised

Subject: Program of Projects for the 2018 Regional Transportation Improvement Program (RTIP), which includes approximately $290 million in new programming capacity for the Bay Area

Background: MTC is responsible for developing the region's funding priorities for the Regional Transportation Improvement Program (RTIP), and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption into the State Transportation Improvement Program (STIP). Resolution No. 4308 establishes MTC's policies, procedures, criteria, schedule, and funding targets for the 2018 RTIP, and includes the program of projects due to the CTC by December 15, 2017. The 2018 STIP includes $291 million in new programming capacity for the Bay Area and covers the fiscal years 2018-19 through 2022-23.

Each county Congestion Management Agency (CMA) or countywide transportation planning agency is responsible for soliciting projects for its county share of the RTIP. The CMA must notify eligible project sponsors of the process and deadlines for applying for RTIP funding. The CMAs provided MTC with their final project lists on November 8.

2018 RTIP Policies and Procedures

At its October 25 meeting, the MTC Commission approved the 2018 RTIP Policies and Procedures (MTC Resolution No. 4308). In summary, the approval action directed staff to do the following:

- Set aside $46 million of regionally-controlled RTIP funds as an augmentation to the One Bay Area Grant Program Housing Production Incentive challenge (also known as *80k by 2020*).
- Develop supplemental housing condition criteria for stakeholder input and input via special Commission workshop in 2018.
- Survey jurisdictions' compliance with state housing statutes.
- Assess the Priority Development Area (PDA) planning process to identify action steps and constraints for housing production and affordable housing in PDAs.

These actions do not affect any proposed projects submitted for the 2018 RTIP. The revised RTIP Policies are available on MTC's website.

Program Highlights

A summary of the important program issues is included as Attachment 1. Attachment 2 includes charts summarizing the proposed program by county, project type, and modal investment category. Attachment 3 summarizes changes to previously-programmed RTIP projects, such as a change in funding amount, phase, or year of programming. Some highlights are:

- Seven of the nine Bay Area counties propose new projects for RTIP funding. Marin and Sonoma Counties do not have new programming

capacity since those counties are still paying back prior STIP commitments.

- The 2016 STIP mandated deletion of $754 million in existing programming statewide, due to the lower-than-anticipated price-based excise tax receipts. In the Bay Area, this translated to $115million in existing funds deleted from the RTIP. Thanks to Senate Bill 1, five projects deleted in the 2016 RTIP are now requesting full or partial restoration of their RTIP funding amounts.
- The 2018 STIP Fund Estimate identifies funding for Advanced Project Development Element (APDE) shares. Contra Costa and Santa Clara Counties each programmed the full amount of available APDE shares.
- Through previous RTIPs, MTC has committed funding to various projects and programs that are memorialized in the RTIP Policies and Procedures. These commitments are addressed or retired as part of the new funding from the 2018 RTIP.
- The 2018 RTIP includes two major transit projects focused on maintaining aging transit assets in a state of good repair. In Alameda and Contra Costa Counties, BART has $16.8 million for its Station Modernization Program, and SFMTA has $13.6 million for the maintenance and rehabilitation of various light rail lines throughout San Francisco.
- Caltrans proposes programming one new project in the Bay Area from its Interregional Transportation Improvement Program target: $18 million for the final design phase of the US-101 Managed Lanes project in San Mateo County.

Schedule

MTC's RTIP program of projects is due to the CTC by December 15, 2017. MTC staff will transmit the draft RTIP list after this Committee's review, with the final RTIP submitted to CTC following Commission approval on December 20. CTC staff is aware of this schedule. CTC is scheduled to adopt the STIP in March 2018.

Issues: None.

Recommendation: Refer MTC Resolution No. 4308, Revised to the Commission for approval, and direct staff to transmit the draft RTIP list to the California Transportation Commission after Committee referral.

Attachments: **Attachment 1:** MTC 2018 RTIP Summary
Attachment 2: Proposed 2018 RTIP Summary Charts
Attachment 3: Summary of 2018 RTIP Changes to Existing Projects
MTC Resolution No. 4308, Revised – Attachment B

Attachment 1: MTC's 2018 Regional Transportation Improvement Program Summary

Funding and Significant New Projects

The 2018 State Transportation Improvement Program (STIP) Fund Estimate identifies roughly $291 million in new programming capacity for the Bay Area. Seven of the nine Bay Area counties propose new projects for RTIP funding. Marin and Sonoma Counties do not have new programming capacity since those counties are still paying back prior STIP commitments.

Each CMA provided MTC with its final project listing by November 8. The full listing of projects is included in Attachment B to MTC Resolution No. 4308, Revised. Table 1, below, shows proposed new 2018 RTIP projects requesting over $5 million in RTIP funds.

Table 1: New 2018 RTIP Programming Over $5 million

County	Project Description	Amount ($millions)
Alameda	SR-84/I-680 Widening and Interchange Improvements	$11.1
Alameda	I-80 Gilman I/C Reconstruction and Access Imps.	$25.7
Contra Costa	SR-4 Operational Improvements (APDE)	$6.1
San Francisco	2020 Restoration of SFMTA Light Rail Lines	$5.5
San Francisco	2021 Restoration of SFMTA Light Rail Lines	$8.3
San Mateo	US-101 Managed Lane Project	$33.5
San Mateo	US-101/Woodside Road Interchange Imp. Project	$8.0
San Mateo	US-101 Produce Avenue Interchange Improvements	$5.0
San Mateo	ITS Imps. in Daly City, Brisbane, and Colma	$8.5
Santa Clara	US-101 Express Lanes – Phase 3	$14.3
Santa Clara	US-101 Express Lanes – Phase 4	$11.5
Santa Clara	US-101 Express Lanes – Phase 5	$11.2
Santa Clara	US-101 Express Lanes – Phase 5 (APDE)	$10.6
Santa Clara	I-280 Soundwalls at Bird Ave. in San Jose	$7.0
Solano	SR-37 Project/Mare Island Interchange Project	$5.0

Attachment 2 to this memo includes two charts that summarize the proposed 2018 RTIP based on mode for each county, and the overall project type summary which includes MTC's commitment of $46 million for the *80k by 2020* Housing Incentive Program.

2016 STIP Programming Deletions

The 2016 STIP mandated deletion of $754 million in existing programming statewide, due to the lower-than-anticipated price-based excise tax receipts. In the Bay Area, this translated to $115.3 million in existing funds deleted from the RTIP. Thanks to Senate Bill 1, much of the eliminated 2016 STIP capacity is restored and available for programming. Five projects deleted in the 2016 RTIP are now requesting full or partial restoration of their RTIP funding amounts:

- Alameda and Contra Costa Counties, BART Station Modernization Program (scope refined to specific station improvements)
- Contra Costa County, I-680/SR4 Interchange Improvements project

- San Mateo County, US 101 Managed Lanes project
- San Mateo County, SR-92/US-101 Interchange Improvements project
- Solano County, Jepson Parkway (Leisure Town from Commerce to Orange) project

Note that not all of the deleted projects in the 2016 RTIP returned to the 2018 RTIP since project sponsors either found alternative fund sources or identified other priorities.

Advanced Project Development Element (APDE)

The 2018 STIP Fund Estimate identifies funding for Advanced Project Development Element (APDE) shares. Up to 25% of the each county's share of the estimated capacity in the next STIP cycle can be programmed for the environmental and permits and the plans, specifications and estimates phases (PS&E). Contra Costa and Santa Clara Counties each programmed the full amount of available APDE shares:

- Contra Costa County, $6.1 million for PS&E in FY 21-22 for the SR-4 Operational Improvements project
- Santa Clara County, $10.6 million for PS&E in FY 18-19 for the US-101 Express Lanes - Phase 5 project.

Both projects programmed using APDE share capacity are identified in Attachment B to MTC Resolution 4308. APDE must be listed separately as they are advances of regular future STIP county shares.

Remaining Commitments

Through previous RTIPs, MTC has committed funding to various projects and programs that are memorialized in the RTIP Policies and Procedures. All of these commitments are addressed or retired as part of the new funding from the 2018 RTIP. Table 2 below summarizes the remaining commitments and their current status.

Table 2: Remaining RTIP Commitments ($million)

County	Original Project	Current Commitment	Amount Remain	2018 RTIP	New Balance
Alameda	Caldecott Tunnel (ARRA Exchange)	80k by 2020*	$2.0	$0**	$2.0
Alameda	AC Transit Bus Rapid Transit (BRT)	AC Transit BRT	$13.1	$13.1	$0
Contra Costa	Caldecott Tunnel (ARRA Exchange)	80k by 2020*	$29.0	$0**	$29.0
San Francisco	Central Subway	MTA Light Rail Restoration Program***	$75.5	$13.8	$61.7
San Francisco	Presidio Parkway (Doyle Drive)	Regional Operations (FPI, CDI, Express Lanes)	$34.0	$0	$34.0
Region-wide	Improved Bike/Ped Access to SFOBB+	80k by 2020*	$15.0	$0**	$15.0
		Total	**$ 168.6**	**$26.9**	**$141.7**

Notes on Table 2:

* Per MTC Resolution No. 4267, these funds are first committed as additional contingency to the Caltrain Electrification project. MTC Resolution No. 4308 directs these funds to the *80k by 2020* Housing Production Incentive program if these funds are no longer needed for Caltrain.

** The 80k by 2020 Program is included outside of the current RTIP funding years.

*** Since Central Subway is already under construction, San Francisco will program its commitment to SF MTA to free up locally-controlled funds as payback.

\+ MTC proposes to commit $2 million in SB 1 Local Partnership Program (LPP) formula funds and $2 million in match for the pre-construction of this project, as part of MTC Resolution No. 4312 in December 2017.

Transit Program Investments

The 2018 RTIP includes two major transit projects focused on maintaining aging transit assets in a state of good repair. In Alameda and Contra Costa Counties, BART has $16.8 million for its Station Modernization Program to improve the stations at 19th Street Oakland and Concord. In San Francisco, SFMTA has $13.6 million for the maintenance and rehabilitation of various light rail lines throughout San Francisco. Both projects achieve the region's goal of "fix it first" – maintaining the transportation assets we already have in a state of good repair.

The 2018 RTIP also includes major transit expansion projects, including $13.1 million for AC Transit's Bus Rapid Transit (BRT) project, and $29.7 million for the BART Extension to Downtown San José/Santa Clara.

Interregional Transportation Improvement Program

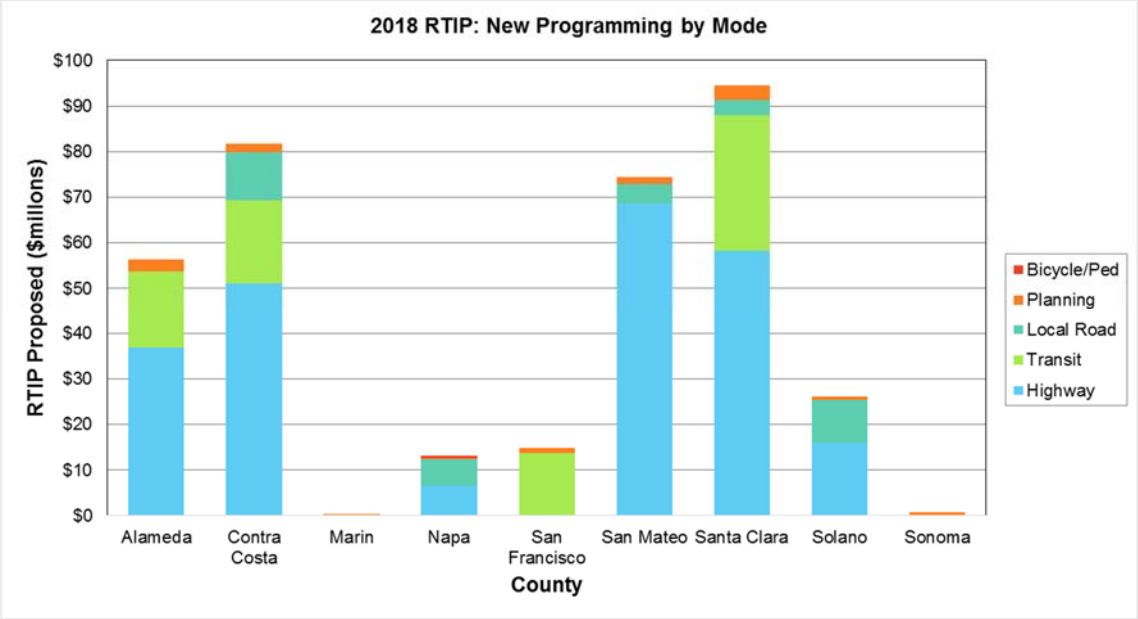
The 2018 STIP Fund Estimate identifies $528 million in new programming capacity for Caltrans's Interregional Transportation Improvement Program (ITIP) – which represents 25% of the total STIP. Caltrans proposes programming one new project in the Bay Area from its ITIP target – $18 million for the final design phase of the US-101 Managed Lanes project in San Mateo County. Caltrans proposes this amount come from its APDE share, and augments that project's funding plan which includes RTIP funding and planned SB 1 competitive program funding.

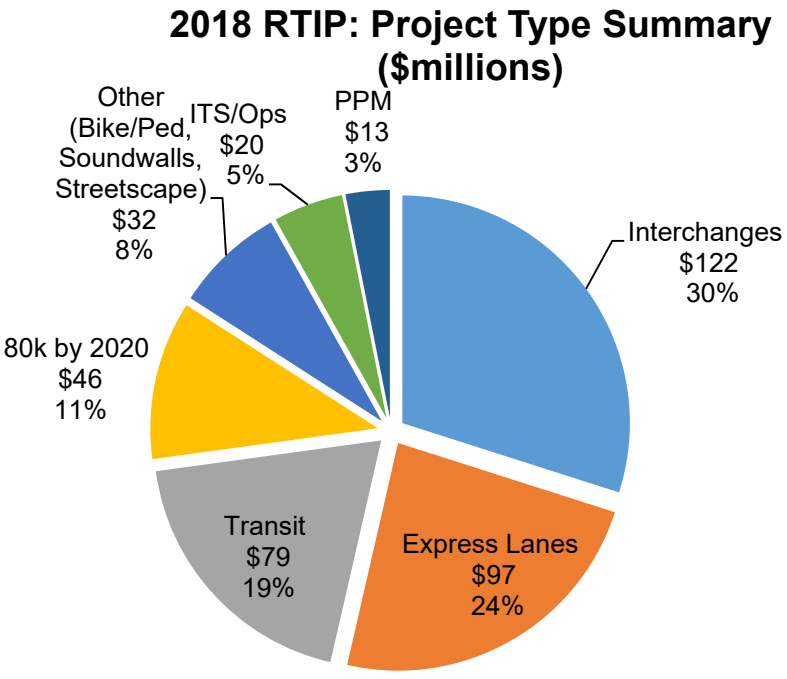
Upcoming Actions

MTC will submit the 2018 RTIP to the California Transportation Commission in December 2017. CTC will hold two hearings on the STIP in early 2018, and will release staff recommendations in late February 2018. CTC is scheduled to adopt the 2018 State Transportation Improvement Program (STIP), of which MTC's RTIP is a part, on March 21, 2018.

Attachment 2: MTC 2018 RTIP New Programming Summary

2018 Regional Transportation Improvement Program: Project Type and Mode Summary





Please see MTC Resolution No. 4308, Revised – Attachment B for complete project detail

Attachment 3: Summary of Proposed 2018 RTIP Changes to Existing Projects

Below is a summary of the proposed changes to currently-programmed RTIP projects by county.

Alameda County

- Redirect $12 million from the East West Connector (I-880 to Mission Blvd.) project programmed in FY 20-21, to the I-80 Gilman Interchange Reconstruction and Access Improvements project in the same fiscal year, as allowed under the 2018 STIP Guidelines; and
- Update the project description of the BART Station Modernization Program to the BART 19th Street Oakland Station Improvement Project.

Contra Costa County

- Advance the I-680 South Bound HOV Gap Closure (N. Main-Livorna) project from FY 19-20 to FY 18-19, as allowed under the 2018 STIP Guidelines; and
- Program an additional $5.8 million to the I-80/Central Avenue - Phase 2 (Local Road Realignment) project in Richmond, $4 million for right-of-way in FY 20-21 and $1.8 million for construction in FY 21-22; and
- Update the project description of the BART Station Modernization Program to the BART Concord Station Improvement Project.

Marin County

- No programming changes requested.

Napa County

- Redirect $1.2 million from the Eucalyptus Drive Extension project programmed in FY 20-21, to the Devlin Road and Vine Trail Extension project in in FY 18-19, as allowed under the 2018 STIP Guidelines; and
- Combine the right-of-way and construction funding for the Petrified Forest Rd and SR-128, Intersection Improvements project into construction, and delay the project by one year to FY 19-20 to accommodate additional environmental studies; and
- Combine engineering and construction funding for the Hopper Creek Pedestrian Path (Oak Cir - Mission) project into construction in FY 19-20.

San Francisco County

- No programming changes requested.

San Mateo County

- Redirect $6.9 million from the State Route 1 Calera Parkway project programmed in FY 18-19, to the US 101/Woodside Road Interchange Improvements project in in FY 18-19, as allowed under the 2018 STIP Guidelines.

Santa Clara County

- No programming changes requested.

Solano County

- Program an additional $6 million to the Jepson Parkway (Leisure Town from Commerce to Orange) project, and delay the project from FY 18-19 to FY 20-21.

Sonoma County

- No programming changes requested.

Regionwide

- Redirect $46 million in regional discretionary RTIP funds to the *80k by 2020* Housing Production Challenge Grant program (if not needed for Caltrain Electrification contingency), and program funds outside of 2018 RTIP period.

Date: October 25, 2017
W.I.: 1515
Referred by: PAC
Revised: 12/20/17-C

ABSTRACT

Resolution No. 4308, Revised

This resolution adopts the policies, procedures, project selection criteria, and program of projects for the 2018 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

Attachment A – Policies, Procedures and Project Selection Criteria for the 2018 RTIP (with appendices)

Attachment B – 2018 RTIP Program of Projects

Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was revised by Commission Action on December 20, 2017 to update Attachment B – 2018 RTIP Program of Projects with the final project listing.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated October 11, 2017 and December 13, 2017.

Date: October 25, 2017
W.I.: 1515
Referred by: PAC

RE: Adoption of 2018 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4308

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

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

WHEREAS, MTC shares responsibility with the Association of Bay Area Governments (ABAG) for developing and implementing a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)).

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2018 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2018-19 through 2022-23; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2018 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2018 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 16, 2017; and

WHEREAS, the 2018 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2018 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC adopts the 2018 RTIP Program of Projects, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

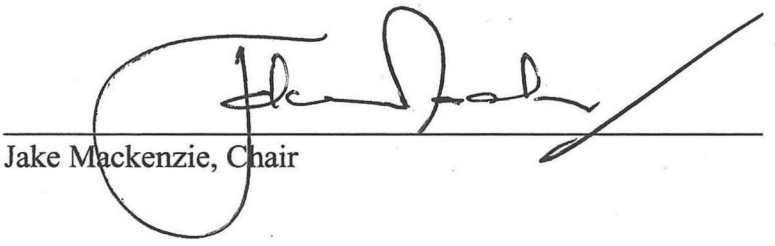
RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2018 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



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 October 25, 2017.

MTC 2018 Regional Transportation Improvement Program

2018 RTIP, as of
December 12, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year 18-19	19-20	20-21	21-22	22-23	Outside RTIP
Alameda County Shares										
Alameda	ACTC	new	SR 84/I-680 Widening and I/C Imps.	**11,114**	0	0	11,114	0	0	0
Alameda	ACTC	new	I-80 Gilman I/C Reconstruction and Access Imps.	**25,784**	25,784	0	0	0	0	0
Alameda	AC Transit	2009Z	AC Transit Bus Rapid Transit Project	**13,125**	13,125	0	0	0	0	0
Alameda	BART	2010C2	19th Street BART Station Modernization	**3,726**	3,726	0	0	0	0	0
Alameda	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	5,063
Alameda	MTC	2100	Planning, programming, and monitoring	**606**	140	0	150	155	161	0
Alameda	ACTC	2179	Planning, programming, and monitoring	**2,100**	565	0	1,535	0	0	0
			Alameda County Total	**56,455**	43,340	-	12,799	155	161	**5,063**
Contra Costa County Shares										
Contra Costa	CCTA	222E	I-680 SB HOV Gap Closure (N. Main-Livorna)	**15,557**	15,557	0	0	0	0	0
Contra Costa	CCTA	2025H	I-80/Central Avenue - Local Road Improvement	**7,773**	0	0	5,900	1,873	0	0
Contra Costa	BART	2010C1	Concord BART Station Modernization	**13,000**	3,500	0	9,500	0	0	0
Contra Costa	CCTA	0298E	I-680/SR4 Interchange Improvements – Phase 3	**18,800**	18,800	0	0	0	0	0
Contra Costa	CCTA	new	SR4 Operational Improvements	**1,379**	0	0	0	1,379	0	0
Contra Costa	BART	2010B	Walnut Creek BART TOD Intermodal Project	**5,300**	0	5,300	0	0	0	0
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	**9,200**	0	9,200	0	0	0	0
Contra Costa	CCTA	2025J	Kirker Pass Rd NB Truck Climbing Lane	**2,650**	2,650	0	0	0	0	0
Contra Costa	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	31,090
Contra Costa	MTC	2118	Planning, programming, and monitoring	**393**	91	0	97	101	104	0
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	**1,521**	454	0	355	356	356	0
			Contra Costa Total	**75,573**	41,052	14,500	15,852	3,709	460	**31,090**
Marin County Shares										
Marin	TAM	2127C	Planning, programming, and monitoring	**287**	0	0	287	0	0	0
Marin	MTC	2127	Planning, programming, and monitoring	**113**	26	0	28	29	30	0
Marin	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	571
			Marin County Total	**400**	26	-	315	29	30	**571**

MTC 2018 Regional Transportation Improvement Program

2018 RTIP, as of
December 12, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year 18-19	19-20	20-21	21-22	22-23	Outside RTIP
Napa County Shares										
Napa	City of Napa	new	Silverado Five- Way Intersection Improvements	**1,153**	0	0	0	1,153	0	0
Napa	County of Napa	new	Silverado Trail Repaving Phase L	**98**	0	98	0	0	0	0
Napa	American Cyn	2130D	Devlin Road and Vine Trail Extension	**4,151**	4,151	0	0	0	0	0
Napa	NVTA	0376	Soscol Junction	**6,521**	3,000	600	0	2,921	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	**475**	0	475	0	0	0	0
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	**500**	0	500	0	0	0	0
Napa	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	376
Napa	MTC	2130	Planning, programming, and monitoring	**69**	16	0	17	18	18	0
Napa	NVTA	1003E	Planning, programming, and monitoring	**193**	0	0	65	64	64	0
			Napa County Total	**13,160**	7,167	1,673	82	4,156	82	**376**
San Francisco County Shares										
San Francisco	SFMTA	new	2020 Restoration of SFMTA Light Rail Lines	**5,500**	0	5,500	0	0	0	0
San Francisco	SFMTA	new	2021 Restoration of SFMTA Light Rail Lines	**8,252**	0	0	8,252	0	0	0
San Francisco	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	1,548
San Francisco	SFCTA	2007	Planning, programming, and monitoring	**778**	0	0	260	259	259	0
San Francisco	MTC	2131	Planning, programming, and monitoring	**308**	71	0	76	79	82	0
			San Francisco County Total	**14,838**	71	5,500	8,588	338	341	**1,548**
San Mateo County Shares										
San Mateo	SM C/CAG	new	US 101 Managed Lane Project	**33,498**	16,000	17,498	0	0	0	0
San Mateo	Redwood City	new	US 101/Woodside Road Interchange Imp. Project	**8,000**	8,000	0	0	0	0	0
San Mateo	S. San Francisc	new	US 101 Produce Avenue Interchange - Imps.	**5,000**	0	0	5,000	0	0	0
San Mateo	SM C/CAG	new	ITS Imps. in Daly City, Brisbane, and Colma	**8,500**	600	0	0	1,000	6,900	0
San Mateo	Caltrans	2140E	Countywide ITS Imps. - San Mateo County Smart Corridor	**4,298**	240	4,058	0	0	0	0
San Mateo	SM C/CAG	0668D	SR 92/US 101 Interchange Imps. - Phase 2	**5,628**	0	2,411	3,217	0	0	0
San Mateo	Caltrans	0690A	US-101 Willow Rd I/C Reconst. (AB3090 Reimbursement)	**8,000**	0	4,000	4,000	0	0	0
San Mateo	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	1,598
San Mateo	MTC	2140	Planning, programming, and monitoring	**320**	74	0	79	82	85	0
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	**1,125**	338	0	263	262	262	0
			San Mateo County Total	**74,369**	25,252	27,967	12,559	1,344	7,247	**1,598**

MTC 2018 Regional Transportation Improvement Program

2018 RTIP, as of
December 12, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year 18-19	19-20	20-21	21-22	22-23	Outside RTIP
Santa Clara County Shares										
Santa Clara	BART	2147E	BART Phase 2: Extension to Downtown San Jose/Santa Clara	**29,702**	0	0	0	29,702	0	0
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	**3,630**	355	3,275	0	0	0	0
Santa Clara	San Jose	new	San Jose West San Carlos Urban Village Streetscape Imps.	**4,350**	0	0	0	4,350	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 3	**14,268**	14,268	0	0	0	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 4	**11,500**	2,300	9,200	0	0	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 5	**10,188**	0	10,188	0	0	0	0
Santa Clara	VTA	0503J	I-280 Soundwalls at Bird Ave. in San Jose	**7,000**	0	833	929	456	4,782	0
Santa Clara	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	3,632
Santa Clara	MTC	2144	Planning, programming, and monitoring	**707**	163	0	175	181	188	0
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	**2,607**	783	0	912	912	0	0
			Santa Clara County Total	**83,952**	17,869	23,496	2,016	35,601	4,970	**3,632**
Solano County Shares										
Solano	Vacaville	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)	**9,296**	0	0	9,296	0	0	0
Solano	Solano TA	5301L	I-80/I-680/SR12 I/C Package 2A (EB SR12 to EB I-80 Connector)	**9,000**	9,000	0	0	0	0	0
Solano	Solano TA	new	SR 37 Project/Mare Island Interchange Project	**5,000**	5,000	0	0	0	0	0
Napa	County of Napa	new	Silverado Trail Repaving Phase L	**98**	0	98	0	0	0	0
Solano	Solano TA	new	SR 12/Church Rd	**1,939**	0	0	1,939	0	0	0
Solano	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	945
Solano	MTC	2152	Planning, programming, and monitoring	**186**	43	0	46	48	49	0
Solano	STA	2263	Planning, programming, and monitoring	**681**	204	0	159	159	159	0
			Solano County Total	**26,200**	14,247	98	11,440	207	208	**945**
Sonoma County Shares										
Sonoma	MTC	2156	Planning, programming, and monitoring	**223**	52	0	55	57	59	0
Sonoma	SCTA	770E	Planning, programming, and monitoring	**591**	0	0	197	197	197	0
Sonoma	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	1,177
			Sonoma County Total	**814**	52	-	252	254	256	**1,177**
2018 RTIP Total - Bay Area				**345,761**	**149,076**	**73,234**	**63,903**	**45,793**	**13,755**	**46,000**

Note: Detail on project programming by year and phase will be submitted to CTC

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MTC 2018 Regional Transportation Improvement Program

Advanced Project Development Element

2018 RTIP, as of
December 12, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year						Outside RTIP
					Prior	18-19	19-20	20-21	21-22	22-23	
Alameda County Shares											
				0	0	0	0	0	0	0	0
			Alameda County Total	**-**	-	-	-	-	-	-	**-**
Contra Costa County Shares											
Contra Costa	CCTA		SR4 Operational Improvements (APDE)	**6,121**	0	0	0	0	6,121	0	0
			Contra Costa Total	**6,121**	-	-	-	-	6,121	-	**-**
Marin County Shares											
				0	0	0	0	0	0	0	0
			Marin County Total	**-**	-	-	-	-	-	-	**-**
Napa County Shares											
				0	0	0	0	0	0	0	0
			Napa County Total	**-**	-	-	-	-	-	-	**-**
San Francisco County Shares											
				0	0	0	0	0	0	0	0
			San Francisco County Total	**-**	-	-	-	-	-	-	**-**
San Mateo County Shares											
				0	0	0	0	0	0	0	0
			San Mateo County Total	**-**	-	-	-	-	-	-	**-**
Santa Clara County Shares											
Santa Clara	VTA		US 101 Express Lanes - Phase 5 (APDE)	**10,589**	0	10,589	0	0	0	0	0
			Santa Clara County Total	**10,589**	-	10,589	-	-	-	-	**-**
Solano County Shares											
				0	0	0	0	0	0	0	0
			Solano County Total	**-**	-	-	-	-	-	-	**-**
Sonoma County Shares											
				0	0	0	0	0	0	0	0
			Sonoma County Total	**-**	-	-	-	-	-	-	**-**
2018 RTIP Total - Bay Area				**16,710**	**0**	**10,589**	**0**	**0**	**6,121**	**0**	**0**

Note: Detail on project programming by year and phase will be submitted to CTC

J:\PROJECT\Funding\RTIP\18 RTIP\[Draft_Full_2018_RTIP_2017-11.xlsx]MTC APDE 2018

MTC 2018 Regional Transportation Improvement Program

2018 RTIP, as of
December 12, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year 18-19	19-20	20-21	21-22	22-23	Outside RTIP
Alameda County Shares										
Alameda	ACTC	new	SR 84/I-680 Widening and I/C Imps.	**11,114**	0	0	11,114	0	0	0
Alameda	ACTC	new	I-80 Gilman I/C Reconstruction and Access Imps.	**25,784**	25,784	0	0	0	0	0
Alameda	AC Transit	2009Z	AC Transit Bus Rapid Transit Project	**13,125**	13,125	0	0	0	0	0
Alameda	BART	2010C2	19th Street BART Station Modernization	**3,726**	3,726	0	0	0	0	0
Alameda	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	5,063
Alameda	MTC	2100	Planning, programming, and monitoring	**606**	140	0	150	155	161	0
Alameda	ACTC	2179	Planning, programming, and monitoring	**2,100**	565	0	1,535	0	0	0
			Alameda County Total	**56,455**	43,340	-	12,799	155	161	**5,063**
Contra Costa County Shares										
Contra Costa	CCTA	222E	I-680 SB HOV Gap Closure (N. Main-Livorna)	**15,557**	15,557	0	0	0	0	0
Contra Costa	CCTA	2025H	I-80/Central Avenue - Local Road Improvement	**7,773**	0	0	5,900	1,873	0	0
Contra Costa	BART	2010C1	Concord BART Station Modernization	**13,000**	3,500	0	9,500	0	0	0
Contra Costa	CCTA	0298E	I-680/SR4 Interchange Improvements – Phase 3	**18,800**	18,800	0	0	0	0	0
Contra Costa	CCTA	new	SR4 Operational Improvements	**1,379**	0	0	0	1,379	0	0
Contra Costa	BART	2010B	Walnut Creek BART TOD Intermodal Project	**5,300**	0	5,300	0	0	0	0
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	**9,200**	0	9,200	0	0	0	0
Contra Costa	CCTA	2025J	Kirker Pass Rd NB Truck Climbing Lane	**2,650**	2,650	0	0	0	0	0
Contra Costa	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	31,090
Contra Costa	MTC	2118	Planning, programming, and monitoring	**393**	91	0	97	101	104	0
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	**1,521**	454	0	355	356	356	0
			Contra Costa Total	**75,573**	41,052	14,500	15,852	3,709	460	**31,090**
Marin County Shares										
Marin	TAM	2127C	Planning, programming, and monitoring	**287**	0	0	287	0	0	0
Marin	MTC	2127	Planning, programming, and monitoring	**113**	26	0	28	29	30	0
Marin	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	571
			Marin County Total	**400**	26	-	315	29	30	**571**

MTC 2018 Regional Transportation Improvement Program

2018 RTIP, as of
December 12, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year 18-19	19-20	20-21	21-22	22-23	Outside RTIP
Napa County Shares										
Napa	City of Napa	new	Silverado Five- Way Intersection Improvements	**1,153**	0	0	0	1,153	0	0
Napa	County of Napa	new	Silverado Trail Repaving Phase L	**98**	0	98	0	0	0	0
Napa	American Cyn	2130D	Devlin Road and Vine Trail Extension	**4,151**	4,151	0	0	0	0	0
Napa	NVTA	0376	Soscol Junction	**6,521**	3,000	600	0	2,921	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	**475**	0	475	0	0	0	0
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	**500**	0	500	0	0	0	0
Napa	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	376
Napa	MTC	2130	Planning, programming, and monitoring	**69**	16	0	17	18	18	0
Napa	NVTA	1003E	Planning, programming, and monitoring	**193**	0	0	65	64	64	0
			Napa County Total	**13,160**	7,167	1,673	82	4,156	82	**376**
San Francisco County Shares										
San Francisco	SFMTA	new	2020 Restoration of SFMTA Light Rail Lines	**5,500**	0	5,500	0	0	0	0
San Francisco	SFMTA	new	2021 Restoration of SFMTA Light Rail Lines	**8,252**	0	0	8,252	0	0	0
San Francisco	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	1,548
San Francisco	SFCTA	2007	Planning, programming, and monitoring	**778**	0	0	260	259	259	0
San Francisco	MTC	2131	Planning, programming, and monitoring	**308**	71	0	76	79	82	0
			San Francisco County Total	**14,838**	71	5,500	8,588	338	341	**1,548**
San Mateo County Shares										
San Mateo	SM C/CAG	new	US 101 Managed Lane Project	**33,498**	16,000	17,498	0	0	0	0
San Mateo	Redwood City	new	US 101/Woodside Road Interchange Imp. Project	**8,000**	8,000	0	0	0	0	0
San Mateo	S. San Francisc	new	US 101 Produce Avenue Interchange - Imps.	**5,000**	0	0	5,000	0	0	0
San Mateo	SM C/CAG	new	ITS Imps. in Daly City, Brisbane, and Colma	**8,500**	600	0	0	1,000	6,900	0
San Mateo	Caltrans	2140E	Countywide ITS Imps. - San Mateo County Smart Corridor	**4,298**	240	4,058	0	0	0	0
San Mateo	SM C/CAG	0668D	SR 92/US 101 Interchange Imps. - Phase 2	**5,628**	0	2,411	3,217	0	0	0
San Mateo	Caltrans	0690A	US-101 Willow Rd I/C Reconst. (AB3090 Reimbursement)	**8,000**	0	4,000	4,000	0	0	0
San Mateo	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	1,598
San Mateo	MTC	2140	Planning, programming, and monitoring	**320**	74	0	79	82	85	0
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	**1,125**	338	0	263	262	262	0
			San Mateo County Total	**74,369**	25,252	27,967	12,559	1,344	7,247	**1,598**

MTC 2018 Regional Transportation Improvement Program

2018 RTIP, as of
December 12, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year 18-19	19-20	20-21	21-22	22-23	Outside RTIP
Santa Clara County Shares										
Santa Clara	BART	2147E	BART Phase 2: Extension to Downtown San Jose/Santa Clara	**29,702**	0	0	0	29,702	0	0
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	**3,630**	355	3,275	0	0	0	0
Santa Clara	San Jose	new	San Jose West San Carlos Urban Village Streetscape Imps.	**4,350**	0	0	0	4,350	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 3	**14,268**	14,268	0	0	0	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 4	**11,500**	2,300	9,200	0	0	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 5	**10,188**	0	10,188	0	0	0	0
Santa Clara	VTA	0503J	I-280 Soundwalls at Bird Ave. in San Jose	**7,000**	0	833	929	456	4,782	0
Santa Clara	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	3,632
Santa Clara	MTC	2144	Planning, programming, and monitoring	**707**	163	0	175	181	188	0
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	**2,607**	783	0	912	912	0	0
			Santa Clara County Total	**83,952**	17,869	23,496	2,016	35,601	4,970	**3,632**
Solano County Shares										
Solano	Vacaville	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)	**9,296**	0	0	9,296	0	0	0
Solano	Solano TA	5301L	I-80/I-680/SR12 I/C Package 2A (EB SR12 to EB I-80 Connector)	**9,000**	9,000	0	0	0	0	0
Solano	Solano TA	new	SR 37 Project/Mare Island Interchange Project	**5,000**	5,000	0	0	0	0	0
Napa	County of Napa	new	Silverado Trail Repaving Phase L	**98**	0	98	0	0	0	0
Solano	Solano TA	new	SR 12/Church Rd	**1,939**	0	0	1,939	0	0	0
Solano	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	945
Solano	MTC	2152	Planning, programming, and monitoring	**186**	43	0	46	48	49	0
Solano	STA	2263	Planning, programming, and monitoring	**681**	204	0	159	159	159	0
			Solano County Total	**26,200**	14,247	98	11,440	207	208	**945**
Sonoma County Shares										
Sonoma	MTC	2156	Planning, programming, and monitoring	**223**	52	0	55	57	59	0
Sonoma	SCTA	770E	Planning, programming, and monitoring	**591**	0	0	197	197	197	0
Sonoma	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	1,177
			Sonoma County Total	**814**	52	-	252	254	256	**1,177**
2018 RTIP Total - Bay Area				**345,761**	**149,076**	**73,234**	**63,903**	**45,793**	**13,755**	**46,000**

Note: Detail on project programming by year and phase will be submitted to CTC

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MTC 2018 Regional Transportation Improvement Program

Advanced Project Development Element

2018 RTIP, as of
December 12, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year						Outside RTIP
					Prior	18-19	19-20	20-21	21-22	22-23	
Alameda County Shares											
				0	0	0	0	0	0	0	0
			Alameda County Total	**-**	-	-	-	-	-	-	**-**
Contra Costa County Shares											
Contra Costa	CCTA		SR4 Operational Improvements (APDE)	**6,121**	0	0	0	0	6,121	0	0
			Contra Costa Total	**6,121**	-	-	-	-	6,121	-	**-**
Marin County Shares											
				0	0	0	0	0	0	0	0
			Marin County Total	**-**	-	-	-	-	-	-	**-**
Napa County Shares											
				0	0	0	0	0	0	0	0
			Napa County Total	**-**	-	-	-	-	-	-	**-**
San Francisco County Shares											
				0	0	0	0	0	0	0	0
			San Francisco County Total	**-**	-	-	-	-	-	-	**-**
San Mateo County Shares											
				0	0	0	0	0	0	0	0
			San Mateo County Total	**-**	-	-	-	-	-	-	**-**
Santa Clara County Shares											
Santa Clara	VTA		US 101 Express Lanes - Phase 5 (APDE)	**10,589**	0	10,589	0	0	0	0	0
			Santa Clara County Total	**10,589**	-	10,589	-	-	-	-	**-**
Solano County Shares											
				0	0	0	0	0	0	0	0
			Solano County Total	**-**	-	-	-	-	-	-	**-**
Sonoma County Shares											
				0	0	0	0	0	0	0	0
			Sonoma County Total	**-**	-	-	-	-	-	-	**-**
2018 RTIP Total - Bay Area				**16,710**	**0**	**10,589**	**0**	**0**	**6,121**	**0**	**0**

Note: Detail on project programming by year and phase will be submitted to CTC

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Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 4a**

MTC Resolution No. 4308, Revised

Subject: Program of Projects for the 2018 Regional Transportation Improvement Program (RTIP), which includes approximately $290 million in new programming capacity for the Bay Area

Background: MTC is responsible for developing the region's funding priorities for the Regional Transportation Improvement Program (RTIP), and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption into the State Transportation Improvement Program (STIP). Resolution No. 4308 establishes MTC's policies, procedures, criteria, schedule, and funding targets for the 2018 RTIP, and includes the program of projects due to the CTC by December 15, 2017. The 2018 STIP includes $291 million in new programming capacity for the Bay Area and covers the fiscal years 2018-19 through 2022-23.

Each county Congestion Management Agency (CMA) or countywide transportation planning agency is responsible for soliciting projects for its county share of the RTIP. The CMA must notify eligible project sponsors of the process and deadlines for applying for RTIP funding. The CMAs provided MTC with their final project lists on November 8.

2018 RTIP Policies and Procedures

At its October 25 meeting, the MTC Commission approved the 2018 RTIP Policies and Procedures (MTC Resolution No. 4308). In summary, the approval action directed staff to do the following:

- Set aside $46 million of regionally-controlled RTIP funds as an augmentation to the One Bay Area Grant Program Housing Production Incentive challenge (also known as *80k by 2020*).
- Develop supplemental housing condition criteria for stakeholder input and input via special Commission workshop in 2018.
- Survey jurisdictions' compliance with state housing statutes.
- Assess the Priority Development Area (PDA) planning process to identify action steps and constraints for housing production and affordable housing in PDAs.

These actions do not affect any proposed projects submitted for the 2018 RTIP. The revised RTIP Policies are available on MTC's website.

Program Highlights

A summary of the important program issues is included as Attachment 1. Attachment 2 includes charts summarizing the proposed program by county, project type, and modal investment category. Attachment 3 summarizes changes to previously-programmed RTIP projects, such as a change in funding amount, phase, or year of programming. Some highlights are:

- Seven of the nine Bay Area counties propose new projects for RTIP funding. Marin and Sonoma Counties do not have new programming

capacity since those counties are still paying back prior STIP commitments.

- The 2016 STIP mandated deletion of $754 million in existing programming statewide, due to the lower-than-anticipated price-based excise tax receipts. In the Bay Area, this translated to $115million in existing funds deleted from the RTIP. Thanks to Senate Bill 1, five projects deleted in the 2016 RTIP are now requesting full or partial restoration of their RTIP funding amounts.
- The 2018 STIP Fund Estimate identifies funding for Advanced Project Development Element (APDE) shares. Contra Costa and Santa Clara Counties each programmed the full amount of available APDE shares.
- Through previous RTIPs, MTC has committed funding to various projects and programs that are memorialized in the RTIP Policies and Procedures. These commitments are addressed or retired as part of the new funding from the 2018 RTIP.
- The 2018 RTIP includes two major transit projects focused on maintaining aging transit assets in a state of good repair. In Alameda and Contra Costa Counties, BART has $16.8 million for its Station Modernization Program, and SFMTA has $13.6 million for the maintenance and rehabilitation of various light rail lines throughout San Francisco.
- Caltrans proposes programming one new project in the Bay Area from its Interregional Transportation Improvement Program target: $18 million for the final design phase of the US-101 Managed Lanes project in San Mateo County.

Schedule

MTC's RTIP program of projects is due to the CTC by December 15, 2017. MTC staff will transmit the draft RTIP list after this Committee's review, with the final RTIP submitted to CTC following Commission approval on December 20. CTC staff is aware of this schedule. CTC is scheduled to adopt the STIP in March 2018.

Issues: None.

Recommendation: Refer MTC Resolution No. 4308, Revised to the Commission for approval, and direct staff to transmit the draft RTIP list to the California Transportation Commission after Committee referral.

Attachments: **Attachment 1:** MTC 2018 RTIP Summary
Attachment 2: Proposed 2018 RTIP Summary Charts
Attachment 3: Summary of 2018 RTIP Changes to Existing Projects
MTC Resolution No. 4308, Revised – Attachment B

Attachment 1: MTC's 2018 Regional Transportation Improvement Program Summary

Funding and Significant New Projects

The 2018 State Transportation Improvement Program (STIP) Fund Estimate identifies roughly $291 million in new programming capacity for the Bay Area. Seven of the nine Bay Area counties propose new projects for RTIP funding. Marin and Sonoma Counties do not have new programming capacity since those counties are still paying back prior STIP commitments.

Each CMA provided MTC with its final project listing by November 8. The full listing of projects is included in Attachment B to MTC Resolution No. 4308, Revised. Table 1, below, shows proposed new 2018 RTIP projects requesting over $5 million in RTIP funds.

Table 1: New 2018 RTIP Programming Over $5 million

County	Project Description	Amount ($millions)
Alameda	SR-84/I-680 Widening and Interchange Improvements	$11.1
Alameda	I-80 Gilman I/C Reconstruction and Access Imps.	$25.7
Contra Costa	SR-4 Operational Improvements (APDE)	$6.1
San Francisco	2020 Restoration of SFMTA Light Rail Lines	$5.5
San Francisco	2021 Restoration of SFMTA Light Rail Lines	$8.3
San Mateo	US-101 Managed Lane Project	$33.5
San Mateo	US-101/Woodside Road Interchange Imp. Project	$8.0
San Mateo	US-101 Produce Avenue Interchange Improvements	$5.0
San Mateo	ITS Imps. in Daly City, Brisbane, and Colma	$8.5
Santa Clara	US-101 Express Lanes – Phase 3	$14.3
Santa Clara	US-101 Express Lanes – Phase 4	$11.5
Santa Clara	US-101 Express Lanes – Phase 5	$11.2
Santa Clara	US-101 Express Lanes – Phase 5 (APDE)	$10.6
Santa Clara	I-280 Soundwalls at Bird Ave. in San Jose	$7.0
Solano	SR-37 Project/Mare Island Interchange Project	$5.0

Attachment 2 to this memo includes two charts that summarize the proposed 2018 RTIP based on mode for each county, and the overall project type summary which includes MTC's commitment of $46 million for the *80k by 2020* Housing Incentive Program.

2016 STIP Programming Deletions

The 2016 STIP mandated deletion of $754 million in existing programming statewide, due to the lower-than-anticipated price-based excise tax receipts. In the Bay Area, this translated to $115.3 million in existing funds deleted from the RTIP. Thanks to Senate Bill 1, much of the eliminated 2016 STIP capacity is restored and available for programming. Five projects deleted in the 2016 RTIP are now requesting full or partial restoration of their RTIP funding amounts:

- Alameda and Contra Costa Counties, BART Station Modernization Program (scope refined to specific station improvements)
- Contra Costa County, I-680/SR4 Interchange Improvements project

- San Mateo County, US 101 Managed Lanes project
- San Mateo County, SR-92/US-101 Interchange Improvements project
- Solano County, Jepson Parkway (Leisure Town from Commerce to Orange) project

Note that not all of the deleted projects in the 2016 RTIP returned to the 2018 RTIP since project sponsors either found alternative fund sources or identified other priorities.

Advanced Project Development Element (APDE)

The 2018 STIP Fund Estimate identifies funding for Advanced Project Development Element (APDE) shares. Up to 25% of the each county's share of the estimated capacity in the next STIP cycle can be programmed for the environmental and permits and the plans, specifications and estimates phases (PS&E). Contra Costa and Santa Clara Counties each programmed the full amount of available APDE shares:

- Contra Costa County, $6.1 million for PS&E in FY 21-22 for the SR-4 Operational Improvements project
- Santa Clara County, $10.6 million for PS&E in FY 18-19 for the US-101 Express Lanes - Phase 5 project.

Both projects programmed using APDE share capacity are identified in Attachment B to MTC Resolution 4308. APDE must be listed separately as they are advances of regular future STIP county shares.

Remaining Commitments

Through previous RTIPs, MTC has committed funding to various projects and programs that are memorialized in the RTIP Policies and Procedures. All of these commitments are addressed or retired as part of the new funding from the 2018 RTIP. Table 2 below summarizes the remaining commitments and their current status.

Table 2: Remaining RTIP Commitments ($million)

County	Original Project	Current Commitment	Amount Remain	2018 RTIP	New Balance
Alameda	Caldecott Tunnel (ARRA Exchange)	80k by 2020*	$2.0	$0**	$2.0
Alameda	AC Transit Bus Rapid Transit (BRT)	AC Transit BRT	$13.1	$13.1	$0
Contra Costa	Caldecott Tunnel (ARRA Exchange)	80k by 2020*	$29.0	$0**	$29.0
San Francisco	Central Subway	MTA Light Rail Restoration Program***	$75.5	$13.8	$61.7
San Francisco	Presidio Parkway (Doyle Drive)	Regional Operations (FPI, CDI, Express Lanes)	$34.0	$0	$34.0
Region-wide	Improved Bike/Ped Access to SFOBB+	80k by 2020*	$15.0	$0**	$15.0
		Total	**$ 168.6**	**$26.9**	**$141.7**

Notes on Table 2:

* Per MTC Resolution No. 4267, these funds are first committed as additional contingency to the Caltrain Electrification project. MTC Resolution No. 4308 directs these funds to the *80k by 2020* Housing Production Incentive program if these funds are no longer needed for Caltrain.

** The 80k by 2020 Program is included outside of the current RTIP funding years.

*** Since Central Subway is already under construction, San Francisco will program its commitment to SF MTA to free up locally-controlled funds as payback.

\+ MTC proposes to commit $2 million in SB 1 Local Partnership Program (LPP) formula funds and $2 million in match for the pre-construction of this project, as part of MTC Resolution No. 4312 in December 2017.

Transit Program Investments

The 2018 RTIP includes two major transit projects focused on maintaining aging transit assets in a state of good repair. In Alameda and Contra Costa Counties, BART has $16.8 million for its Station Modernization Program to improve the stations at 19th Street Oakland and Concord. In San Francisco, SFMTA has $13.6 million for the maintenance and rehabilitation of various light rail lines throughout San Francisco. Both projects achieve the region's goal of "fix it first" – maintaining the transportation assets we already have in a state of good repair.

The 2018 RTIP also includes major transit expansion projects, including $13.1 million for AC Transit's Bus Rapid Transit (BRT) project, and $29.7 million for the BART Extension to Downtown San José/Santa Clara.

Interregional Transportation Improvement Program

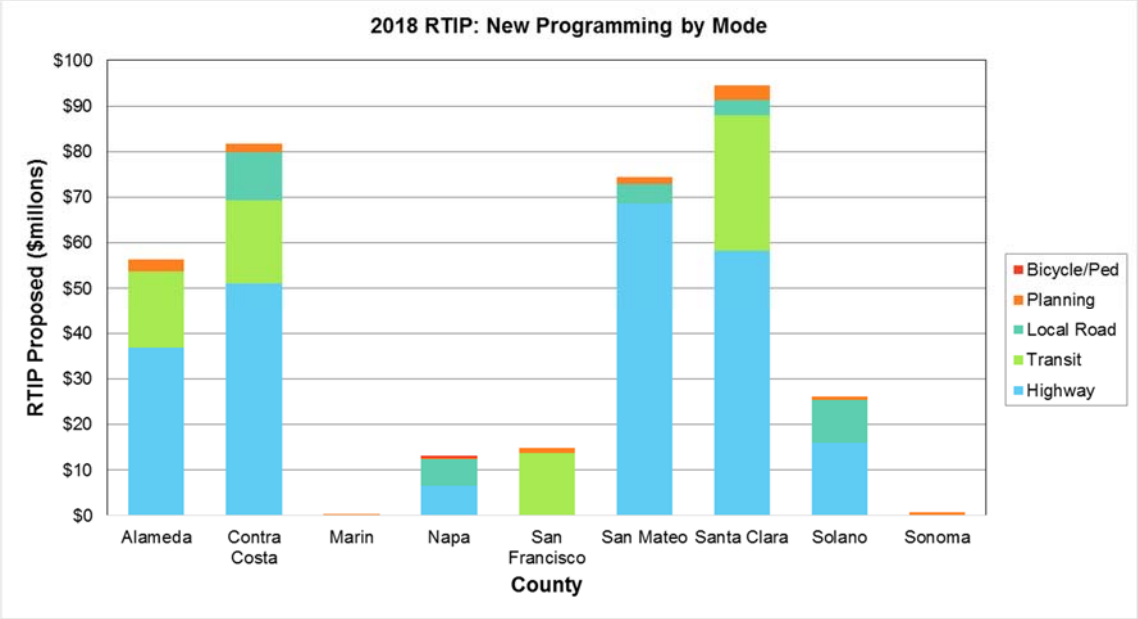
The 2018 STIP Fund Estimate identifies $528 million in new programming capacity for Caltrans's Interregional Transportation Improvement Program (ITIP) – which represents 25% of the total STIP. Caltrans proposes programming one new project in the Bay Area from its ITIP target – $18 million for the final design phase of the US-101 Managed Lanes project in San Mateo County. Caltrans proposes this amount come from its APDE share, and augments that project's funding plan which includes RTIP funding and planned SB 1 competitive program funding.

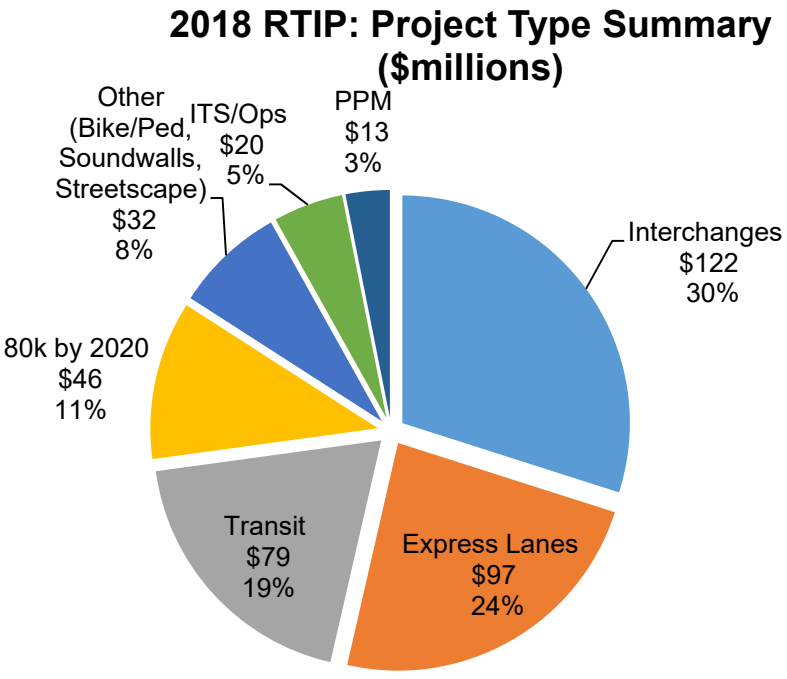
Upcoming Actions

MTC will submit the 2018 RTIP to the California Transportation Commission in December 2017. CTC will hold two hearings on the STIP in early 2018, and will release staff recommendations in late February 2018. CTC is scheduled to adopt the 2018 State Transportation Improvement Program (STIP), of which MTC's RTIP is a part, on March 21, 2018.

Attachment 2: MTC 2018 RTIP New Programming Summary

2018 Regional Transportation Improvement Program: Project Type and Mode Summary





Please see MTC Resolution No. 4308, Revised – Attachment B for complete project detail

Attachment 3: Summary of Proposed 2018 RTIP Changes to Existing Projects

Below is a summary of the proposed changes to currently-programmed RTIP projects by county.

Alameda County

- Redirect $12 million from the East West Connector (I-880 to Mission Blvd.) project programmed in FY 20-21, to the I-80 Gilman Interchange Reconstruction and Access Improvements project in the same fiscal year, as allowed under the 2018 STIP Guidelines; and
- Update the project description of the BART Station Modernization Program to the BART 19th Street Oakland Station Improvement Project.

Contra Costa County

- Advance the I-680 South Bound HOV Gap Closure (N. Main-Livorna) project from FY 19-20 to FY 18-19, as allowed under the 2018 STIP Guidelines; and
- Program an additional $5.8 million to the I-80/Central Avenue - Phase 2 (Local Road Realignment) project in Richmond, $4 million for right-of-way in FY 20-21 and $1.8 million for construction in FY 21-22; and
- Update the project description of the BART Station Modernization Program to the BART Concord Station Improvement Project.

Marin County

- No programming changes requested.

Napa County

- Redirect $1.2 million from the Eucalyptus Drive Extension project programmed in FY 20-21, to the Devlin Road and Vine Trail Extension project in in FY 18-19, as allowed under the 2018 STIP Guidelines; and
- Combine the right-of-way and construction funding for the Petrified Forest Rd and SR-128, Intersection Improvements project into construction, and delay the project by one year to FY 19-20 to accommodate additional environmental studies; and
- Combine engineering and construction funding for the Hopper Creek Pedestrian Path (Oak Cir - Mission) project into construction in FY 19-20.

San Francisco County

- No programming changes requested.

San Mateo County

- Redirect $6.9 million from the State Route 1 Calera Parkway project programmed in FY 18-19, to the US 101/Woodside Road Interchange Improvements project in in FY 18-19, as allowed under the 2018 STIP Guidelines.

Santa Clara County

- No programming changes requested.

Solano County

- Program an additional $6 million to the Jepson Parkway (Leisure Town from Commerce to Orange) project, and delay the project from FY 18-19 to FY 20-21.

Sonoma County

- No programming changes requested.

Regionwide

- Redirect $46 million in regional discretionary RTIP funds to the *80k by 2020* Housing Production Challenge Grant program (if not needed for Caltrain Electrification contingency), and program funds outside of 2018 RTIP period.

Date: October 25, 2017
W.I.: 1515
Referred by: PAC
Revised: 12/20/17-C

ABSTRACT

Resolution No. 4308, Revised

This resolution adopts the policies, procedures, project selection criteria, and program of projects for the 2018 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

Attachment A – Policies, Procedures and Project Selection Criteria for the 2018 RTIP (with appendices)

Attachment B – 2018 RTIP Program of Projects

Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was revised by Commission Action on December 20, 2017 to update Attachment B – 2018 RTIP Program of Projects with the final project listing.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated October 11, 2017 and December 13, 2017.

Date: October 25, 2017
W.I.: 1515
Referred by: PAC

RE: Adoption of 2018 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4308

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

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

WHEREAS, MTC shares responsibility with the Association of Bay Area Governments (ABAG) for developing and implementing a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)).

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2018 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2018-19 through 2022-23; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2018 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2018 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 16, 2017; and

WHEREAS, the 2018 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2018 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC adopts the 2018 RTIP Program of Projects, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

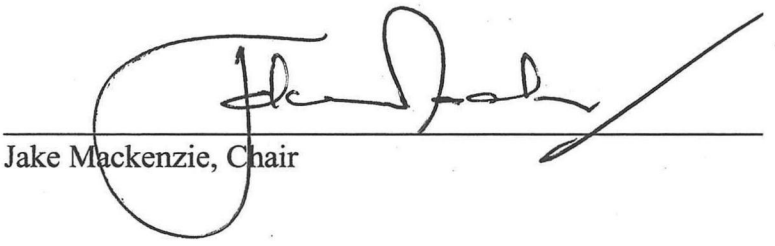
RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2018 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



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 October 25, 2017.

Draft MTC 2018 Regional Transportation Improvement Program

Draft 2018 RTIP, as of
December 1, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year 18-19	19-20	20-21	21-22	22-23	Outside RTIP
Alameda County Shares										
Alameda	ACTC	new	SR 84/I-680 Widening and I/C Imps.	**11,114**	0	0	11,114	0	0	0
Alameda	ACTC	new	I-80 Gilman I/C Reconstruction and Access Imps.	**25,784**	25,784	0	0	0	0	0
Alameda	AC Transit	2009Z	AC Transit Bus Rapid Transit Project	**13,125**	13,125	0	0	0	0	0
Alameda	BART	2010C2	19th Street BART Station Modernization	**3,726**	3,726	0	0	0	0	0
Alameda	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	5,063
Alameda	MTC	2100	Planning, programming, and monitoring	**606**	140	0	150	155	161	0
Alameda	ACTC	2179	Planning, programming, and monitoring	**2,100**	565	0	1,535	0	0	0
			Alameda County Total	**56,455**	43,340	-	12,799	155	161	**5,063**
Contra Costa County Shares										
Contra Costa	CCTA	222E	I-680 SB HOV Gap Closure (N. Main-Livorna)	**15,557**	15,557	0	0	0	0	0
Contra Costa	CCTA	2025H	I-80/Central Avenue - Local Road Improvement	**7,773**	0	0	5,900	1,873	0	0
Contra Costa	BART	2010C1	Concord BART Station Modernization	**13,000**	3,500	0	9,500	0	0	0
Contra Costa	CCTA	0298E	I-680/SR4 Interchange Improvements – Phase 3	**18,800**	18,800	0	0	0	0	0
Contra Costa	CCTA	new	SR4 Operational Improvements	**1,379**	0	0	0	1,379	0	0
Contra Costa	BART	2010B	Walnut Creek BART TOD Intermodal Project	**5,300**	0	5,300	0	0	0	0
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	**9,200**	0	9,200	0	0	0	0
Contra Costa	CCTA	2025J	Kirker Pass Rd NB Truck Climbing Lane	**2,650**	2,650	0	0	0	0	0
Contra Costa	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	31,090
Contra Costa	MTC	2118	Planning, programming, and monitoring	**393**	91	0	97	101	104	0
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	**1,521**	454	0	355	356	356	0
			Contra Costa Total	**75,573**	41,052	14,500	15,852	3,709	460	**31,090**
Marin County Shares										
Marin	TAM	2127C	Planning, programming, and monitoring	**287**	0	0	287	0	0	0
Marin	MTC	2127	Planning, programming, and monitoring	**113**	26	0	28	29	30	0
Marin	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	571
			Marin County Total	**400**	26	-	315	29	30	**571**

Draft MTC 2018 Regional Transportation Improvement Program

Draft 2018 RTIP, as of
December 1, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year 18-19	19-20	20-21	21-22	22-23	Outside RTIP
Napa County Shares										
Napa	City of Napa	new	Silverado Five- Way Intersection Improvements	**1,153**	0	0	0	1,153	0	0
Napa	County of Napa	new	Silverado Trail Repaving Phase L	**98**	0	98	0	0	0	0
Napa	American Cyn	2130D	Devlin Road and Vine Trail Extension	**4,151**	4,151	0	0	0	0	0
Napa	NVTA	0376	Soscol Junction	**6,521**	3,000	600	0	2,921	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	**475**	0	475	0	0	0	0
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	**500**	0	500	0	0	0	0
Napa	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	376
Napa	MTC	2130	Planning, programming, and monitoring	**69**	16	0	17	18	18	0
Napa	NVTA	1003E	Planning, programming, and monitoring	**193**	0	0	65	64	64	0
			Napa County Total	**13,160**	7,167	1,673	82	4,156	82	**376**
San Francisco County Shares										
San Francisco	SFMTA	new	2020 Restoration of SFMTA Light Rail Lines	**5,500**	0	5,500	0	0	0	0
San Francisco	SFMTA	new	2021 Restoration of SFMTA Light Rail Lines	**8,252**	0	0	8,252	0	0	0
San Francisco	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	1,548
San Francisco	SFCTA	2007	Planning, programming, and monitoring	**778**	0	0	260	259	259	0
San Francisco	MTC	2131	Planning, programming, and monitoring	**308**	71	0	76	79	82	0
			San Francisco County Total	**14,838**	71	5,500	8,588	338	341	**1,548**
San Mateo County Shares										
San Mateo	SM C/CAG	new	US 101 Managed Lane Project	**33,498**	16,000	17,498	0	0	0	0
San Mateo	Redwood City	new	US 101/Woodside Road Interchange Imp. Project	**8,000**	8,000	0	0	0	0	0
San Mateo	S. San Francisc	new	US 101 Produce Avenue Interchange - Imps.	**5,000**	0	0	5,000	0	0	0
San Mateo	SM C/CAG	new	ITS Imps. in Daly City, Brisbane, and Colma	**8,500**	600	0	0	1,000	6,900	0
San Mateo	Caltrans	2140E	Countywide ITS Imps. - San Mateo County Smart Corridor	**4,298**	240	4,058	0	0	0	0
San Mateo	SM C/CAG	0668D	SR 92/US 101 Interchange Imps. - Phase 2	**5,628**	0	2,411	3,217	0	0	0
San Mateo	Caltrans	0690A	US-101 Willow Rd I/C Reconst. (AB3090 Reimbursement)	**8,000**	0	4,000	4,000	0	0	0
San Mateo	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	1,598
San Mateo	MTC	2140	Planning, programming, and monitoring	**320**	74	0	79	82	85	0
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	**1,125**	338	0	263	262	262	0
			San Mateo County Total	**74,369**	25,252	27,967	12,559	1,344	7,247	**1,598**

Draft MTC 2018 Regional Transportation Improvement Program

Draft 2018 RTIP, as of
December 1, 2017
(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year 18-19	19-20	20-21	21-22	22-23	Outside RTIP
Santa Clara County Shares										
Santa Clara	BART	2147E	BART Phase 2: Extension to Downtown San Jose/Santa Clara	**29,702**	0	0	0	29,702	0	0
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	**3,630**	355	3,275	0	0	0	0
Santa Clara	San Jose	new	San Jose West San Carlos Urban Village Streetscape Imps.	**3,300**	0	0	0	3,300	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 3	**14,268**	14,268	0	0	0	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 4	**11,500**	2,300	9,200	0	0	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 5	**11,238**	0	11,238	0	0	0	0
Santa Clara	VTA	new	I-280 Soundwalls at Bird Ave. in San Jose	**7,000**	0	833	929	456	4,782	0
Santa Clara	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	3,632
Santa Clara	MTC	2144	Planning, programming, and monitoring	**707**	163	0	175	181	188	0
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	**2,607**	783	0	912	912	0	0
			Santa Clara County Total	**83,952**	17,869	24,546	2,016	34,551	4,970	**3,632**
Solano County Shares										
Solano	Vacaville	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)	**9,296**	0	0	9,296	0	0	0
Solano	Solano TA	5301L	I-80/I-680/SR12 I/C Package 2A (EB SR12 to EB I-80 Connector)	**9,000**	9,000	0	0	0	0	0
Solano	Solano TA	new	SR 37 Project/Mare Island Interchange Project	**5,000**	5,000	0	0	0	0	0
Napa	County of Napa	new	Silverado Trail Repaving Phase L	**98**	0	98	0	0	0	0
Solano	Solano TA	new	SR 12/Church Rd	**1,939**	0	0	1,939	0	0	0
Solano	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	945
Solano	MTC	2152	Planning, programming, and monitoring	**186**	43	0	46	48	49	0
Solano	STA	2263	Planning, programming, and monitoring	**681**	204	0	159	159	159	0
			Solano County Total	**26,200**	14,247	98	11,440	207	208	**945**
Sonoma County Shares										
Sonoma	MTC	2156	Planning, programming, and monitoring	**223**	52	0	55	57	59	0
Sonoma	SCTA	770E	Planning, programming, and monitoring	**591**	0	0	197	197	197	0
Sonoma	MTC		MTC Transportation Incentive Program	**0**	0	0	0	0	0	1,177
			Sonoma County Total	**814**	52	-	252	254	256	**1,177**
			2018 RTIP Total - Bay Area	**345,761**	**149,076**	**74,284**	**63,903**	**44,743**	**13,755**	**46,000**

Note: Detail on project programming by year and phase will be submitted to CTC

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Date: October 25, 2017
Attachment B
MTC Resolution No. 4308
Referred by: PAC

MTC 2018 Regional Transportation Improvement Program

2018 RTIP, as amended

October 25, 2017

(all numbers in thousands)

Note: Project information will be included via amendment to this resolution in December 2017

County	Agency	PPNO	Project	2018 RTIP Total	2018 RTIP Funding by Fiscal Year 18-19	19-20	20-21	21-22	22-23	Outside RTIP
Alameda County Shares										
				-	-	-	-	-	-	-
			Alameda County Total	-	-	-	-	-	-	-
Contra Costa County Shares										
			Contra Costa Total	-	-	-	-	-	-	2,000
Marin County Shares										
			Marin County Total	-	-	-	-	-	-	-
Napa County Shares										
			Napa County Total	-	-	-	-	-	-	-
San Francisco County Shares										
			San Francisco County Total	-	-	-	-	-	-	-
San Mateo County Shares										
			San Mateo County Total	-	-	-	-	-	-	2,000
Santa Clara County Shares										
			Santa Clara County Total	-	-	-	-	-	-	-
Solano County Shares										
			Solano County Total	-	-	-	-	-	-	-
Sonoma County Shares										
			Sonoma County Total	-	-	-	-	-	-	-
			2018 RTIP Total - Bay Area	-	-	-	-	-	-	4,000

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Note: project programming by year and phase will be submitted to CTC

Date Printed: 12/8/2017

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-2961	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	10/10/2017			**In control:**	Programming and Allocations Committee
On agenda:	12/13/2017			**Final action:**	

Title: MTC Resolution 4202, Revised. 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 $385 million County Program.

Adoption of the OBAG 2 County Program of Projects, directing $385 million in federal transportation funding to local transportation projects as recommended by the nine County Congestion Management Agencies (CMAs).

Sponsors:

Indexes:

Code sections:

Attachments: 8b_PAC_5a_Reso-4202_OBAG2_Revisions.pdf
5a_HANDOUT_OBAG 2 Presentation 12-13-17.pdf
5a_Reso-4202_OBAG2_Revisions.pdf

Date	Ver.	Action By	Action	Result
12/13/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution 4202, Revised. 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 $385 million County Program.

Adoption of the OBAG 2 County Program of Projects, directing $385 million in federal transportation funding to local transportation projects as recommended by the nine County Congestion Management Agencies (CMAs).

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

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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:

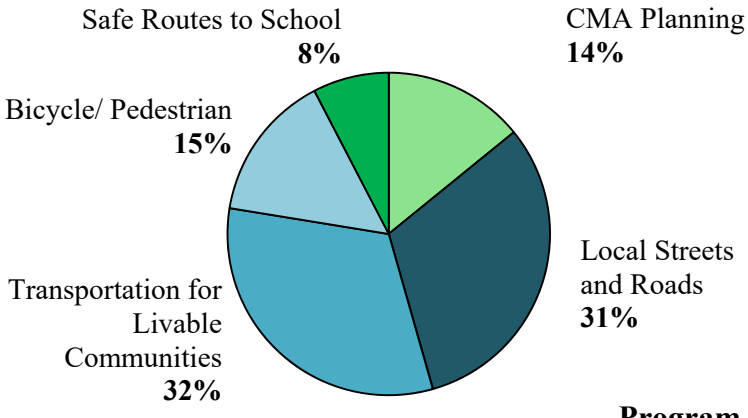
1. County Program Project Recommendations: Following the July 2016 Commission action to distribute additional revenues and housing-related elements into the OBAG 2 program, CMAs were given one year to lead a unified call for projects and recommend projects to MTC by July 2017.

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 date 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 bay 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

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

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 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

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**

OBAG 2 County Program Report Card

Project Types

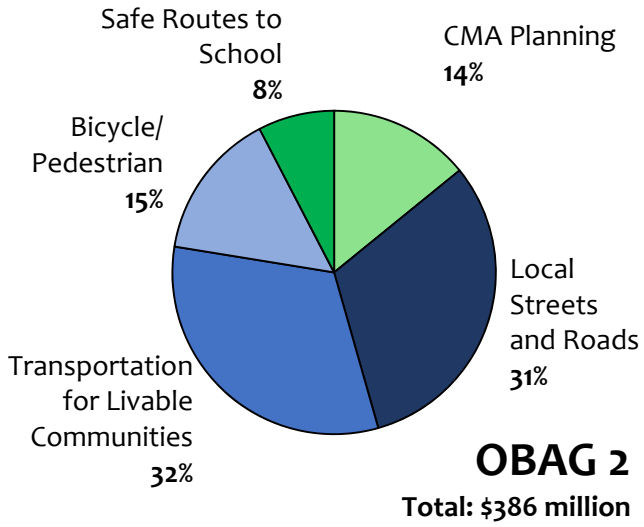
Over the course of the first two cycles of the OBAG program, the greatest share of investments were directed to TLC projects (34% of total). Similar to bike/pedestrian improvements, TLC projects are heavily oriented to bicycle access and walkability, but also include streetscape improvements, road diets, 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%).

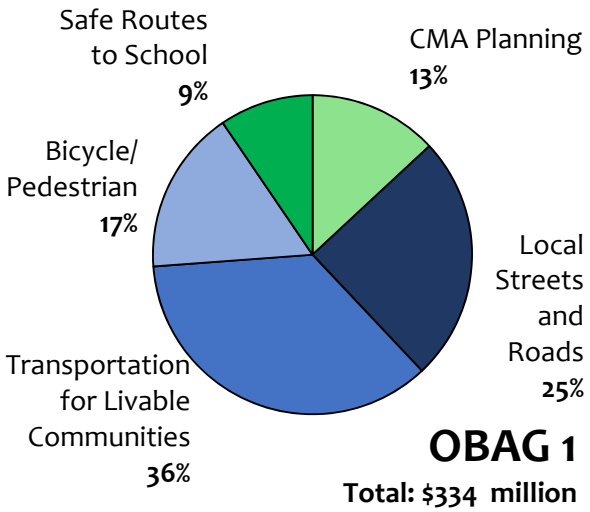
Eligible project types include:

- 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*



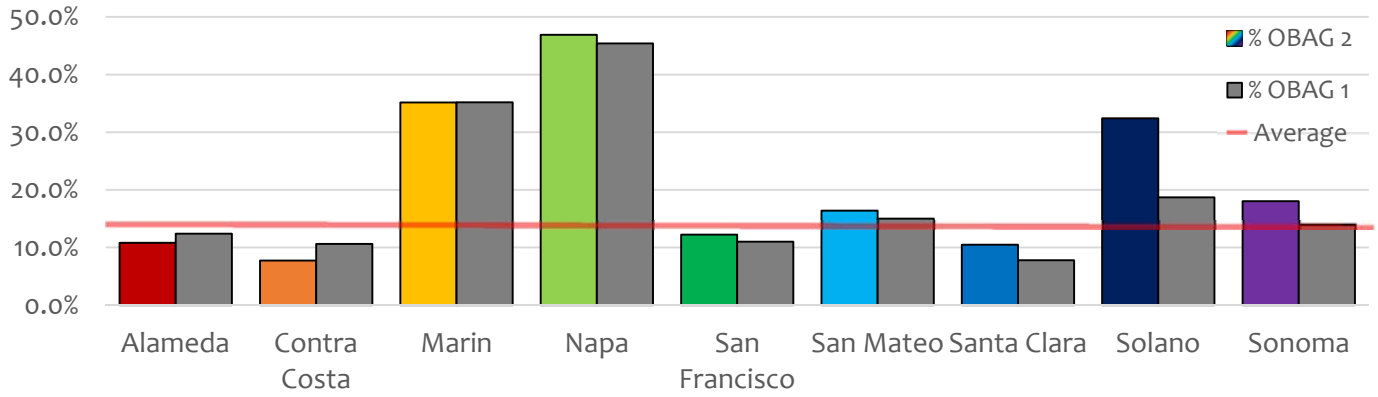


Additional information on the project types and investment levels by county and between funding cycles is provided in the project type focus areas below.

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* *$ in millions*

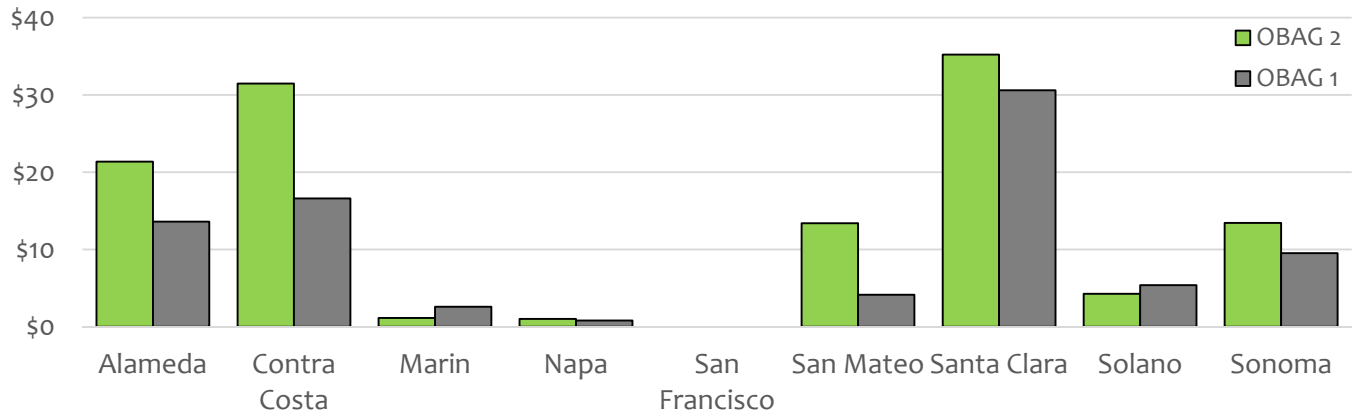
County	OBAG 2 CMA Planning	OBAG 1 CMA Planning	Difference *$ Amount*	Difference *% of County Program*
Alameda *ACTC*	$8.3 11%	$8.1 12%	$0.2	-1%
Contra Costa *CCTA*	$4.3 8%	$5.1 11%	$0.8	-3%
Marin *TAM*	$3.8 35%	$3.8 35%	$0.0	0%
Napa *NVTA*	$3.8 47%	$3.4 45%	$0.4	2%
San Francisco *SFCTA*	$5.9 12%	$4.3 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.

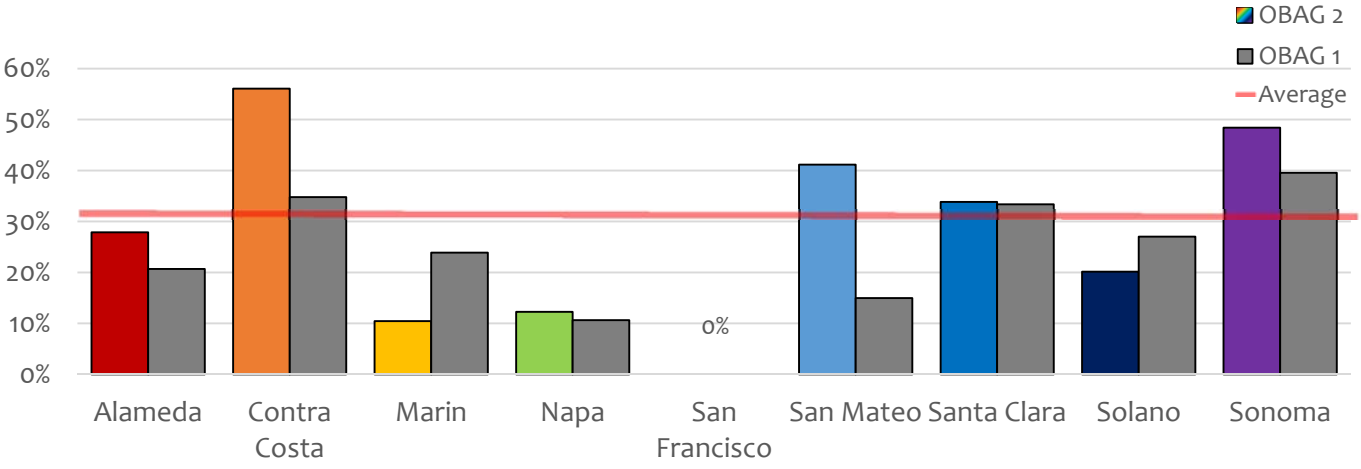
Santa Clara and Contra Costa County have each recommended more than $30 million to local streets and roads projects through the OBAG 2 program. Notably, San Francisco County has not directed any County Program funding to local streets and roads projects to date.

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*

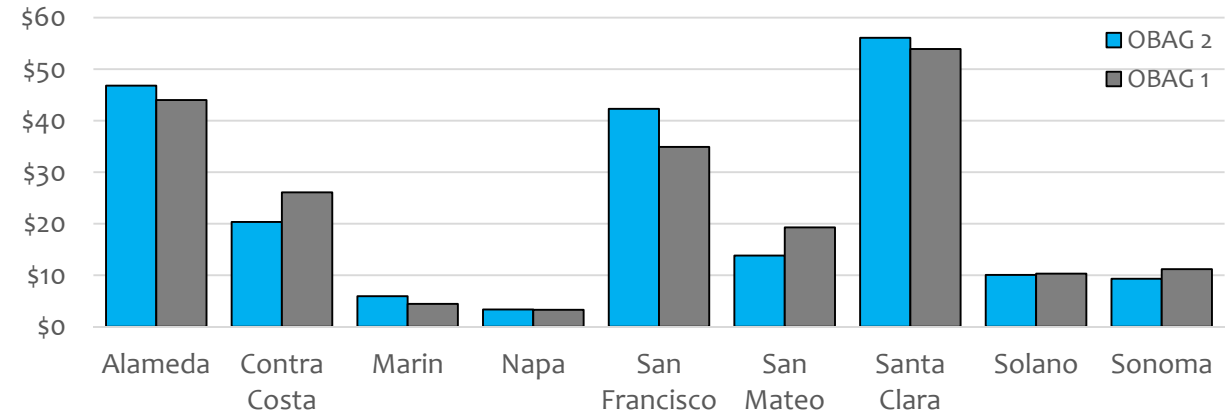


PROJECT TYPES IN FOCUS → *Active Transportation Investments*

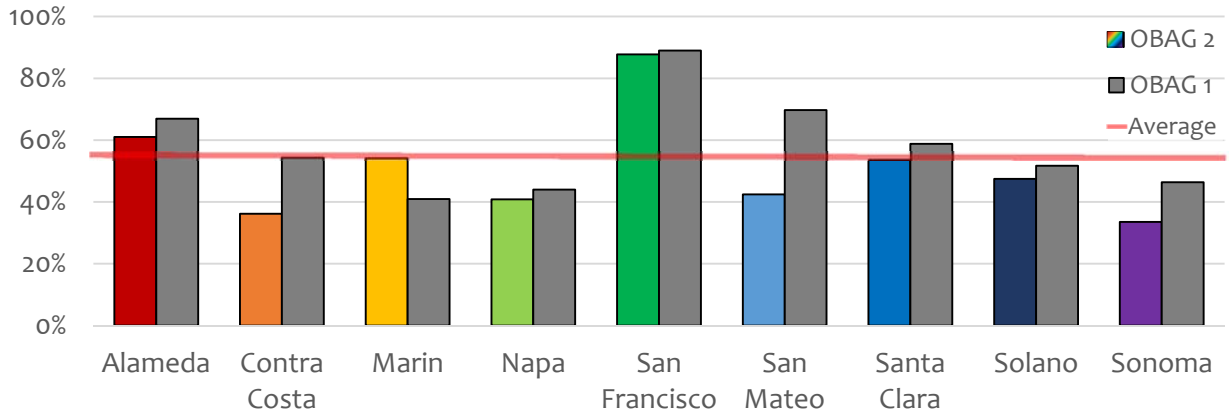
The majority of the OBAG County Program has been invested in active transportation (58%), a combination of Transportation for Livable Communities (TLC), bicycle and pedestrian, and Safe Routes to School (SRTS) projects. Over the course of the first two cycles of the program, more than $415 million has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

CMAs 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**

OBAG 2 County Program Report Card

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

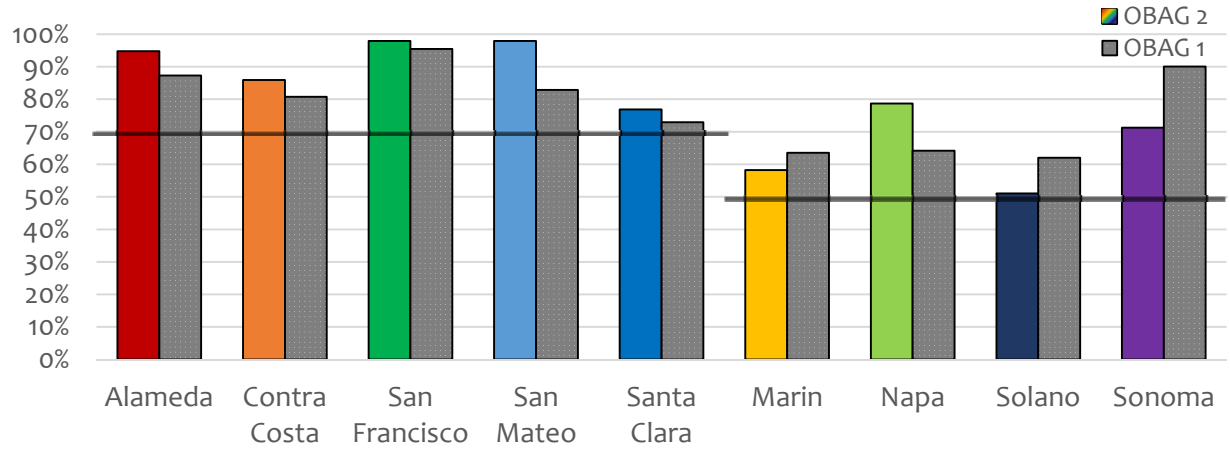
PDA Investments

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*



OBAG 2 County Program Report Card

Housing Linkage

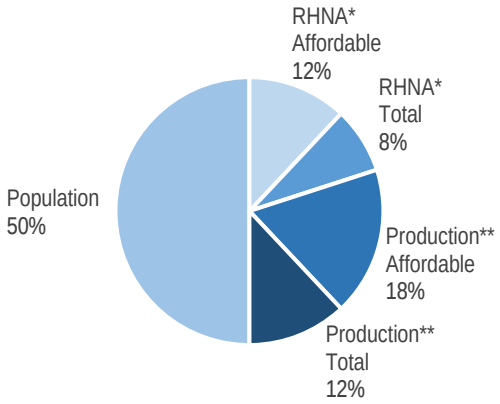
A defining feature of the OBAG County Program is the introduction of housing considerations into the framework for how to distribute transportation dollars.

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);

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.

- 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.

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

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

[1] Does not include CMA Planning funds.

$, 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 are 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.

One Bay Area Grant (OBAG 2)

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*	The project: 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*	The project: 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*	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.

MAP 1

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

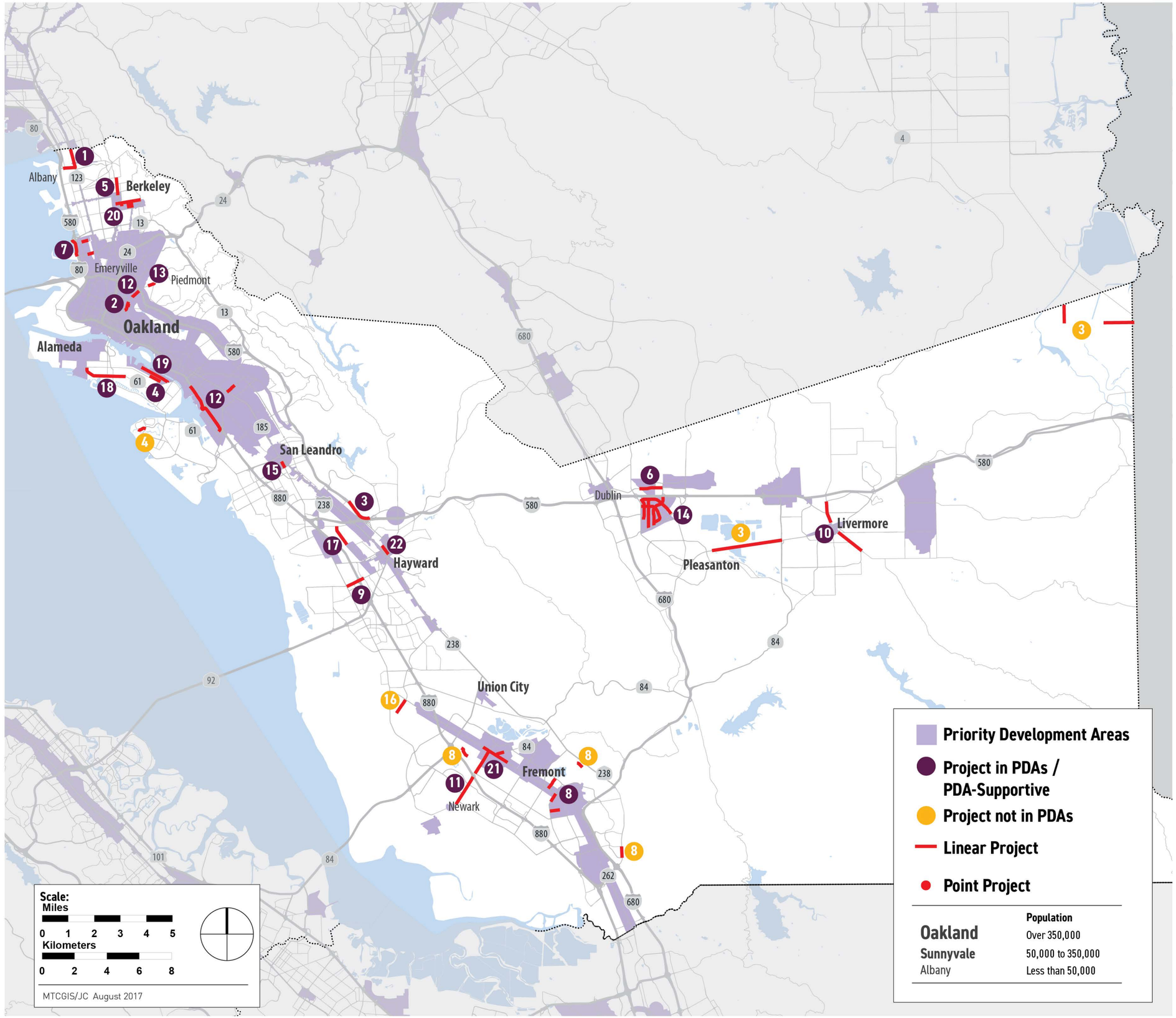
Transportation for Livable Communities

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.*



MAP 2

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: Dowtown 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

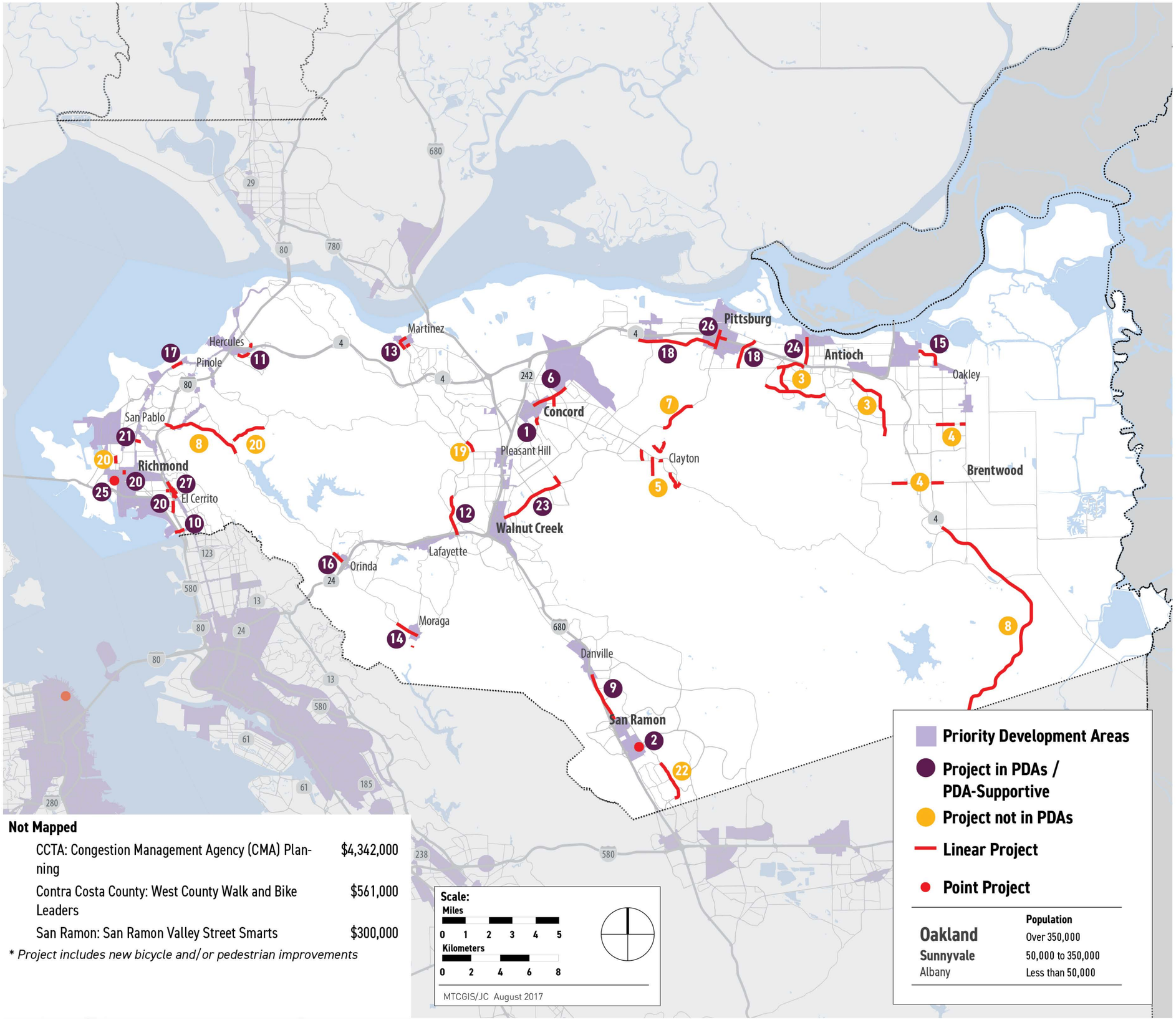
Transportation for Livable Communities

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*



MAP 3

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

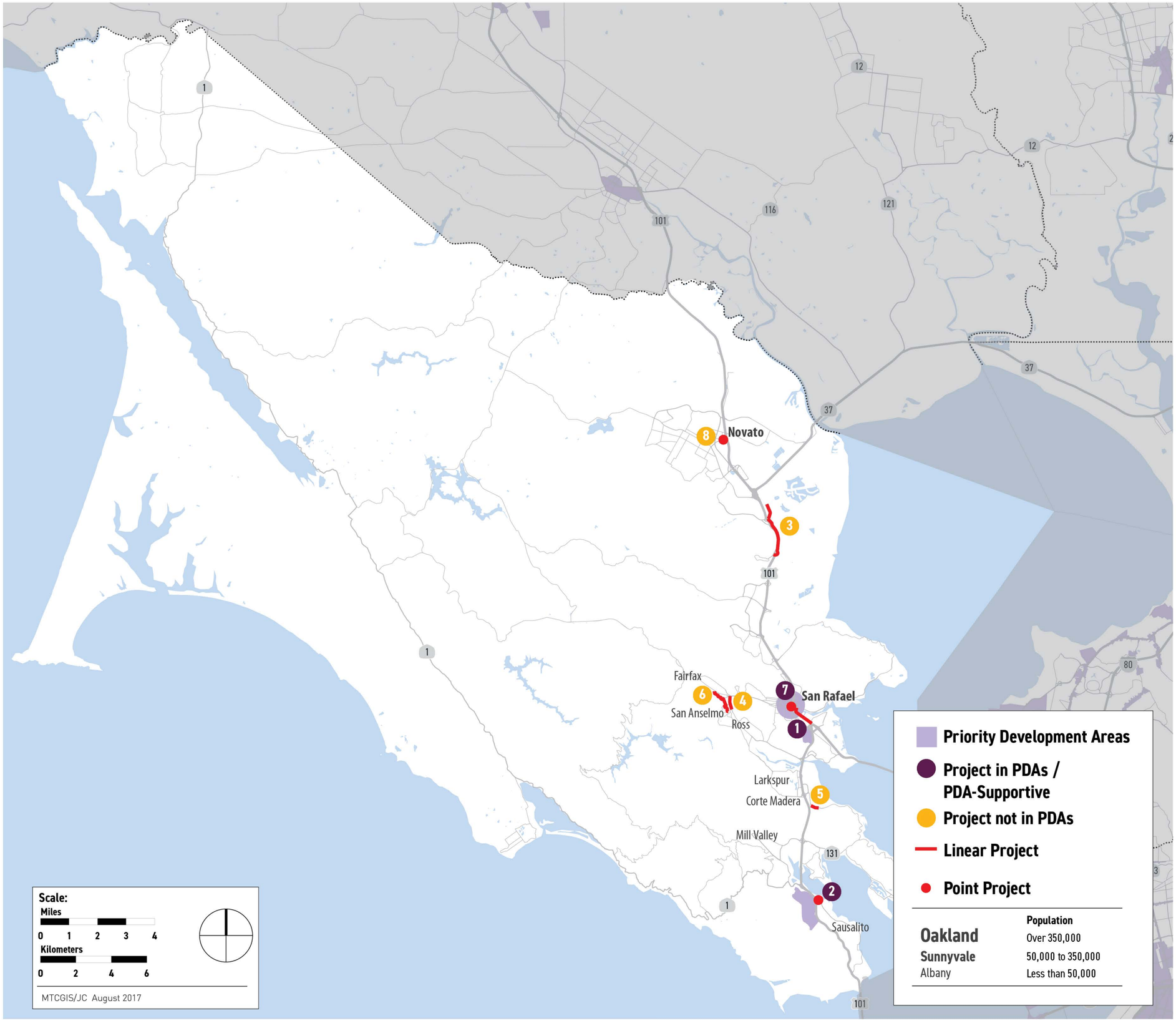
Transportation for Livable Communities

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.*



MAP 4

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

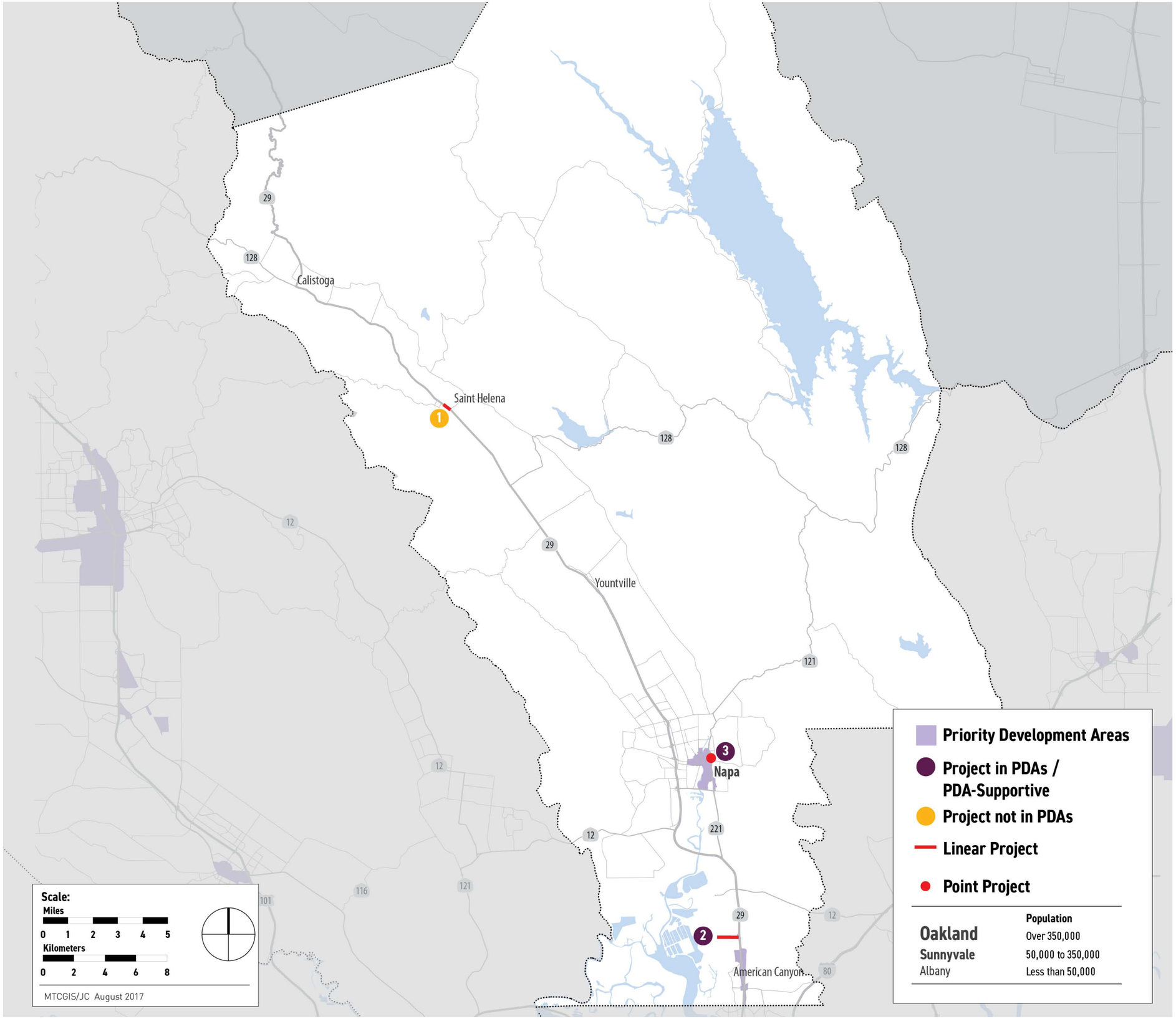
Transportation for Livable Communities

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.*



MAP 5

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

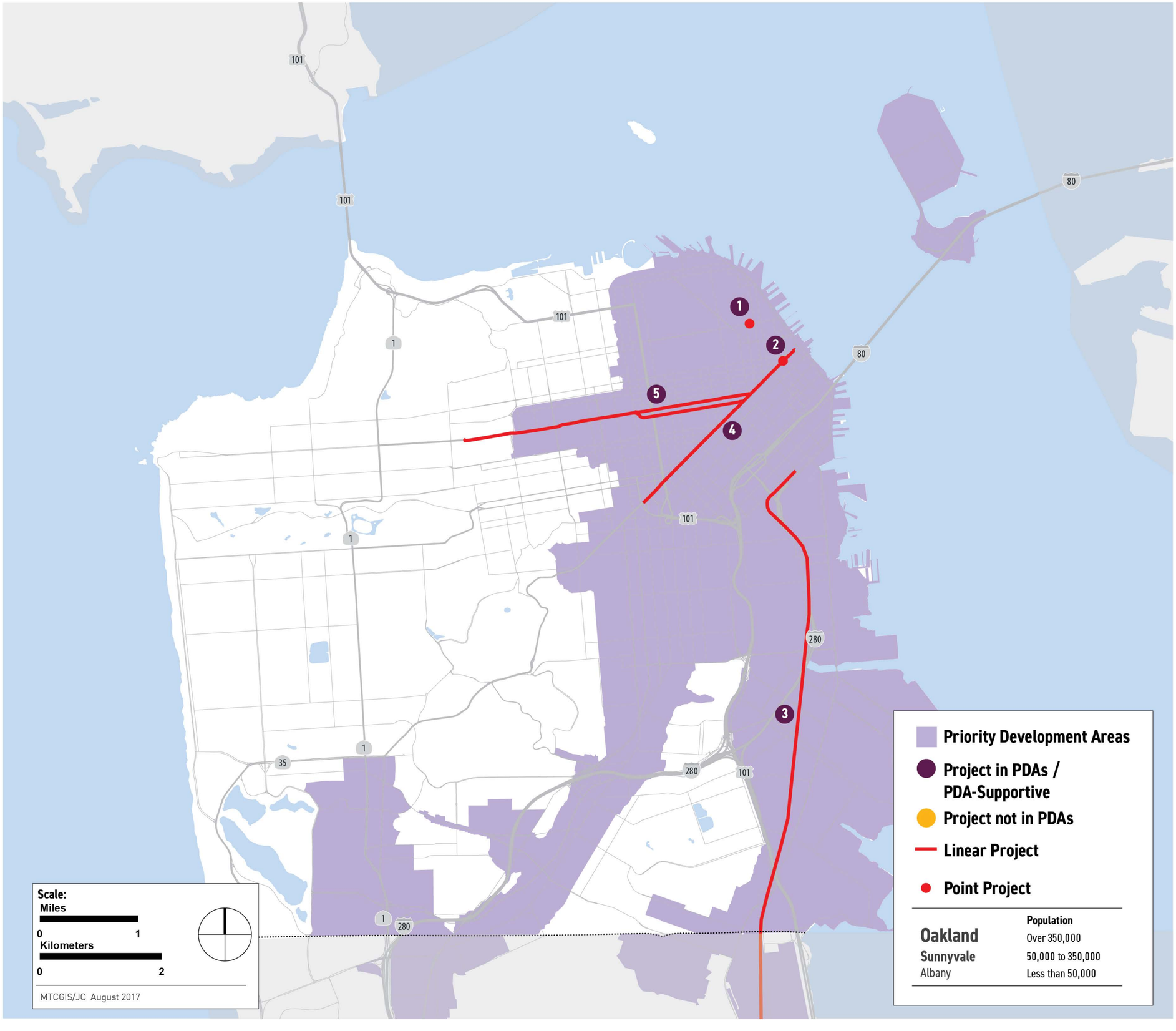
Transportation for Livable Communities

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.*



MAP 6

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

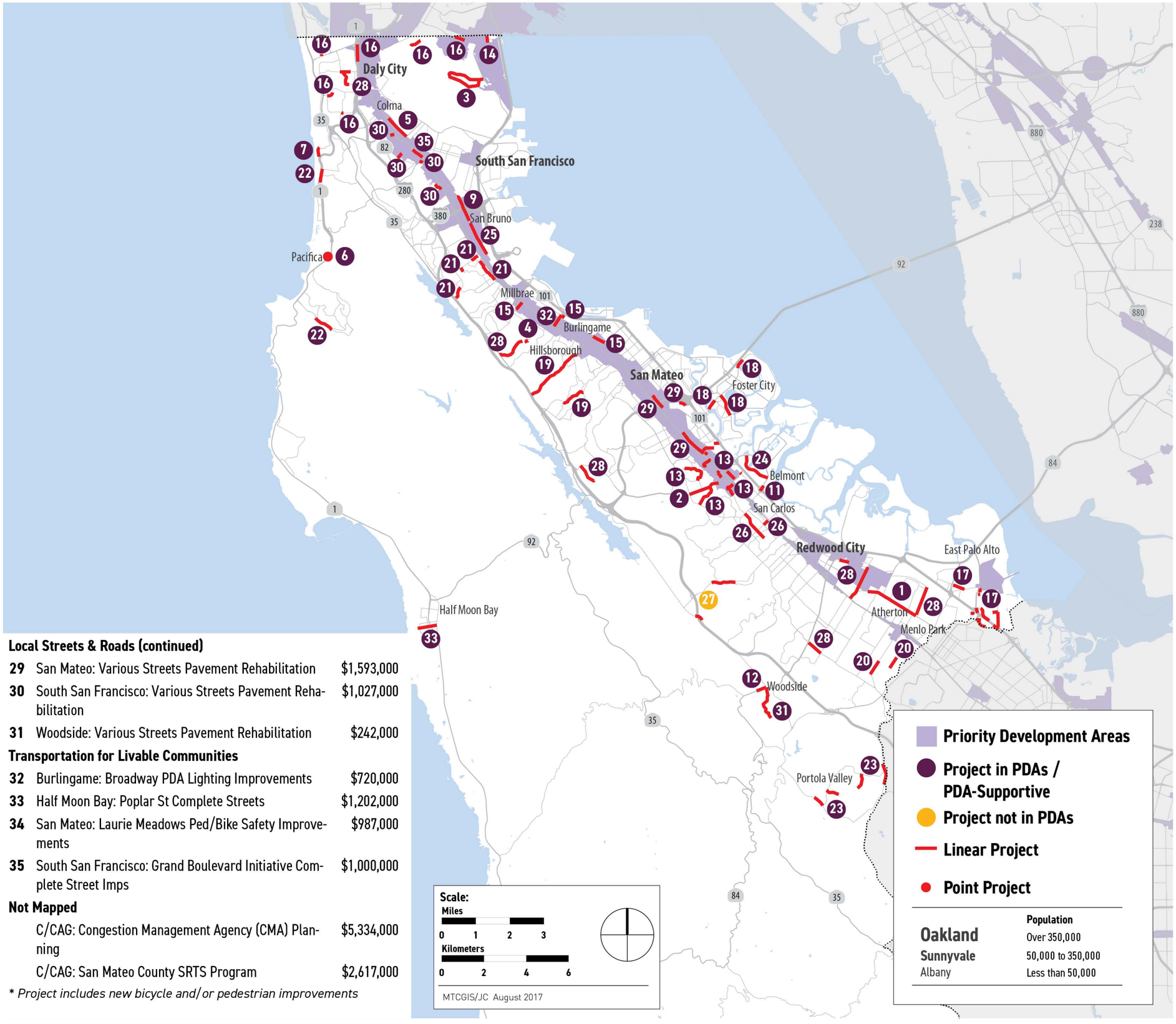
Transportation for Livable Communities

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*



MAP 7

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

Bicycle / Pedestrian

1	Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead 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: Lawerence 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

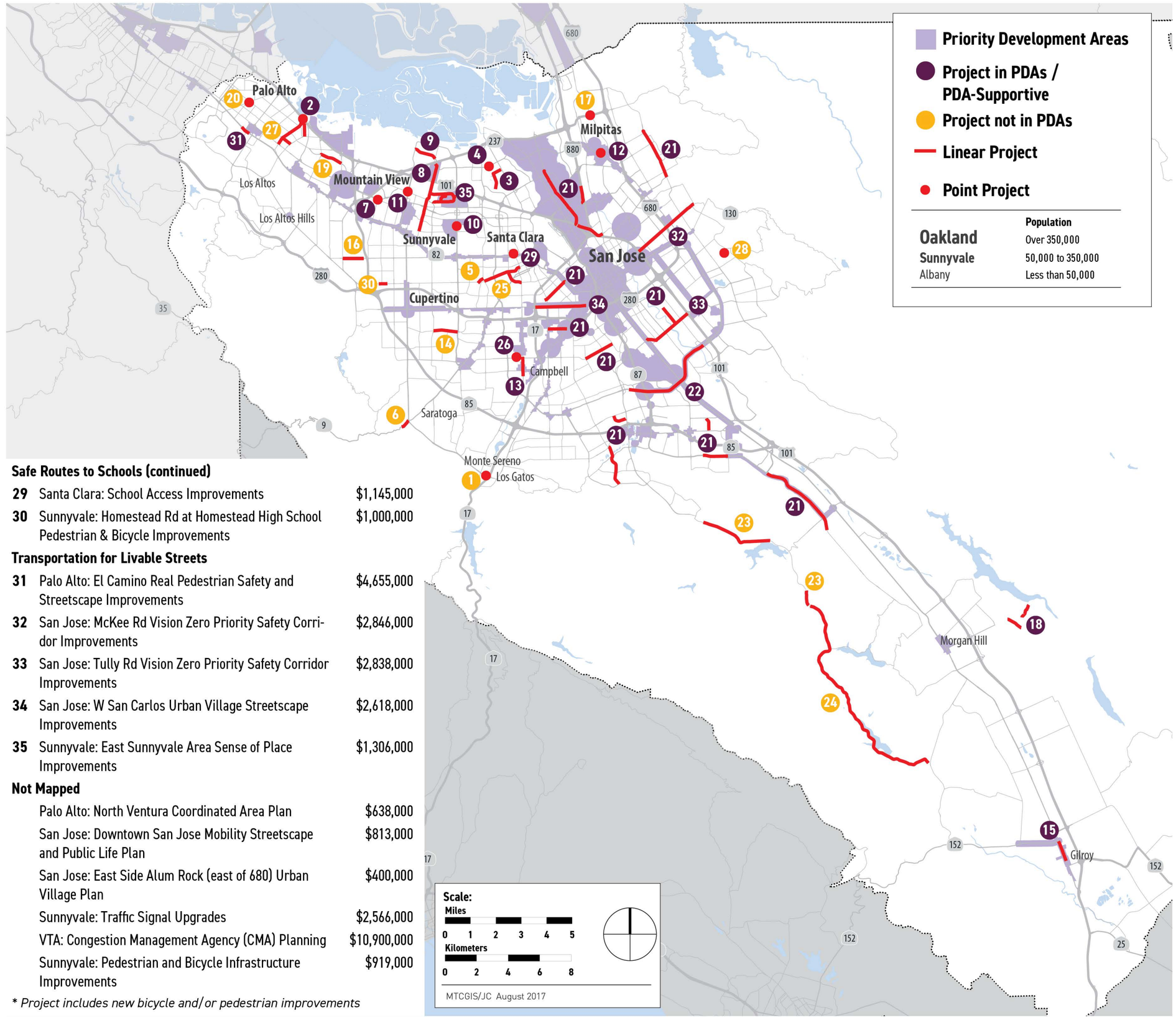
Transportation for Livable Streets

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*

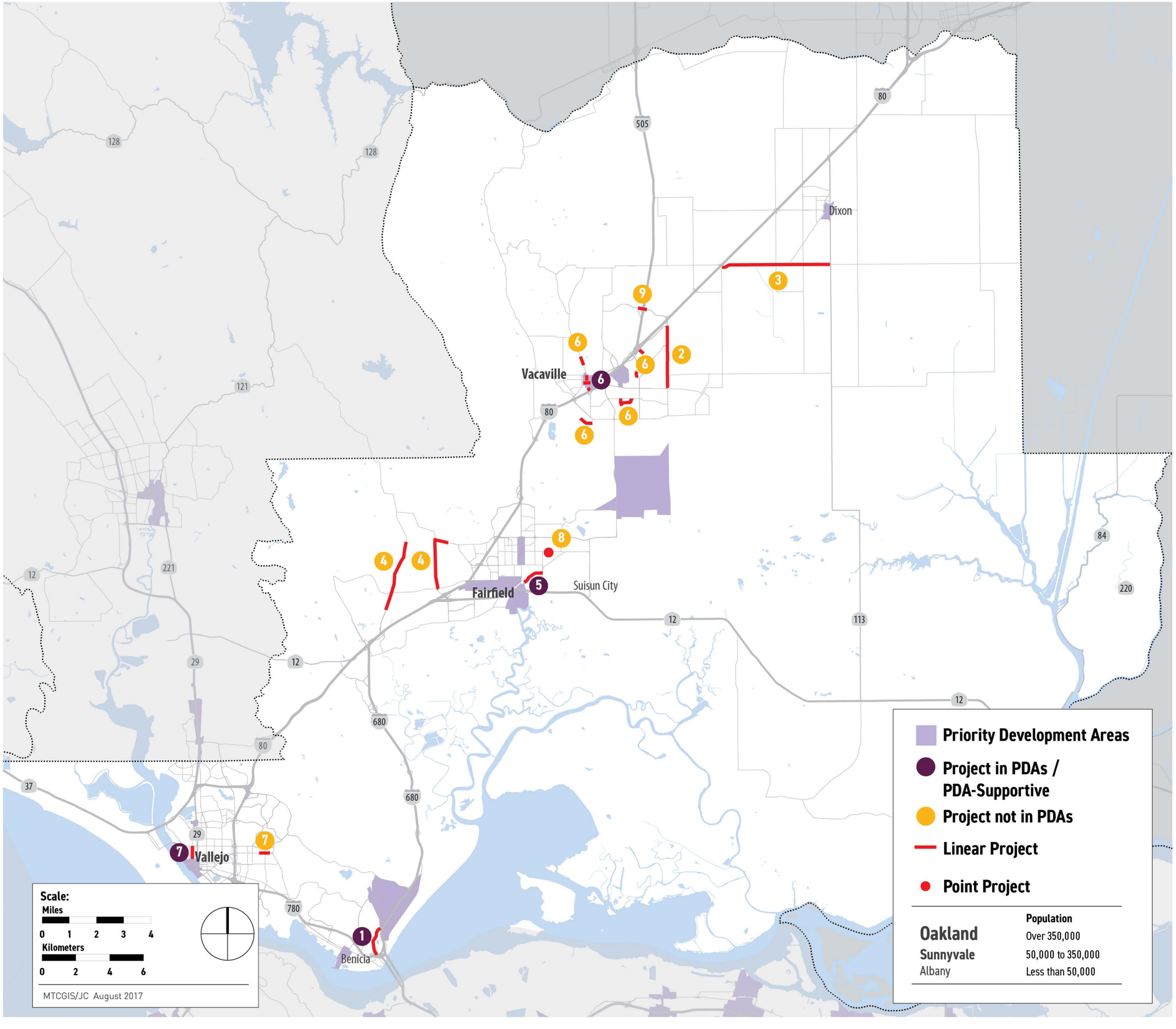


MAP 8

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 Improvements*	$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) Planning	$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.*



MAP 9

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

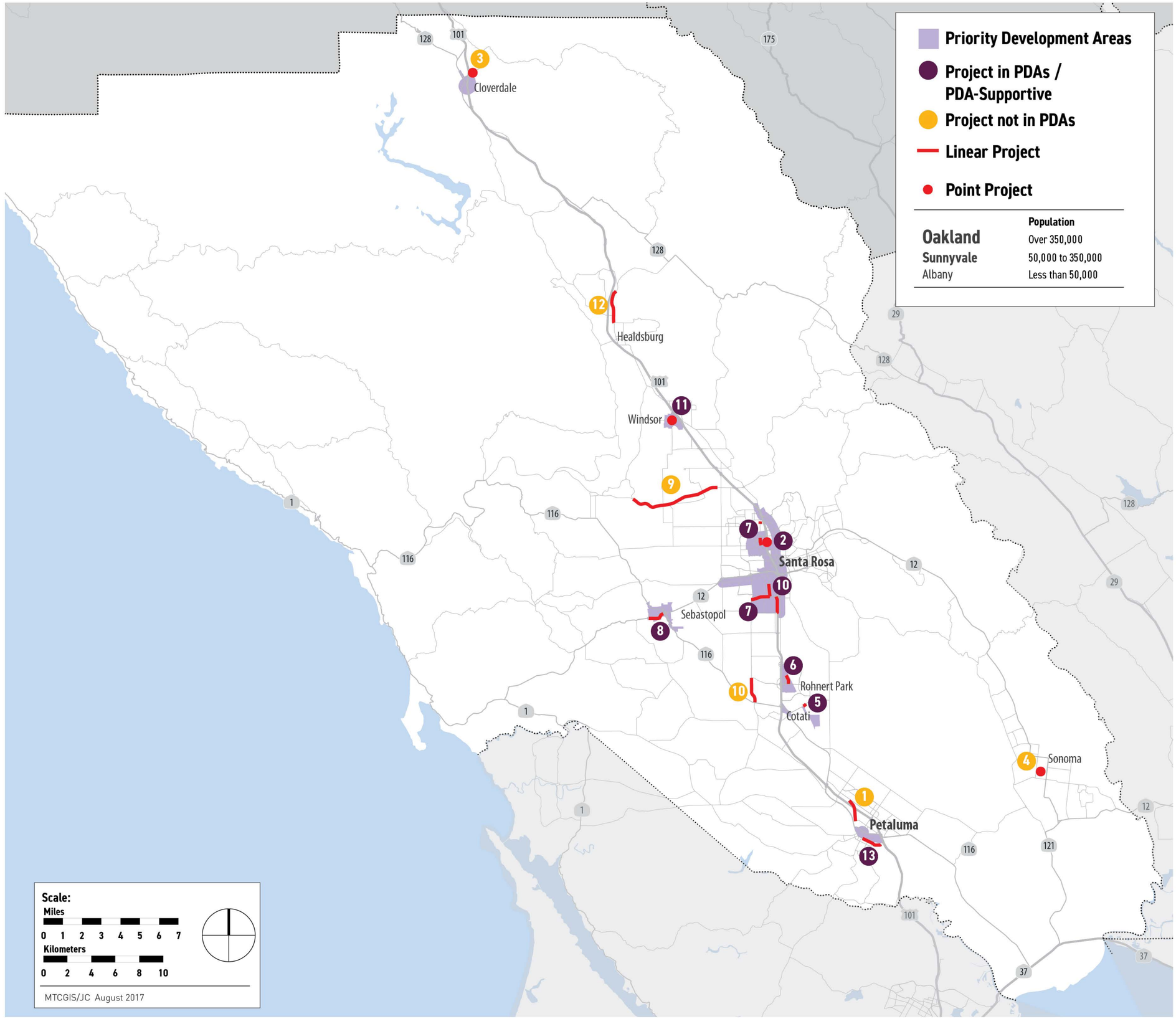
Transportation for Livable Communities

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

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.

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.

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 attachements as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

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

Date: November 18, 2015
W.I.: 1512
Referred by: P&A
Revised: 07/27/16-C 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% 2016-17	OBAG 2 County CMA Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	SubTotal	Supplemental	Total
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% 2016-17	OBAG 2 Regional Agency Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	SubTotal	Augmentation	Total
Regional Planning Total:	**$1,800,000**	**$1,835,000**	**$1,873,000**	**$1,910,000**	**$1,948,000**	**$1,989,000**	**$9,555,000**	**$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

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL 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**	**$8,200,000**
8. LOCAL HOUSING PRODUCTION INCENTIVE				
Local Housing Production Incentive	TBD	TBD	$30,000,000	
8. LOCAL HOUSING PRODUCTION INCENTIVE		**TOTAL:**	**$30,000,000**	
OBAG 2 REGIONAL PROGRAMS		**TOTAL:**	**$475,905,000**	**$11,000,000***

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

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 Prog	**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**

OBAG 2 County Programs Project List

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

OBAG 2 County Programs Project List

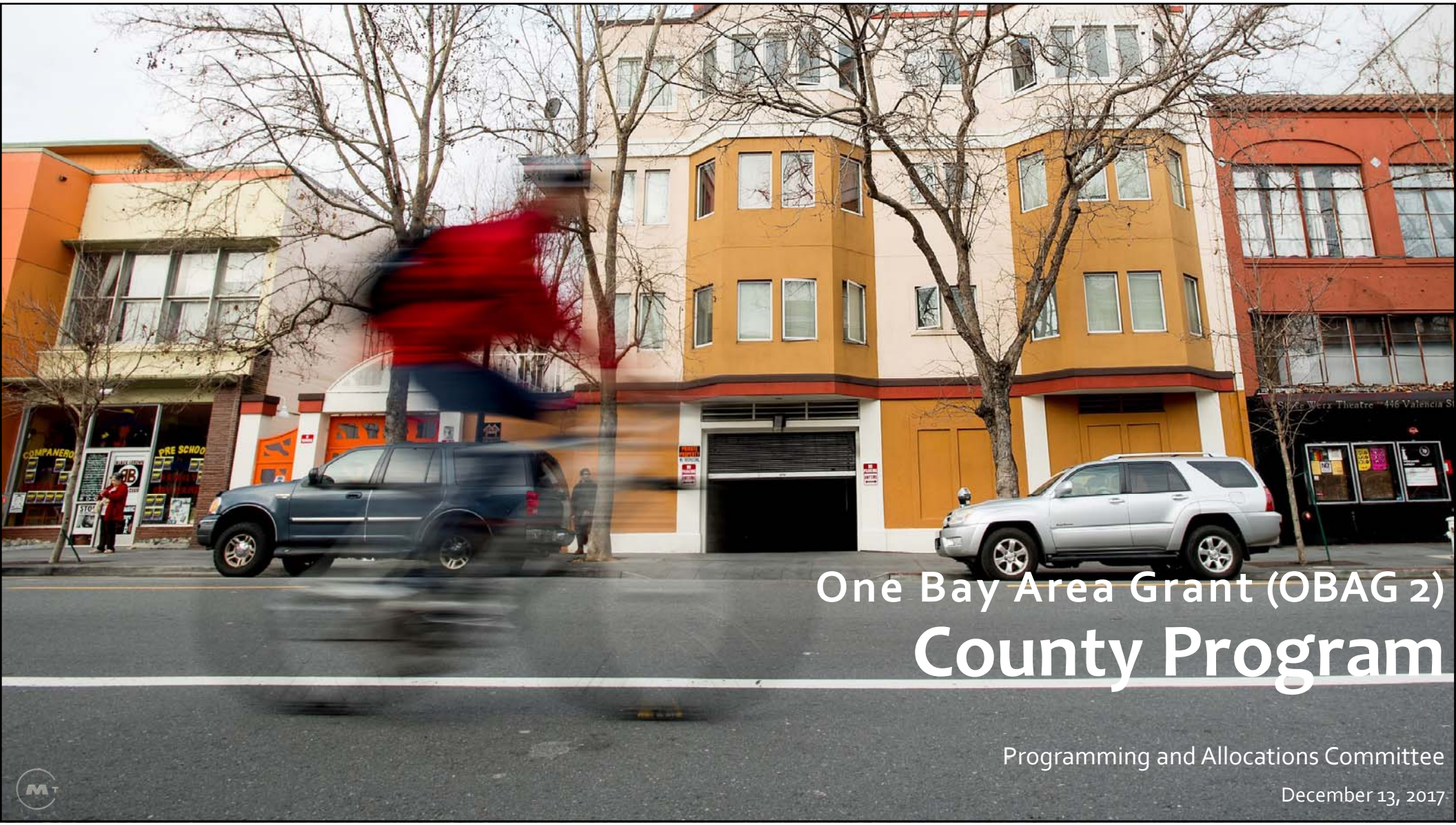
PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS			**$385,512,000**
Burlingame: Various Streets Resurfacing	San Mateo	Burlingame	$571,000
Burlingame: Broadway PDA Lighting Improvements	San Mateo	Burlingame	$720,000
Burlingame: Hoover School Area Sidewalk Improvements	San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

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

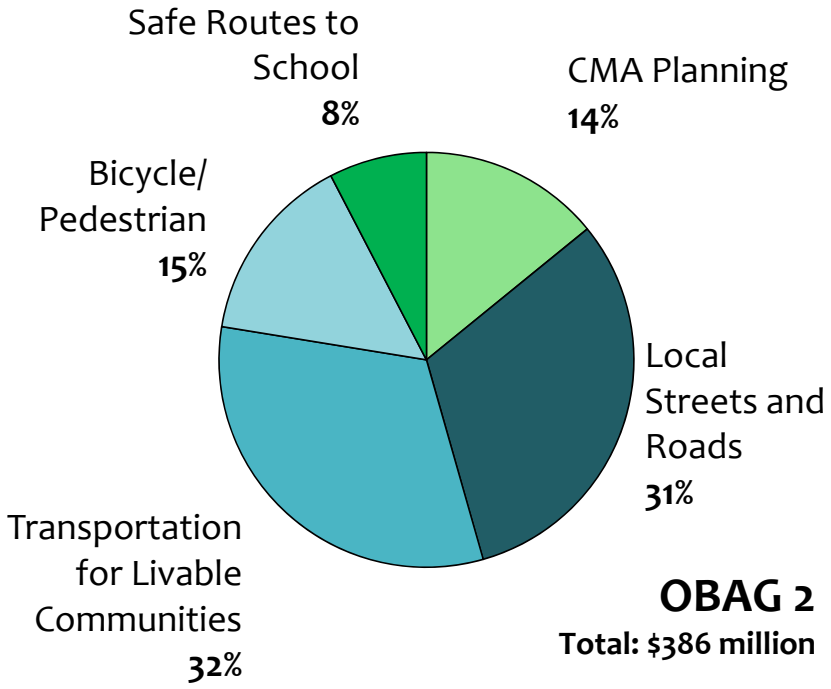
OBAG 2 distribution generally similar to OBAG 1

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%***

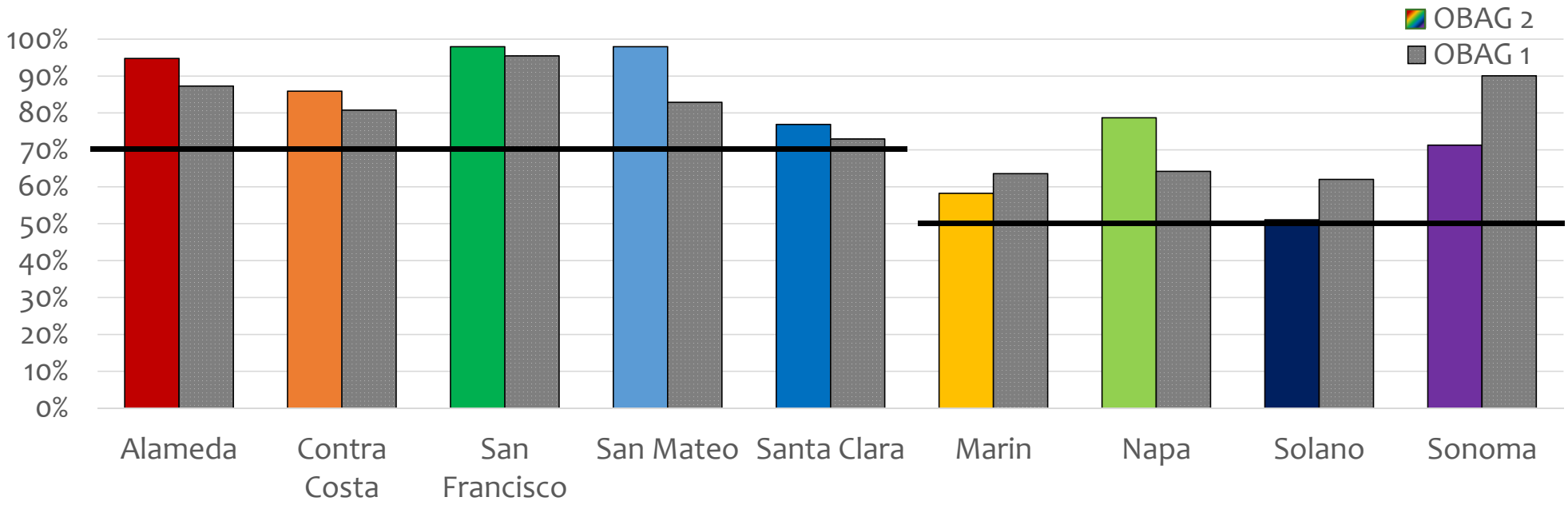
Future policy refinements may strengthen support for PDA implementation, could include:

Criteria for PDA supportive investments

Linkage to PDA growth strategies

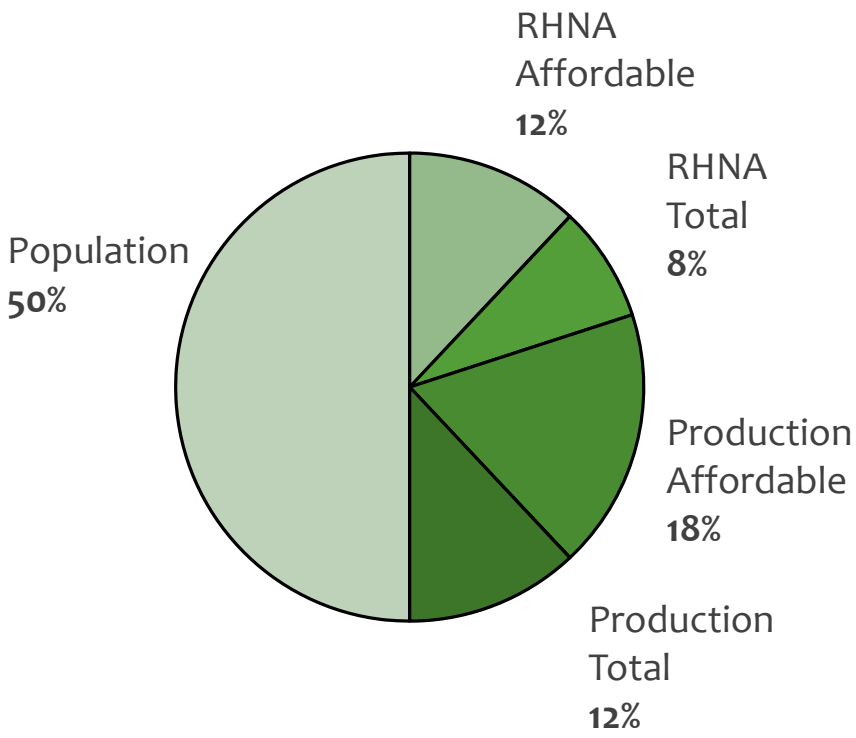
*Includes project investments located outside of a PDA, if determined by the CMA to provide access to a nearby PDA.

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

CMAs 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

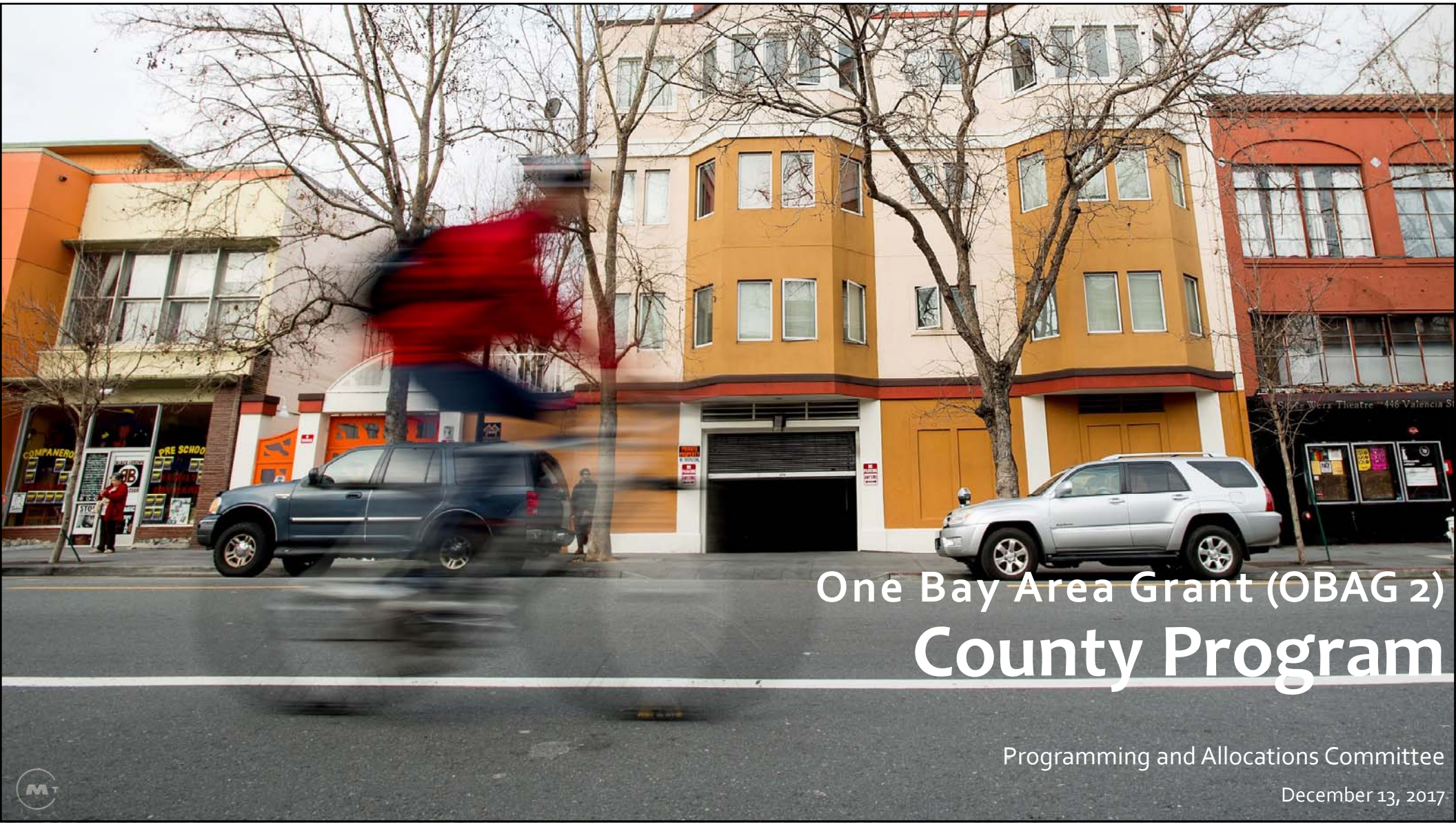
Conditional approval of **5 cities** that have not met housing reporting requirement

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



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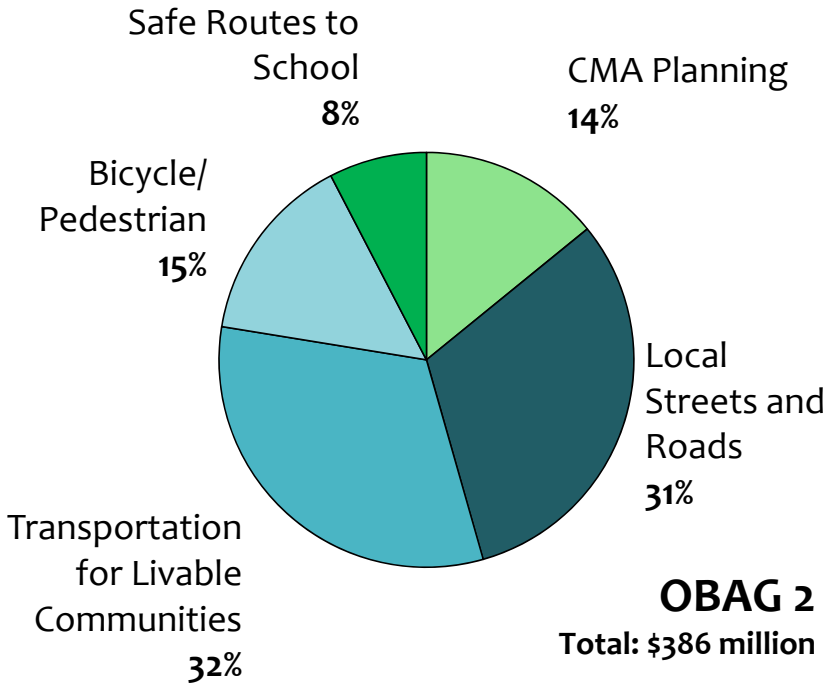

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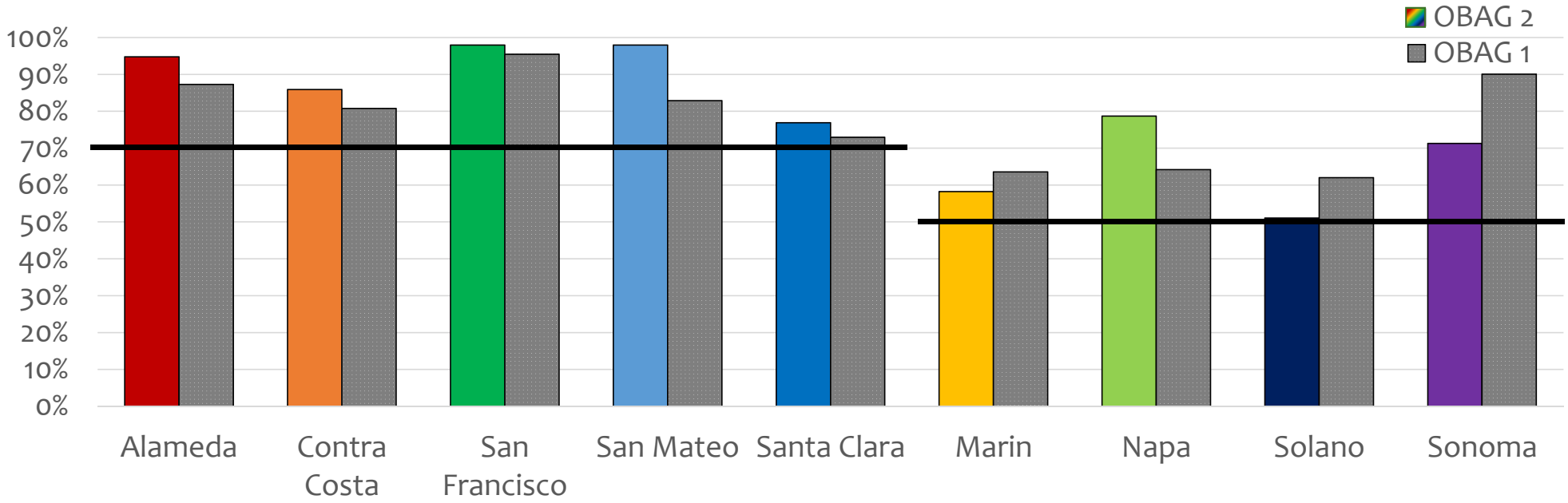
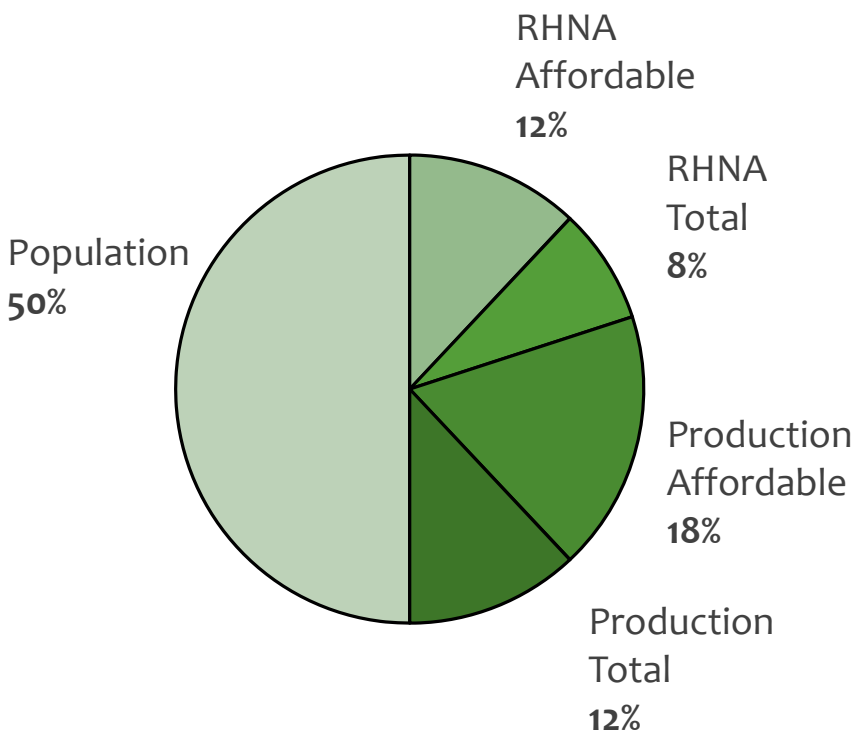


Reward local housing efforts

OBAG 2 Distribution Formula



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	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
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:

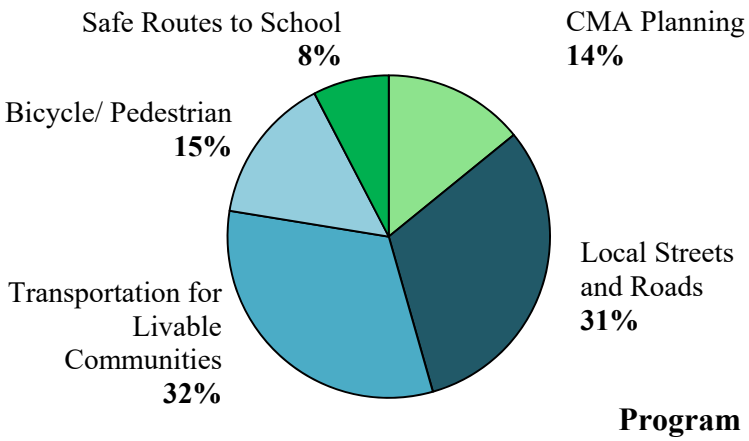
1. County Program Project Recommendations: Following the July 2016 Commission action to distribute additional revenues and housing-related elements into the OBAG 2 program, CMAs were given one year to lead a unified call for projects and recommend projects to MTC by July 2017.

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 date 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 bay 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

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

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 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

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**

OBAG 2 County Program Report Card

Project Types

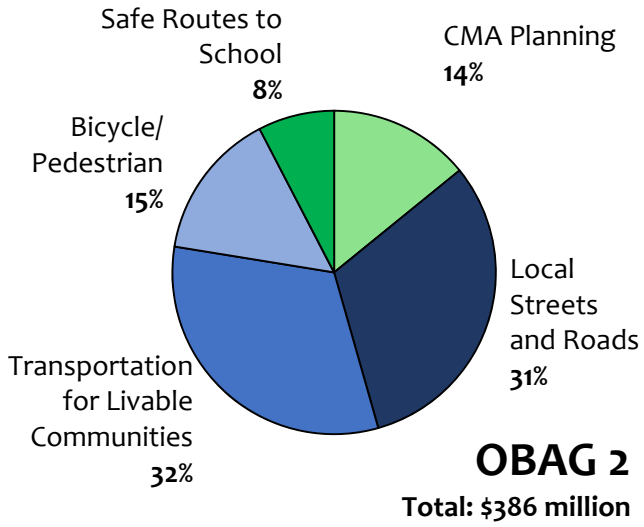
Over the course of the first two cycles of the OBAG program, the greatest share of investments were directed to TLC projects (34% of total). Similar to bike/pedestrian improvements, TLC projects are heavily oriented to bicycle access and walkability, but also include streetscape improvements, road diets, 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%).

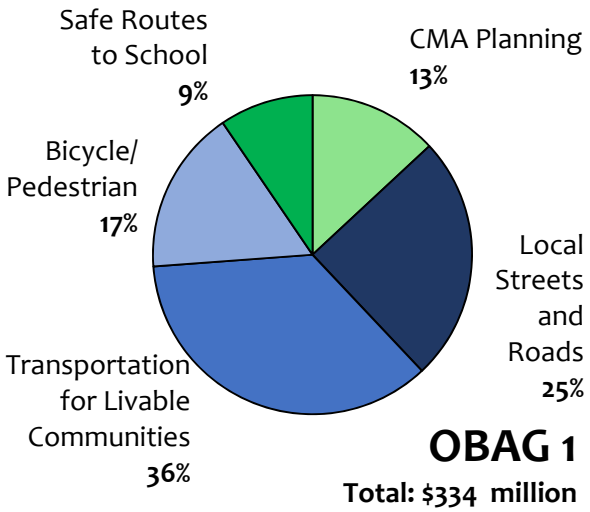
Eligible project types include:

- 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*



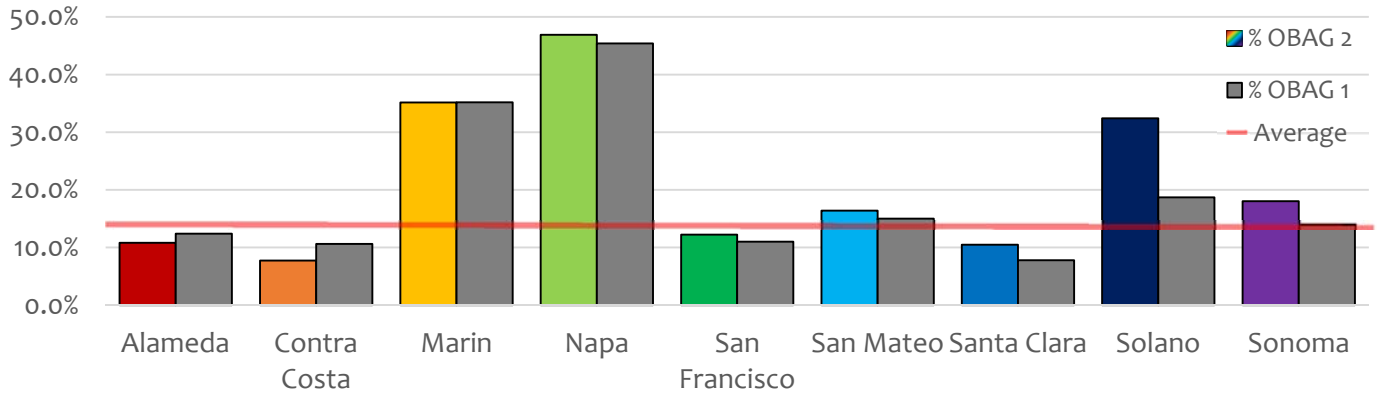


Additional information on the project types and investment levels by county and between funding cycles is provided in the project type focus areas below.

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* *$ in millions*

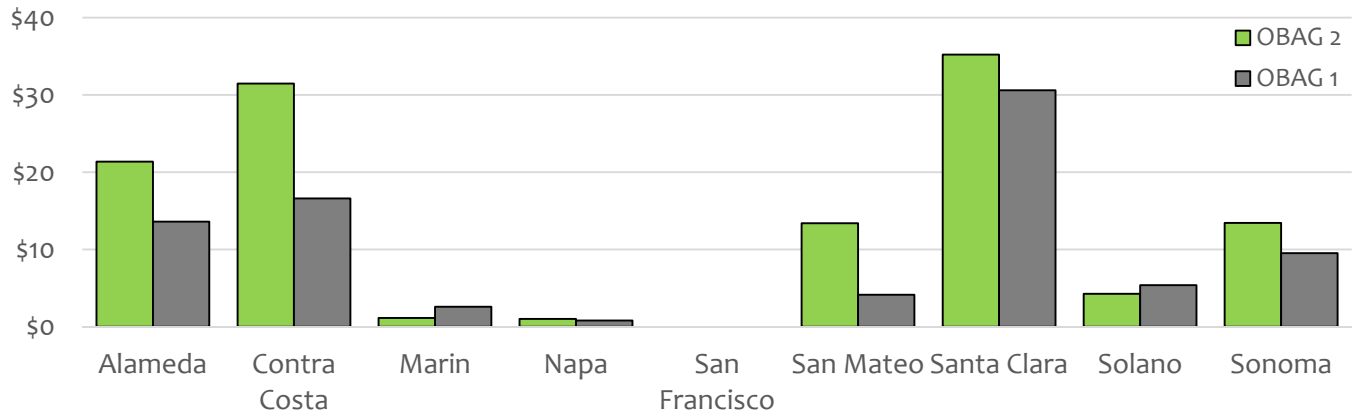
County	OBAG 2 CMA Planning	OBAG 1 CMA Planning	Difference *$ Amount*	Difference *% of County Program*
Alameda *ACTC*	$8.3 11%	$8.1 12%	$0.2	-1%
Contra Costa *CCTA*	$4.3 8%	$5.1 11%	$0.8	-3%
Marin *TAM*	$3.8 35%	$3.8 35%	$0.0	0%
Napa *NVTA*	$3.8 47%	$3.4 45%	$0.4	2%
San Francisco *SFCTA*	$5.9 12%	$4.3 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.

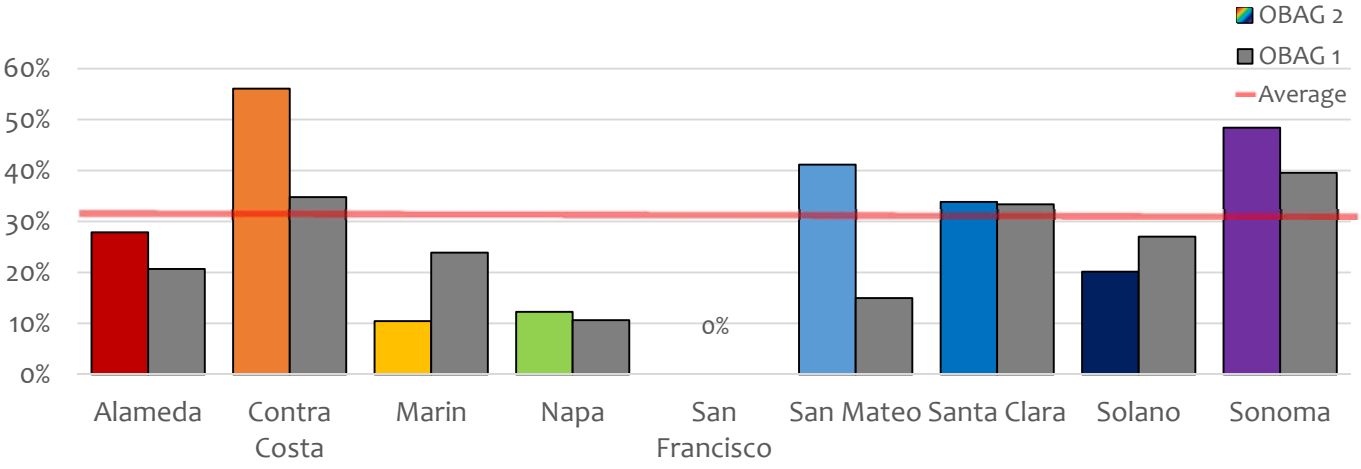
Santa Clara and Contra Costa County have each recommended more than $30 million to local streets and roads projects through the OBAG 2 program. Notably, San Francisco County has not directed any County Program funding to local streets and roads projects to date.

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*

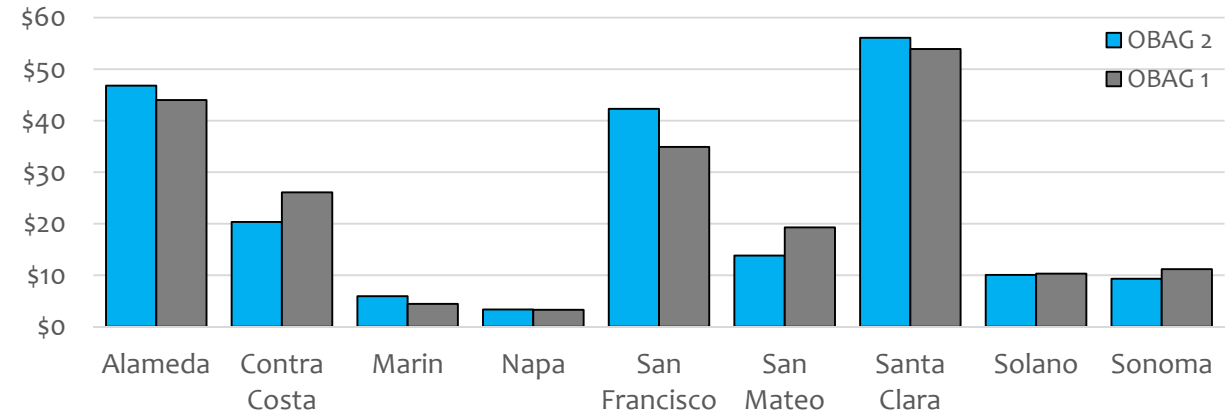


PROJECT TYPES IN FOCUS → *Active Transportation Investments*

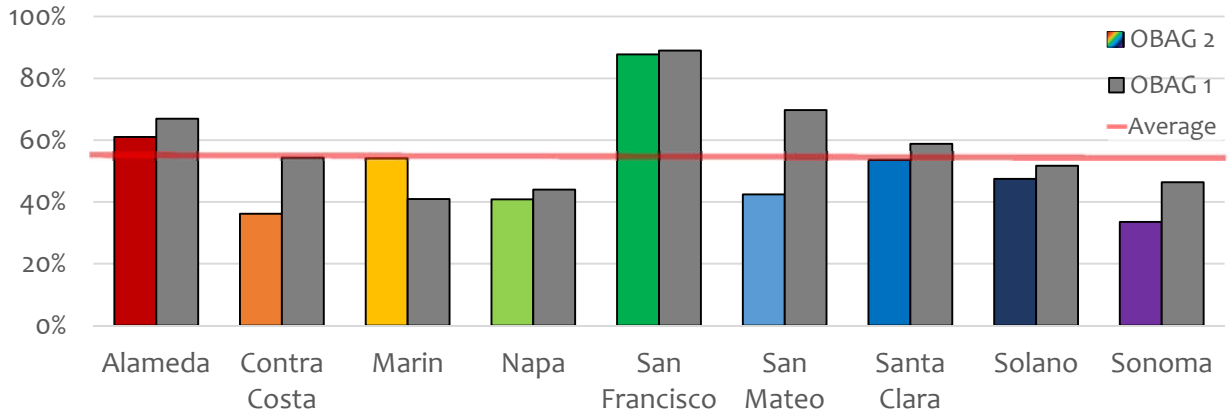
The majority of the OBAG County Program has been invested in active transportation (58%), a combination of Transportation for Livable Communities (TLC), bicycle and pedestrian, and Safe Routes to School (SRTS) projects. Over the course of the first two cycles of the program, more than $415 million has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

CMAs 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**

OBAG 2 County Program Report Card

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

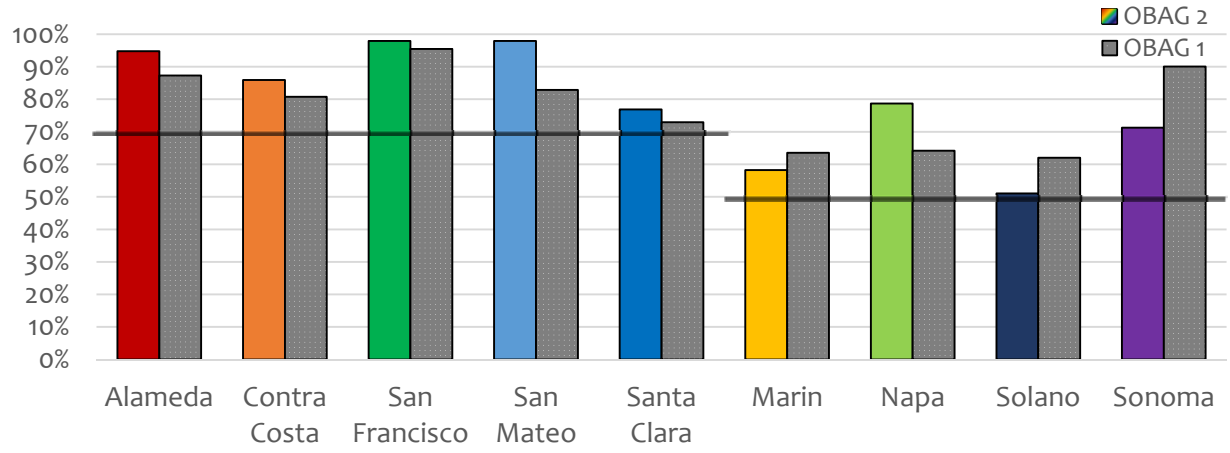
PDA Investments

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*



OBAG 2 County Program Report Card

Housing Linkage

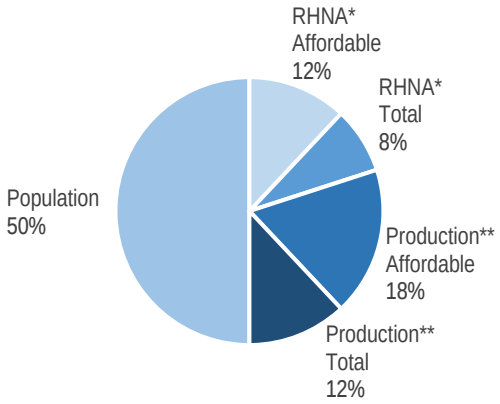
A defining feature of the OBAG County Program is the introduction of housing considerations into the framework for how to distribute transportation dollars.

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);

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.

- 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.

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

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

[1] Does not include CMA Planning funds.

$, 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 are 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.

One Bay Area Grant (OBAG 2)

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*	The project: 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*	The project: 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*	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.

MAP 1

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

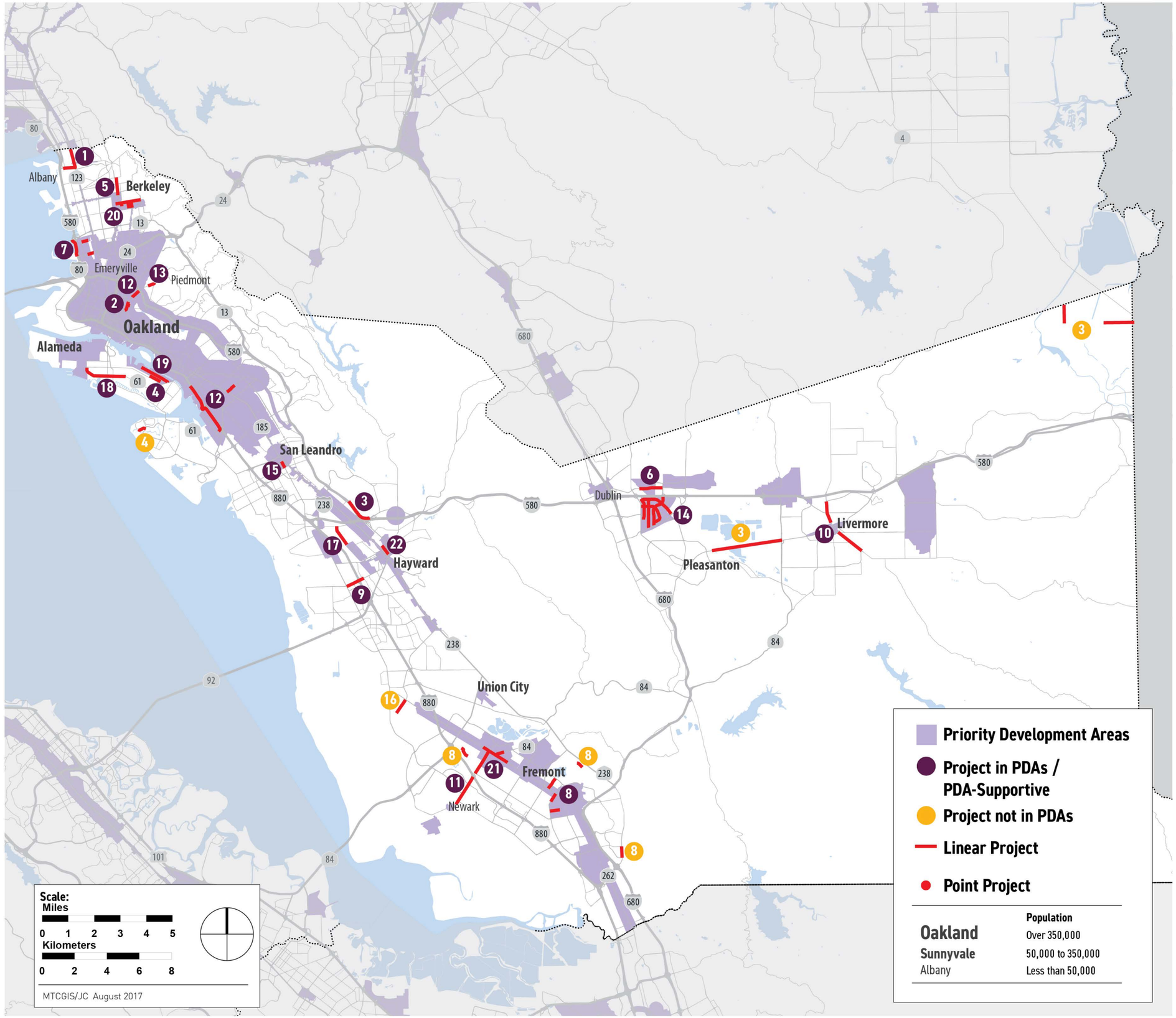
Transportation for Livable Communities

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.*



MAP 2

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: Dowtown 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

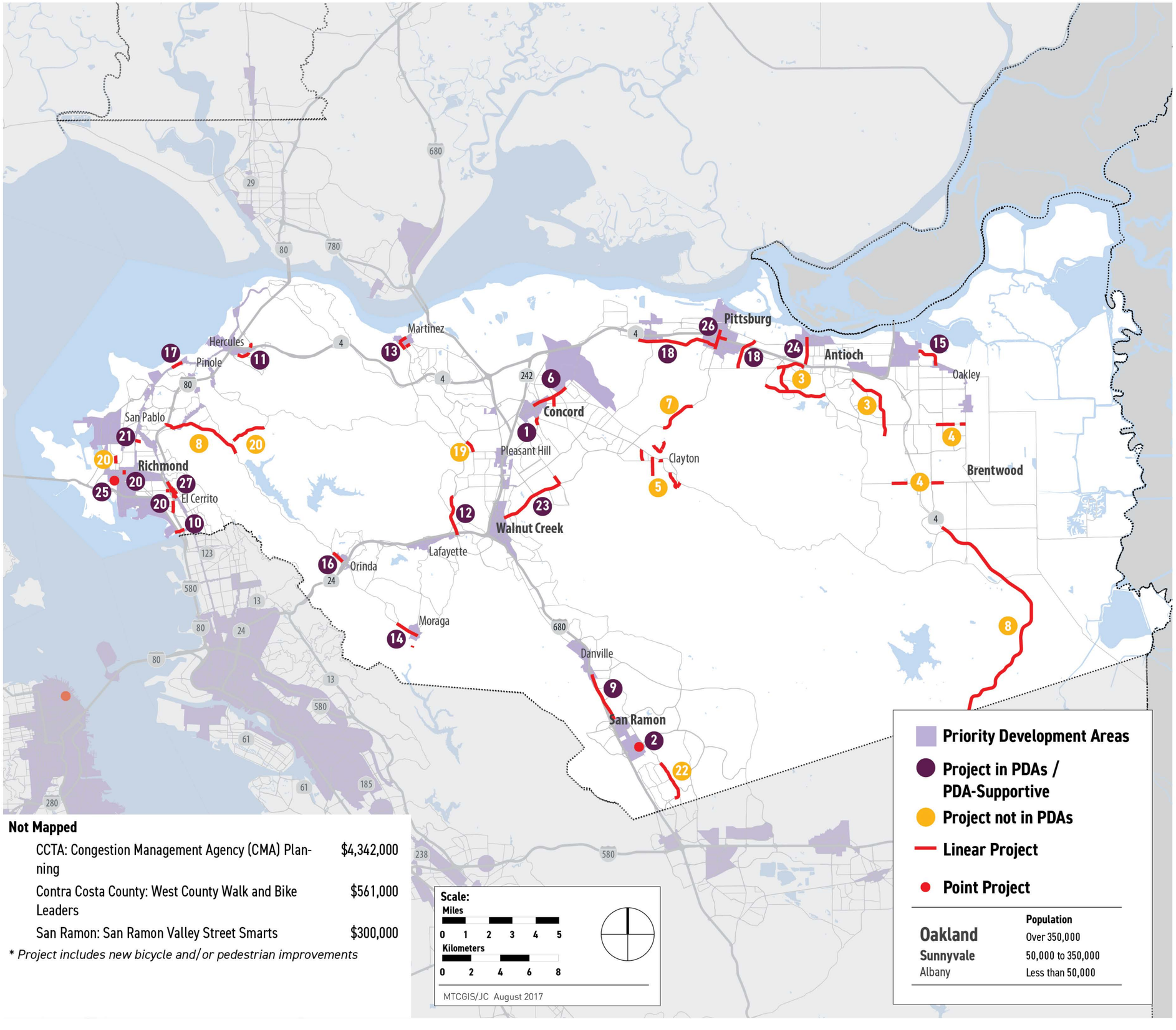
Transportation for Livable Communities

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*



MAP 3

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

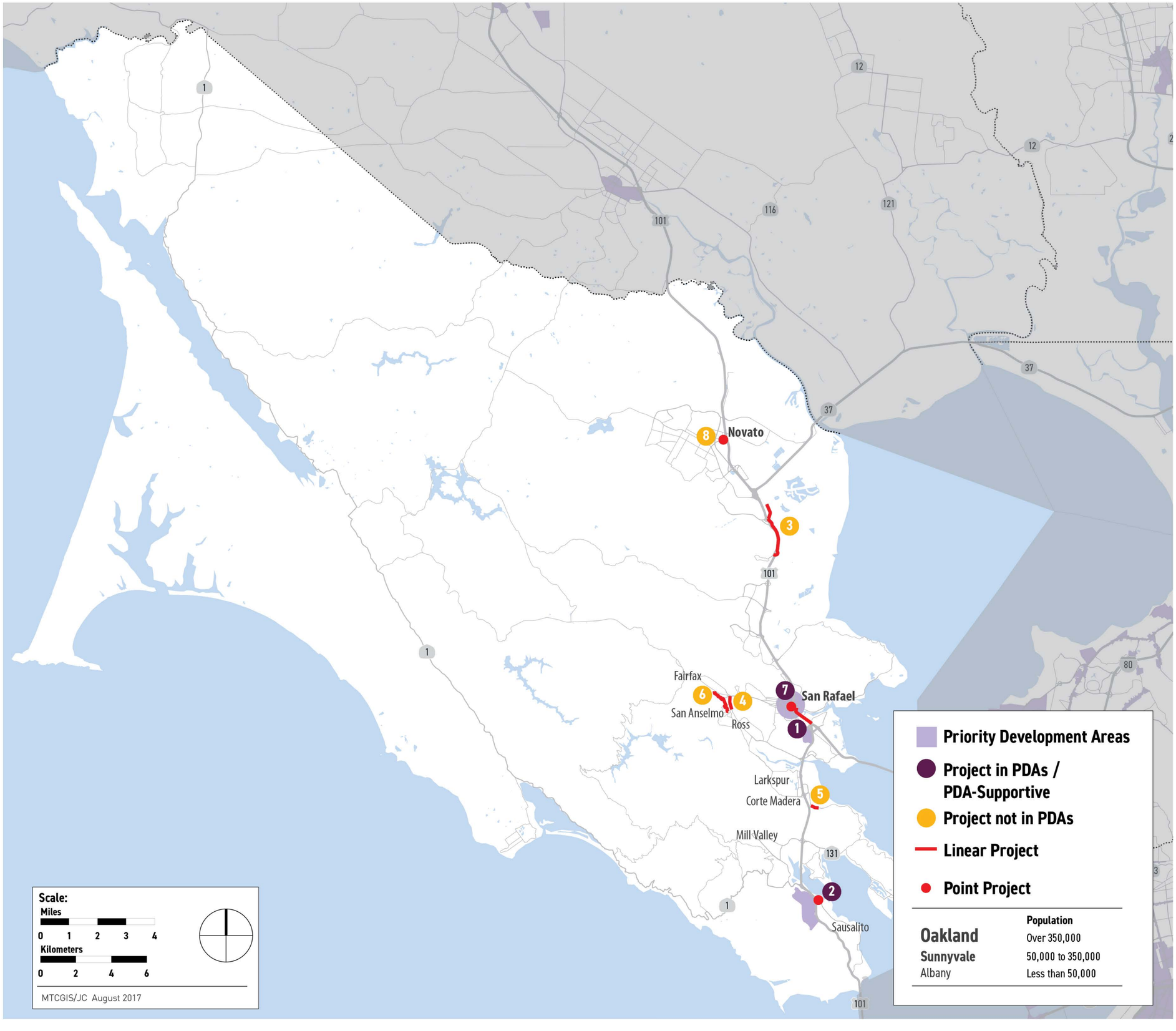
Transportation for Livable Communities

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.*



MAP 4

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

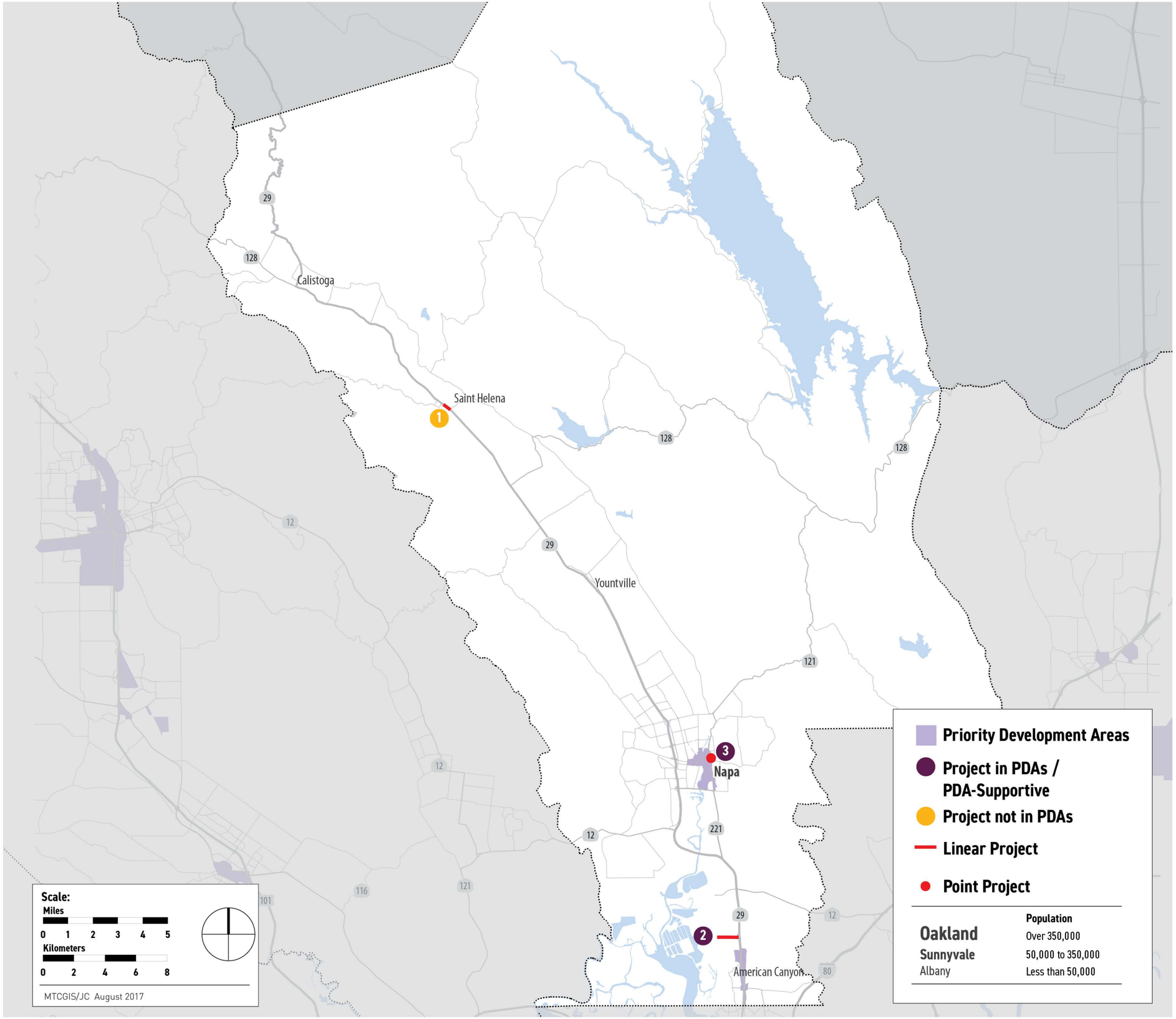
Transportation for Livable Communities

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.*



MAP 5

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

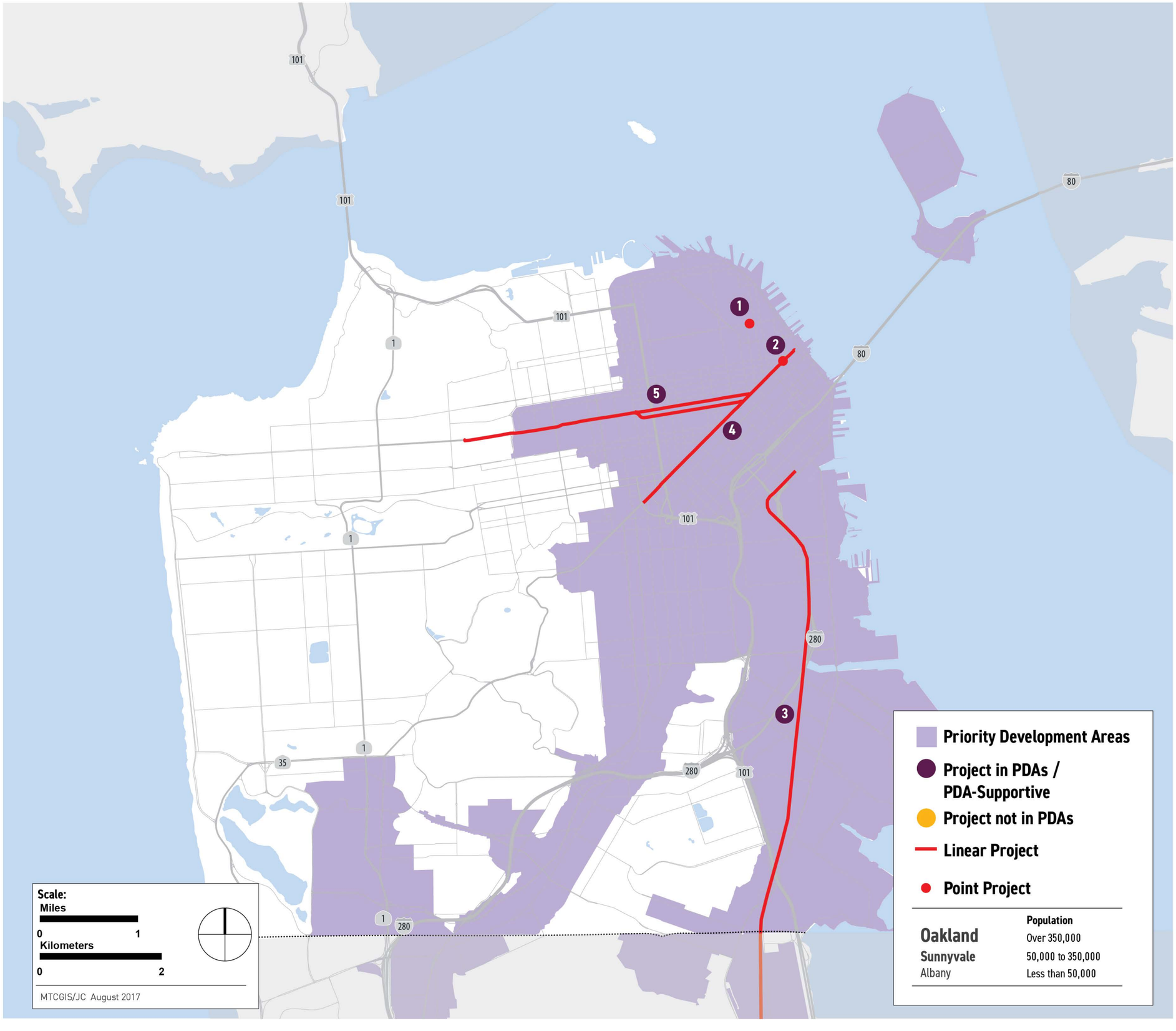
Transportation for Livable Communities

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.*



MAP 6

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

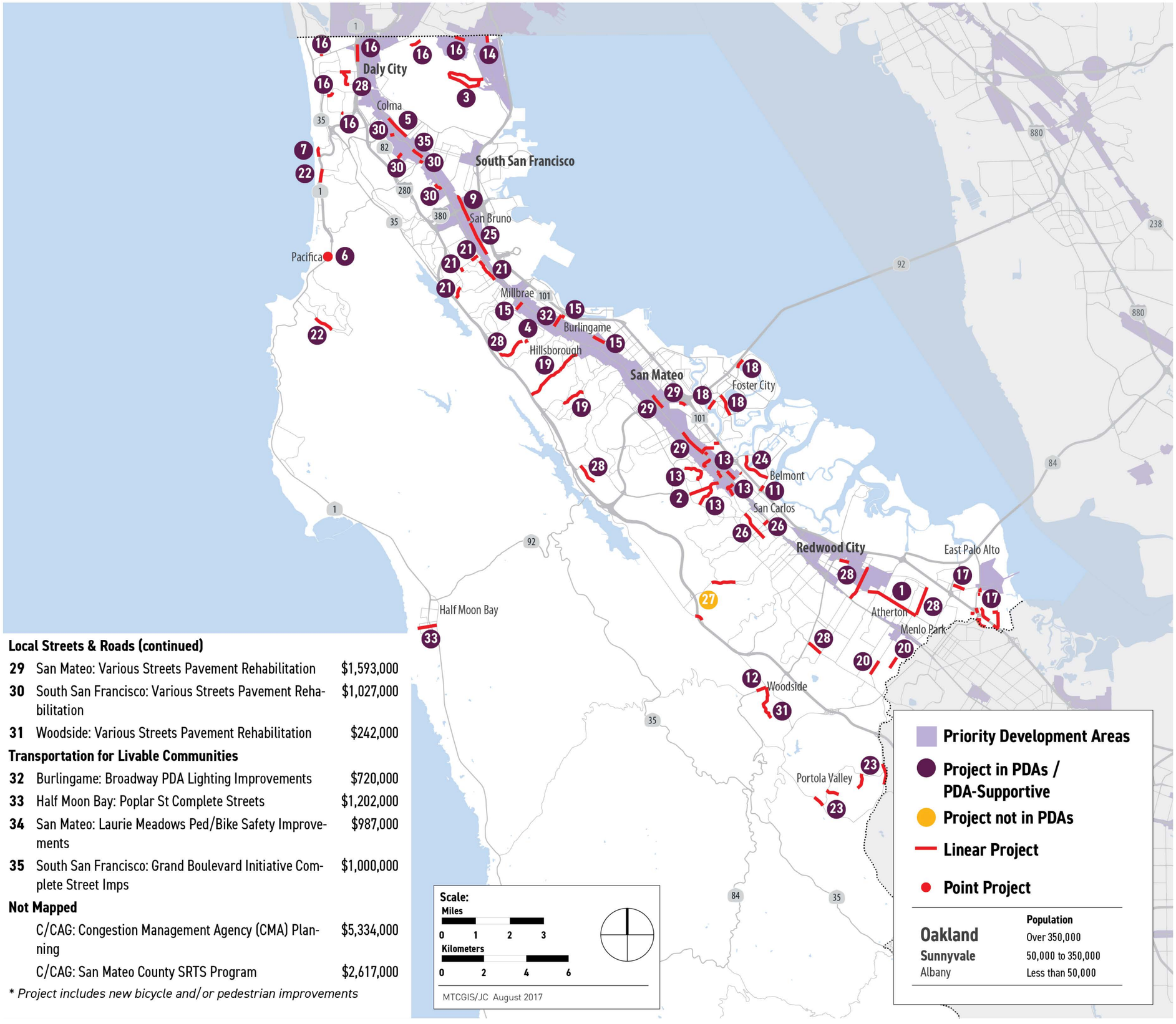
Transportation for Livable Communities

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*



MAP 7

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

Bicycle / Pedestrian

1	Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead 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: Lawerence 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

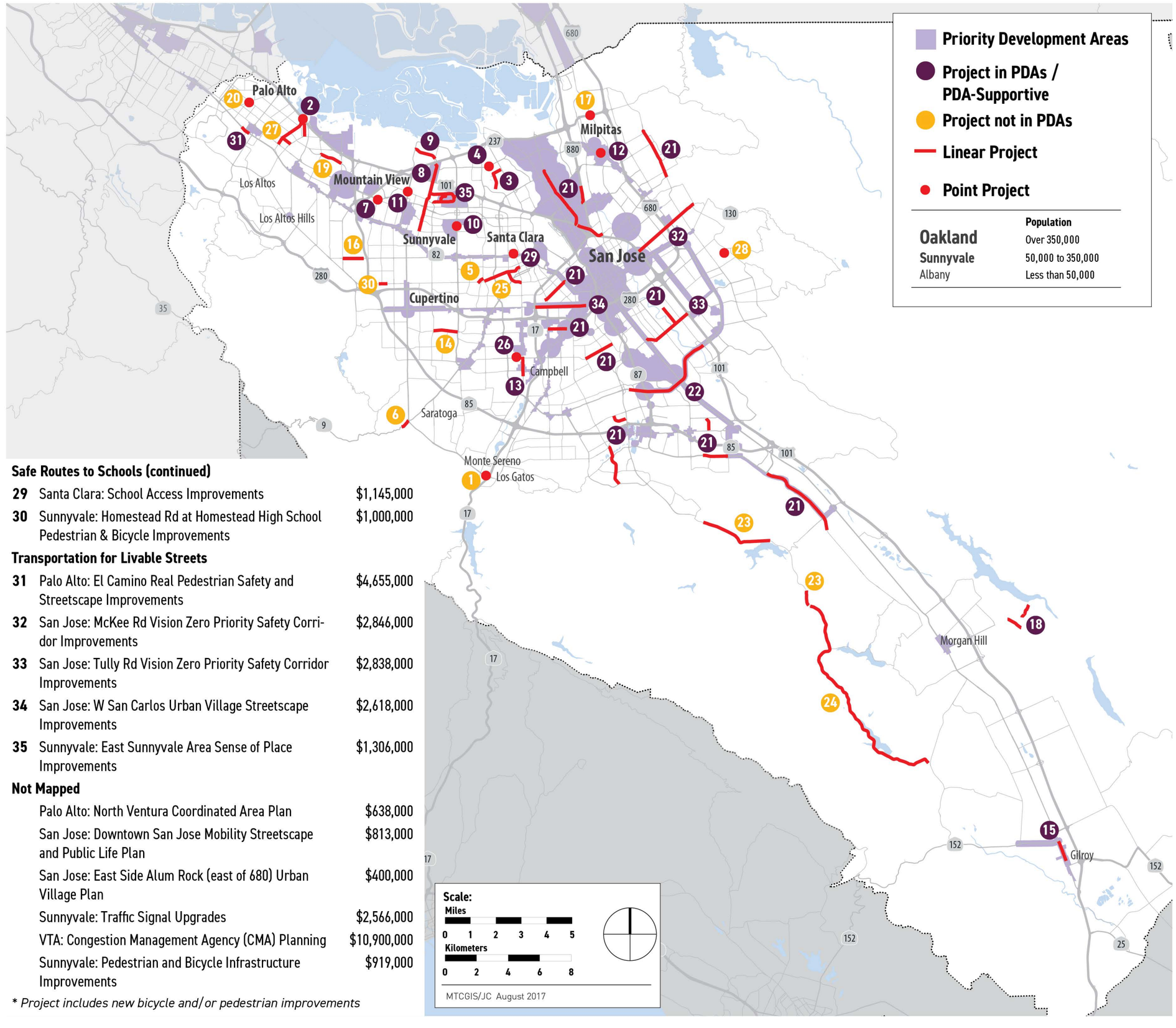
Transportation for Livable Streets

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*

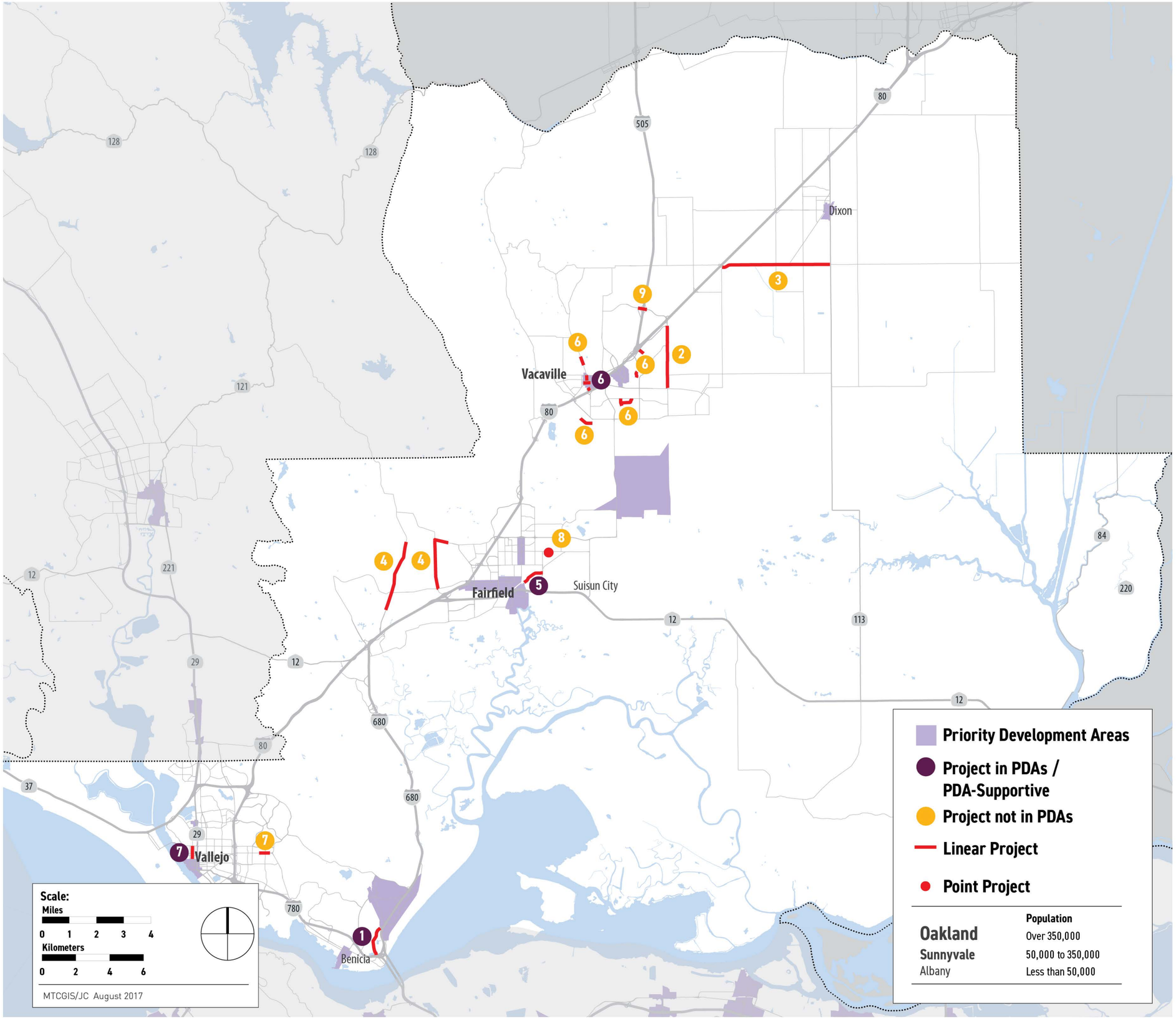


MAP 8

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 Improvements*	$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) Planning	$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.*



MAP 9

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

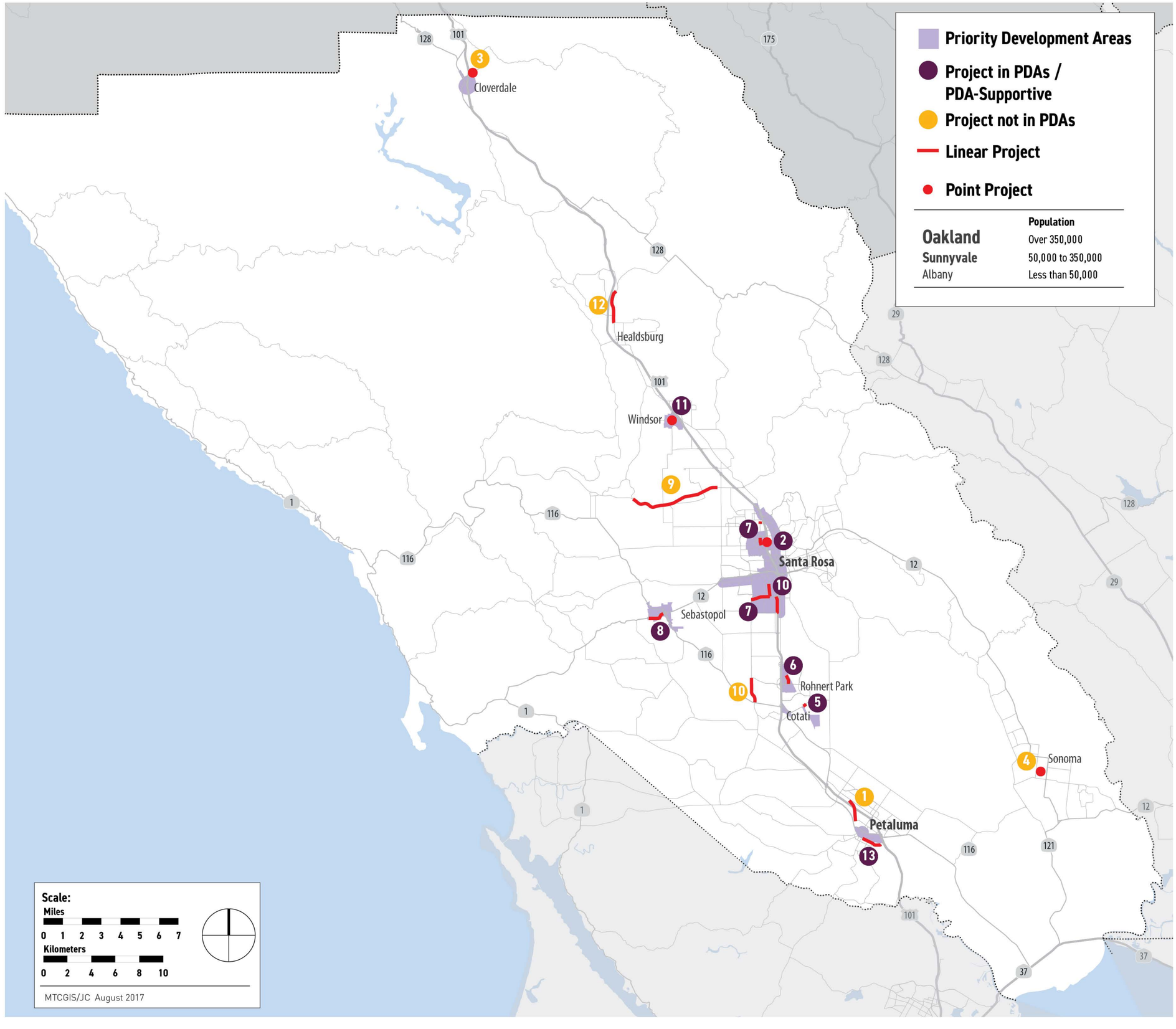
Transportation for Livable Communities

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

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.

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.

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 attachements as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

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

Date: November 18, 2015
W.I.: 1512
Referred by: P&A
Revised: 07/27/16-C 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% 2016-17	OBAG 2 County CMA Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	SubTotal	Supplemental	Total
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% 2016-17	OBAG 2 Regional Agency Planning - Base * 2017-18	2018-19	2019-20	2020-21	2021-22	SubTotal	Augmentation	Total
Regional Planning Total:	**$1,800,000**	**$1,835,000**	**$1,873,000**	**$1,910,000**	**$1,948,000**	**$1,989,000**	**$9,555,000**	**$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

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL 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**	**$8,200,000**
8. LOCAL HOUSING PRODUCTION INCENTIVE				
Local Housing Production Incentive	TBD	TBD	$30,000,000	
8. LOCAL HOUSING PRODUCTION INCENTIVE		**TOTAL:**	**$30,000,000**	
OBAG 2 REGIONAL PROGRAMS		**TOTAL:**	**$475,905,000**	**$11,000,000***

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

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 Prog	**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**

OBAG 2 County Programs Project List

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

OBAG 2 County Programs Project List

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

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	17-2951	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Commission Approval
File created:	10/6/2017			**In control:**	Programming and Allocations Committee
On agenda:	12/13/2017			**Final action:**	

Title: MTC Resolution Nos. 4169, Revised, 4202, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program, AB 664 Net Bridge Toll Revenues Programming and Allocations, and BATA Project Savings Programming and Allocations and adoption of FY2017-18 state transit State of Good Repair Allocations.

Programming nearly $1.7 billion in FTA Formula Revenues, AB 664 Net Bridge Toll Revenues, BATA Project Savings funds, and newly created state transit State of Good Repair funds for the last three years of the four-year FY2016-17 through FY2019-20 TCP Program for transit operator state of good repair, consistent with the TCP Process and Criteria. The TCP program assumes that $1.1 million in financing proceeds will be available to deliver the specified projects during the four-year programming period.

Sponsors:

Indexes:

Code sections:

Attachments: 8c_PAC_5b_Resos-4169-4202-4242-4262-4263-4272-4313_TCP.pdf
5b_Resos-4169-4202-4242-4262-4263-4272-4313_TCP.pdf

Date	Ver.	Action By	Action	Result
12/13/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4169, Revised, 4202, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program, AB 664 Net Bridge Toll Revenues Programming and Allocations, and BATA Project Savings Programming and Allocations and adoption of FY2017-18 state transit State of Good Repair Allocations.

Programming nearly $1.7 billion in FTA Formula Revenues, AB 664 Net Bridge Toll Revenues, BATA Project Savings funds, and newly created state transit State of Good Repair funds for the last three years of the four-year FY2016-17 through FY2019-20 TCP Program for transit operator state of good repair, consistent with the TCP Process and Criteria. The TCP program assumes that $1.1 million in financing proceeds will be available to deliver the specified projects during the four-year programming period.

Presenter:

powered by Legistar™

Rob Jaques

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 5b**

MTC Resolution Nos. 4169, Revised, 4202, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313

Subject: Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Policy and Program, One Bay Area Grant (OBAG 2) Transit Priorities Program, AB 664 Net Bridge Toll Revenue Programming and Allocations, and BATA Project Savings Programming and Allocations to program nearly $1.7 billion in Federal Transit Administration (FTA) Formula and regional Bridge Toll revenues for FY2017-18 through FY2019-20 for transit operator state-of-good-repair, consistent with the Transit Capital Priorities Process and Criteria (TCP). This item also proposes to revise the TCP grant spend-down policy and to commit approximately $10.2 million of Senate Bill 1 (SB1) state transit State of Good Repair (SGR) Program funds.

Background: The TCP program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement other MTC transit funding programs. The proposed programming has been developed in cooperation with the transit operators over the last several months.

In March 2017, staff proposed a four-year program for the TCP Program for FY2016-17 through FY2019-20. At the time, due to questions surrounding the Full Funding Grant Agreement (FFGA) for Caltrain's Peninsula Corridor Electrification Program, the Commission approved only the first year of the program, deferring the remaining three years. The FFGA was subsequently executed in May 2017.

Therefore, this item proposes to revise the TCP program to program $1.7 billion in FY2017-18 through FY2019-20, the remaining three years of the program. This item also proposes to commit $10.2 million of estimated FY2017-18 SB1 state transit SGR Program funds for use in the TCP program, specifically to the BART Railcar Procurement Project.

Due to the creation of the state transit SGR Program by SB1, $10.2 million of Federal Highway funds programmed as part of the OBAG 2 Transit Priorities Program are proposed to be reprogrammed from BART's Railcar Procurement Project to Clipper® for their Next Generation Fare Collection System and replaced with SGR Program funds. The SGR Program is required to be submitted to Caltrans in January 2018; therefore staff is proposing this first year of funding for a ready-to-go, high priority project. Staff will return to the Commission this winter for further discussion about future SGR funding uses. Staff has initiated these discussions with the transit operators and other stakeholders along with the STA Population-Based policy and SB1 transit operating funds.

This item also proposes to revise the grant spend-down policy in the TCP Process and Criteria to adjust the target timelines for spending down FY2014-15 and earlier grants from a two-year window to a three-year window. This would make the policy for FY2017-18 through FY2019-20 consistent with the previous policy, which covered grants from FY2011-12 and earlier. Programming for fixed guideway rehabilitation projects is based on the operators' performance in meeting the grant spend-down targets.

Additional background on this item is included in the attached Executive Director Memorandum.

Issues: Program needs during this period total about $3 billion, whereas available revenues total about $2 billion. Therefore, the program assumes that approximately $1.1 billion in financing proceeds will be available. MTC staff have been working with the operators and FTA to advance the financing and expects to be able to meet this need. However, several steps are still ahead. Authorization for an estimated $1.1 billion in financing, $139 million in SFO Net Operating revenues programming, and $207 million in withdrawals from the BART Car Exchange Account will be brought to the Commission in future actions, bringing the total funding for the program to approximately $3 billion.

Recommendation: Refer MTC Resolution Nos. 4169, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313 to the Commission for approval. Because Resolution No. 4202, Revised is proposed for revision in another agenda item, it is included once under agenda item 5a with all proposed revisions.

Attachments: Executive Director Memorandum
Presentation
MTC Resolution Nos. 4169, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Programming and Allocations Committee DATE: December 13, 2017

FR: Executive Director

RE: Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities Program

Summary
This item proposes to revise the Transit Capital Priorities (TCP) program to program an additional $1.7 billion in Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities funds; and Bridge Toll Funds in FY2017-18 through FY2019-20 to support transit capital replacement and rehabilitation projects, and eligible maintenance and operating costs. This item also proposes to revise the TCP grant spend-down policy, One Bay Area Grant Cycle 2 (OBAG2) Transit Capital Programming, and commit newly available SB1 state transit State of Good Repair (SGR) funds.

Background
The TCP program is funded by the region's FTA formula funds, as well as Federal Highway Agency (FHWA) flexible funds and regional bridge toll funds the Commission has designated to supplement FTA funds. MTC programs these funds to eligible transit operators to support transit capital replacement and rehabilitation projects and, to a lesser degree, preventive maintenance and operating costs.

In March 2017, staff proposed a four-year program for the TCP Program for FY2016-17 through FY2019-20. At the time, due in part to questions surrounding the Full Funding Grant Agreement (FFGA) for Caltrain's Peninsula Corridor Electrification Program, the Commission approved only the first year of the program, deferring the remaining three years, which included additional funding for Caltrain Electrification, pending FTA's decision on the FFGA. Subsequently, the FFGA was approved in May 2017. Therefore, this item proposes to revise the TCP Program to add programming for FY2017-18 through FY2019-20.

Program development is governed by the policies established by the region's TCP Process and Criteria, MTC Resolution 4242, Revised, which was updated in July 2016 primarily to reflect changes to FTA programs under the FAST Act authorizations.

The proposed program was developed from funding requests submitted by eligible transit operators, and was reviewed by the Partnership Transit Finance Working Group. Outstanding issues are discussed below. The program is based on projected apportionments of the federal funds, and will be revised to reconcile to the final annual apportionments, once released by FTA.

Funding
Funding available to support the Transit Capital Priorities program in FY2017-18 through FY2019-20 is projected to total approximately $3.1 billion, as detailed in the table below. The projections are based on FAST Act authorizations, unprogrammed balances of prior-year funds and proposed financing against future FTA formula funds. Additionally, due to the enactment of Senate Bill 1 at the state level, newly generated state transit SGR funds in FY2017-18 totaling approximately $10.2 million are also included. Three items in the table – financing, BART SFO operating revenues, and Exchange Account drawdowns – are subject to future Commission actions, as discussed below.

FY2017-18 through FY2019-20 Fund Source Summary

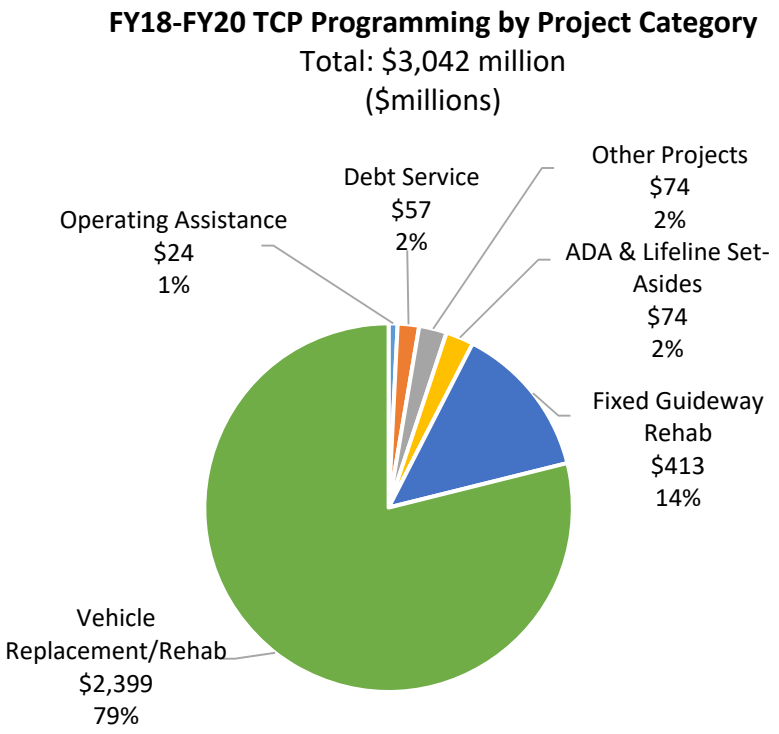
Fund Source	Amount ($ millions)
FTA Formula Funds (5307, 5337, 5339)[1]	$ 1,347
OBAG 2 (STP/CMAQ) & RM2	$ 130
Bridge Tolls (CCCGP)[2]	$ 178
BART Car Exchange Account[3]	$ 207
SFO Net Operating Proceeds[4]	$ 139
SB1 SGR Program Funds	$ 10
Financing Proceeds[5]	$ 1,048
Total	*$ 3,059*

Notes:
1) Assumes appropriations equal to FAST Act authorizations.
2) Represents amount programmed FY18-FY20. Account balance after FY17 is $381M.
3) Represents amount programmed FY18-FY20. Account balance currently ~$385M.
4) Represents amount programmed FY18-FY20. Total MTC commitment is $145M.
5) Represents amount programmed FY18-FY20, which is total TCP Financing currently planned.

Process
In response to the call for projects issued by MTC in fall 2016, transit operators requested funds totaling about $3.5 billion for FY2016-17 through FY2019-20. Projects were included in the proposed program based on the TCP project score and urbanized area eligibility. TCP scores reflect the Commission's priorities in Plan Bay Area 2040, with vehicle replacement and fixed guideway infrastructure getting the highest score (Score 16). Additionally, priority was given to projects for which the Commission has made a prior commitment. These include BART Car Phase 1 (MTC Resolution No. 4126), the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and Caltrain Electrification (MTC Resolution Nos. 4056 and 4241).

Overall Program
The FY2017-18 through FY2019-20 program totals $3.1 billion and comprises two main components: set-asides for ADA Operating Assistance and Lifeline Transportation Programs ($74 million), and Capital Project Funding ($3.0 billion).

The chart at right shows the total proposed TCP programming for FY2017-18 through FY2019-20 by operator. Over 90% of the program is dedicated to fleet and infrastructure replacement and rehabilitation projects for the region's fixed guideway operators.



The program leaves small unprogrammed balances of $16 million in Section 5307, 5337, and 5339 funds in some urbanized areas due to eligibility constraints. Staff continues to work with the operators to program those funds over the four years in a way that is consistent with the regional policy. Any funds not programmed in the current program will carry forward and be available in FY2020-21.

The SB1 state transit SGR Program funds discussed earlier are proposed to be committed to BART's Railcar Procurement Project. As a result, $10.2 million of Federal Highway funds programmed as part of the OBAG 2 Transit Priorities Program are proposed to be reprogrammed from BART's railcar project to Clipper® for their Next Generation Fare Collection System. This also reduces the need for financing proceeds through FY2019-20 by $10.2 million.

Major Projects
Included in the program are funds for a suite of major projects, including:

- $1.6 billion for the BART railcar procurement project (part of the regional commitment of $1.9 billion);
- $270 million for SFMTA bus and trolleybus replacements and overhauls;
- $239 million for the Caltrain railcar replacement project (balance of the regional commitment of $315 million);
- $73 million for AC Transit fleet replacement;
- $55 million for Clipper® upgrades; and
- $53 million for WETA ferry vessel replacements and overhauls.

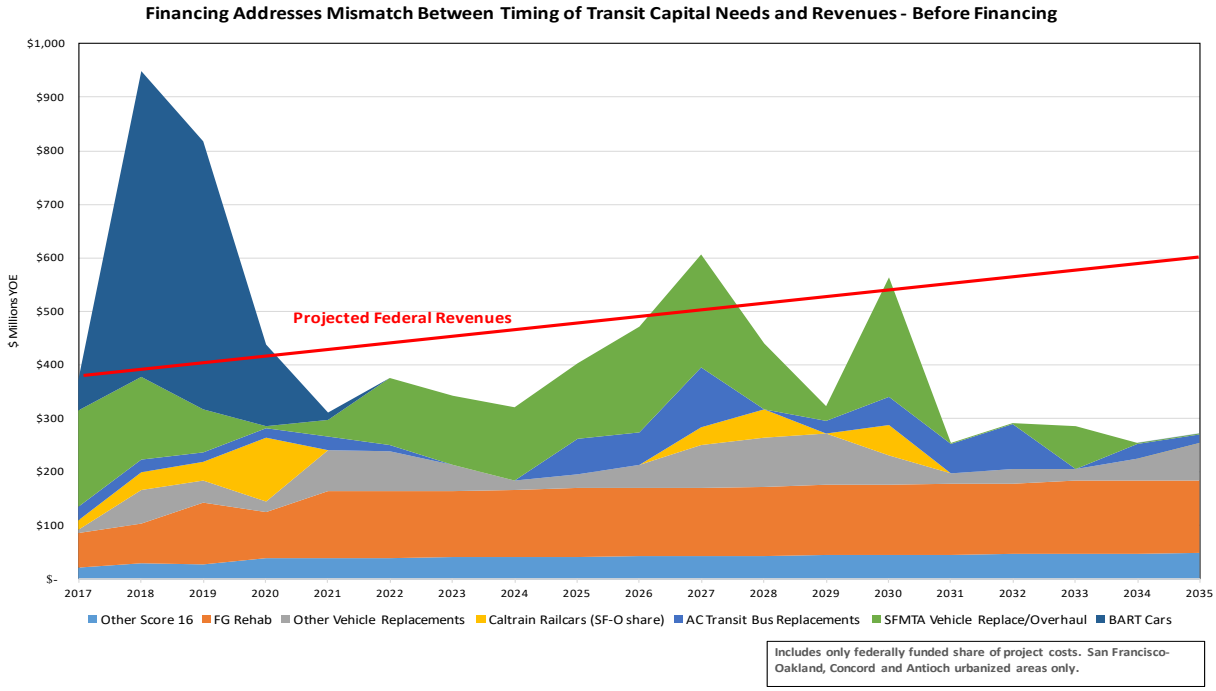
The BART railcar procurement project is the single largest project in the program, with details shown on Attachment A. Funding for this project replaces BART's existing 669-car fleet and expands the fleet by 181 railcars through FY2026. The total regional commitment of $1.9 billion (of a $2.9 billion total cost) will be 89% fulfilled by FY2020, with about $20 million in funding

needed in FY2021 through FY2026, not including additional drawdowns from the existing Exchange Account balance through FY2026 or future debt service payments.

Financing

The region is committed to funding major investments in state-of-good-repair and capacity expansion. In the short-term, projected revenues are insufficient to cover all Score 16 projects, even after applying project funding caps specified in the TCP Process and Criteria. However, over the long-term, projected revenues exceed anticipated regional needs, assuming a reasonable revenue growth rate. As a result, the proposed program assumes that MTC will pursue financing to securitize future FTA revenues to cover our near-term shortfall.

The chart below illustrates the timing mismatch between our programming needs and our anticipated revenues. The program proposed today assumes approximately $1.1 billion in financing for two major projects: the BART railcar procurement project and the Caltrain railcar replacement project. The program also includes a reserve of $57 million to cover anticipated debt service payments in FY2018-19 and FY2019-20. Financing for these or other projects was anticipated in 2013 when the Commission approved the Core Capacity Challenge Grant Program.



Without this financing, the region would only have approximately $2 billion available for projects, necessitating over $1 billion in program cuts compared to requests – about a third of the requests.

Financing against future FTA revenues for the two largest individual projects frees up current FTA and other regional funds for other projects. This grows the regional funding pie, allowing the region to meet its commitments to improve state-of-good-repair and expand capacity of the transit system.

Staff will return to the Commission in the coming months to seek approval for the terms of financing. Next steps to secure financing include:

- Winter/Spring – Development of specific terms of financing, agreements between MTC, FTA, and affected operators, Commission approval of financing terms
- Summer – First bond issue with proceeds anticipated to be available in July 2018

Policy Revision

Each rail and ferry operator receives a specified amount of funding annually for replacement and rehabilitation of tracks, bridges, tunnels, train control systems, ferry docks, and other infrastructure, referred to as a fixed guideway (FG) cap, based on each operator's share of projected FG replacement and rehab needs calculated for Plan Bay Area 2040. The TCP Process and Criteria conditions new programming of FG caps on the expenditure of prior-year grants (a "use it or lose it" policy) in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

This item also proposes to revise the grant spend-down policy in the TCP Process and Criteria to adjust the target timelines for the FY2014-15 and earlier grants from a two-year window to a three-year window, to make the policy for FY2017-18 through FY2019-20 consistent with the previous policy, which also had a three-year spend-down window. The table below illustrated the proposed target:

Revised Grant Spend-Down Timeline

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2018-19	Undispersed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	1/3 of balance	9/2017 to 9/2018
FY2019-20		½ of remaining balance, as of 9/2018	9/2018 to 9/2019
FY2020-21		Remaining balance, as of 9/2019	9/2019 to 9/2020

Program Issues

1. Financing. As discussed above, the proposed program assumes approximately $1.1 billion in financing against future FTA formula funds. FTA approval would be needed in order to commit future FTA funds for debt service. Many similar transactions have been approved across the country in recent years. However, the experience with Caltrain's FFGA last year leads staff to be somewhat concerned that FTA approval may not be as routine as in the past. Therefore, staff has been working closely with BART and Caltrain to understand their projects' cash flow and timing of the need for financing. Staff has also begun discussions with FTA to understand their requirements and timeline. Additionally, staff has been working closely with MTC's financial advisors to consider whether any modifications to the financing approach would make sense in the current environment. Note that today's item does not approve the terms of a financing transaction. Staff anticipates returning to the Commission and the Bay Area Infrastructure Authority (BAIFA) in the coming months to seek approval for the terms of financing.

2. Caltrain. Programming to the Caltrain electric railcar procurement project over the three-year period presented today totals approximately $239 million and would complete the regional commitment of $315 million. As part of Caltrain's application for an FFGA, FTA determined that the railcar procurement was not eligible to receive Section 5337 State of Good Repair formula funds. To meet the regional commitment to the project without relying on Section 5337 funds, staff is proposing financing against future Section 5307 Urbanized Area Formula Funds.

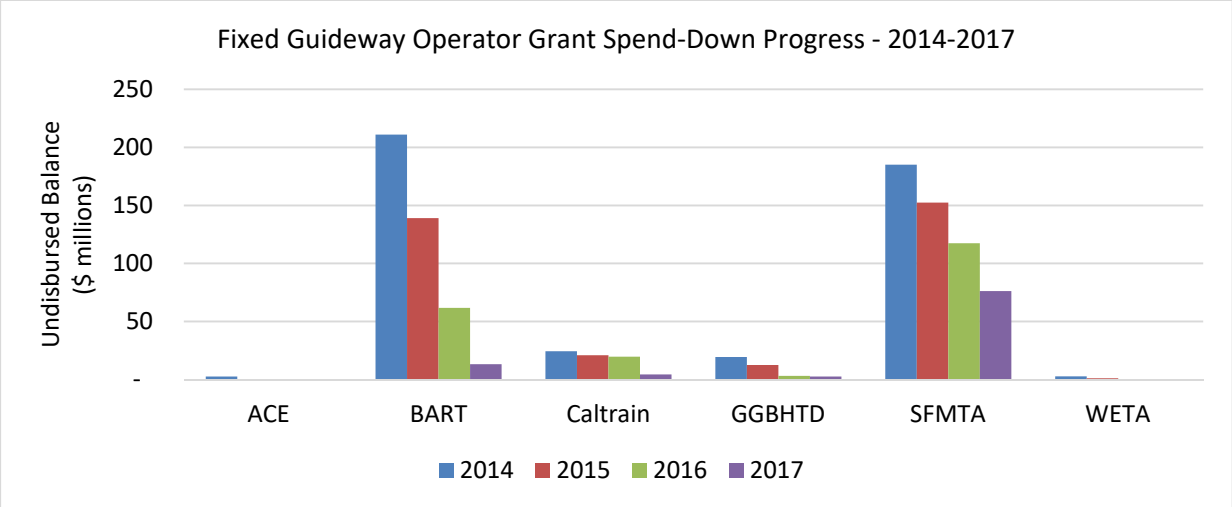
3. VTA Fixed Guideway Cap Waiver. For the FY2016-17 through FY2019-20 TCP programming period, VTA requested a total of $193 million in FTA funds, including $82 million for fixed guideway (FG) infrastructure rehabilitation projects that are subject to the FG project caps specified in the TCP policy. These include replacement or rehabilitation of light rail track, crossovers, switches and other train control equipment, and traction power systems. VTA's FG cap is $8.5 million per year, or $34 million over the four years of the program, so VTA's request exceeded the caps by $47 million. VTA staff requested that MTC waive the cap. Projected revenues for the San Jose urbanized area (UZA), in which VTA is eligible, are sufficient to cover the request for additional programming. The purpose of the FG caps is to ensure that there are sufficient funds in the program for vehicle replacement projects, the highest priority for the program under Plan Bay Area 2040. In the proposed program, this condition has been satisfied, with funds left over in the SJ UZA.

   However, staff is concerned about whether VTA can meet its future capital needs after FY2019-20 within its projected revenues. If not, it may be prudent to reserve a portion of the unprogrammed TCP funds for future needs, instead of programming for near-term, lower-scoring projects as requested by VTA. A Short-Range Transit Plan (SRTP) that will help answer this question is currently under development. Therefore, staff proposes to conditionally waive the cap and program the additional funds requested by VTA, subject to VTA providing an SRTP or other comparable analysis of medium- to long-term capital needs by the end of calendar year 2017 (this deadline was established last year and VTA is nearing completion). Based on staff's assessment of VTA's analysis, staff may return to the Commission with proposed revisions to the program.

4. Core Capacity Challenge Grant Program. As part of the plan for financing against future FTA revenues, staff is proposing to replace a majority of bridge toll funds originally committed to BART in the Core Capacity Program with proceeds of financing. At this time, staff is recommending these bridge toll funds be reprogrammed to SFMTA, with the condition that, should financing not be completed, these funds would be reprogrammed back to BART. Staff will return to the Commission with proposed revisions to MTC Resolution No. 4123, Revised, to reflect the programming proposed here and other changes to the funding plans for Core Capacity Program projects.

5. Unexpended Prior-Year Grants. To implement the grant spend-down policy described above, staff monitors the progress of the region's FG operators on disbursing prior-year grants; as of September 2017, staff determined that two of six operators met or exceeded their disbursement target, summarized in the table at right. As a result of not meeting their targets, BART, Caltrain, GGBHTD, and SFMTA were proposed to have their FG caps reduced by $966,000, $381,000, $645,000, and $14 million, respectively. Both BART and GGBHTD submitted information regarding several grants demonstrating that undisbursed balances were caused by circumstances beyond their control (letters from each are included as Attachment B). As a result, staff is recommending to remove those particular balances from the operators undisbursed grant totals used for calculating their FY2017-18 FG caps. The revisions to GGBHTD balances resulted in a net-zero reduction in their FG cap, while BART's FG cap reduction was roughly half of the original recommendation (to $437,000). These recommendations are included in the programming of FTA funds. Staff will continue to monitor progress toward meeting the grant disbursement targets consistent with the Policy adopted by the Commission in the TCP Process and Criteria. The FY2019 to FY2020 programs may be revised pending disbursement results in future years.

Operator	FY17 Grant Disbursement Targets vs. Actual Disbursements ($M)		Met or Exceeded Target
	Targets	Disbursements	
ACE	$ -	$ -	X
BART	$ 62	$ 49	
Caltrain	$ 20	$ 15	
GGBHTD	$ 3	$ 0	
SFMTA	$ 116	$ 39	
WETA	$ -	$ -	X
Total	$ 200	$ 104	



The grant spend-down policy was first implemented in FY2014-15 and has been very successful. The results so far are shown in the chart above. The bars for BART demonstrate both the intent and execution of the policy – in each year, approximately 1/3 of the 2014 balance of undisbursed grants was spent down. ACE and WETA had much lower balances and were able to spend down 100% of their balances by September of 2016. SFMTA, while missing their targets each year, was still able to make significant progress in spending down their prior year balances. The policy of tying grant spending to capital programming also had the desired effect of encouraging operators to pursue internal changes to spend down the grants and thus deliver critical state of good repair projects.

6. Bridge Tolls. The program presented today programs AB 664 Bridge Toll revenues (MTC Resolution No. 4262, Revised) and BATA Project Savings (MTC Resolution 4169, Revised) for approximately $178 million, which includes amounts consistent with the Core Capacity Challenge Grant Program and the proposed reprogramming of Bridge Tolls from BART to SFMTA as described above. However, the allocation actions for these Bridge Toll funds (AB 664 – MTC Resolution No. 4263, Revised; BATA Project Savings – MTC Resolution No. 4169, Revised) only allocate funding for FY2017-18 consistent with the Core Capacity Program funding plan. The allocation resolutions will be revised to reflect the revisions to the Core Capacity Program resolution discussed above once approved by the Commission as part of the financing package.

7. BART Car Exchange Account. The proposed program anticipates drawdowns from the BART Car Exchange account, which consists of local BART funds deposited into an account held by MTC, exchanged for FTA funds programmed for BART preventive maintenance. Subsequent action by the BART Board of Directors and the Commission will be required to execute these drawdowns.

8. SFMTA. SFMTA is currently under contract with Siemens to replace its existing fleet of 151 light rail vehicles (LRVs), in addition to 109 expansion cars, and is pursuing another four cars for Mission Bay service, for a total fleet of 264. Under FTA guidelines and the TCP Policy, the first of the LRVs are eligible for replacement in FY2021-22. In late November, SFMTA notified MTC staff that they are exploring options for expediting delivery of the replacement LRVs, including getting an exemption from FTA for early replacement. This could potentially require funding for the replacement cars within the FY2018 to FY2020 program, which was not anticipated and is currently not included in the program. The total project cost could be in the range of $700-$900 million, spread over multiple years. Given that the program is already over-committed, adding in even a portion of this major project would be challenging. However, at this time, there are too many unknowns in this preliminary proposal, including whether FTA approval will be forthcoming, and therefore no funding for this project is included in the program presented to you today. Staff will return to the Commission with proposed revisions to the program, as appropriate and feasible, should SFMTA move forward with this strategy.

Next Steps

Pending Commission approval of the TCP program, staff will bring amendments that add projects from the preliminary program to the Transportation Improvement Program (TIP) in January and February. Staff will also return in the future for actions pertaining to financing, BART Car Exchange Account withdrawals, and revisions to the Core Capacity Program.

Recommendations
Staff recommends the referral of MTC Resolution Nos. 4169, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313 to the Commission for approval. Because Resolution No. 4202, Revised is proposed for revision in another agenda item, it is included once under agenda item 5a with all proposed revisions.

Steve Heminger

Attachment A: BART Car Funding Plan Summary
Attachment B: Correspondence regarding BART and GGBHTD FG Caps

SH:rj

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Programming and Allocations Committee **Agenda Item 5b**
December 13, 2017
Attachment A

BART Railcar Procurement Funding Plan
($ millions)

	FY17 & Earlier	FY18	FY19	FY20	FY21-FY26	Total
Project Expenses	622	712	632	511	504	2,981
Cumulative Expenses	622	1,333	1,966	2,476	2,981	
BART Funds	446	45	45	45	275	857
VTA Funds	60	46	40	37	16	200
MTC Funds	141	602	541	428	213	1,924
FTA/TCP Program	*75*	*27*	*36*	*122*	*14*	*274*
State Transit SGR Program Funds	*-*	*10*	*-*	*-*	*-*	*10*
Financing Proceeds	*-*	*517*	*411*	*-*	*-*	*928*
OBAG (STP/CMAQ)	*50*	*5*	*53*	*32*	*-*	*140*
Bridge Tolls	*-*	*13*	*-*	*-*	*-*	*13*
SFO Net Operating Revenues	*-*	*31*	*41*	*67*	*6*	*145*
Exchange Account Drawdowns	*16*	*-*	*-*	*207*	*192*	*415*
Total Funding	647	693	626	510	504	2,981
Cumulative Total Funding	647	1,341	1,967	2,476	2,981	
Cum. Funding less Cum. Expenses	26	7	1	-	-	

Note: Column headers represent year of programming in TCP and TIP. Project costs would be incurred and funding would be expended in the year following.

Thursday, November 30, 2017 at 12:41:00 PM Pacific Standard Time

Subject: Federal grant spenddown request
Date: Monday, October 9, 2017 at 4:38:40 PM Pacific Daylight Time
From: Deidre Heitman
To: Anne Richman
CC: Glen Tepke, Rob Jaques, Robert Powers, Robert Mitroff, Kerry Hamill, Michael Tanner, Carl Holmes, vmenott@bart.gov

Attachments: 9.30.17 BART Rem Bal v 1.xlsx, 9.30.17 BART Rem Bal v 2.xlsx

Anne

We've said this both publicly and privately but it bears repeating that BART is very appreciative of the kick in the pants that MTC gave us to spend down our federal grant balances. As you know, our effort began with directives from the top, fully supported by BART executives, and resulted in large scale changes in business practices as well as personnel. These changes not only impelled BART to more quickly implement the SOGR projects and draw down the federal grants, it set BART up to continue the pace of implementation into the future.

I am happy to report that of the $210 million in FY 12 and earlier federal grants, BART has drawn down all but $13.2 million, $2.6 million of which has been expended and is in our accounting system ready to be billed to FTA. The projects that comprise the remaining balance are all well underway.

In spite of our best efforts, however, there were two important projects for which we were unable to draw down the FTA grant funds, and I am writing to request that MTC make an exception and exclude these from our remaining grant balance. The two projects are the AATC (Advanced Automatic Tran Control) project, and the Marine Barrier project. BART was unable to use these funds within the time frame set by MTC because of circumstances involving both the FTA and the Department of Homeland Security (DHS).

As you know, the AATC project funding was awarded to BART in 2000, and, after BART decided to not pursue that particular train control technology, a portion of the funds remained in BART's accounts. For well over 10 years, BART requested FTA to allow us to reprogram the funds, including the accrued interest, to another project. Despite these requests, FTA remained silent on the use of these funds. Finally in July of this year, FTA and BART reached a mutual agreement in which these funds could be used to help finance the development of BART's proposed communication-based train control system, a project which is a key component of BART's core capacity project as well as MTC's core capacity challenge grant program.

With respect to the Marine Barrier project, which provides security and safety upgrades to the entrances of the Transbay Tube, BART received $10 million in funding in 2013 from the Department of Homeland Security (DHS), in addition to FTA funding. DHS required BART to spend its funds within 3 years, or lose them. We therefore prioritized the use of the DHS funds over those of FTA in order to maximize both grants. BART has now exhausted the DHS funding and this project is utilizing the remaining FTA funds.

Both projects are steadily drawing down the FTA funds and will continue to do so over the next year.

Given the unique circumstances of these two projects and the extraordinary effort BART has made – and continues to make – toward the timely draw down of the FTA funding, we respectfully request that MTC grant BART an exemption from counting these projects as part of our remaining grant balance of FY 12 and earlier grants. If you agree to allow BART to exempt these two projects, BART's remaining balance is $5,988,011. The true remaining (unspent) balance is only drops to $165,792, if you exclude the non-Fixed Guideway projects.

Thank you in advance for your consideration of our request. Also, thank you to Rob Jaques and Glen Tepke, who have been extremely helpful throughout this process.

Sincerely,

Deidre Heitman
Manager, Special Projects
(510) 287-4796

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

September 27, 2017

Anne Richman
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Transit Capital Priorities (TCP) Policy on Fixed Guideway Caps

Dear Anne,

The Golden Gate Bridge, Highway and Transportation District (District) is seeking the Metropolitan Transportation Commission's (MTC) reconsideration of the proposed reduction of FY 2018 Fixed Guideway (FG) funds. The District did not meet MTC's target spend down of FY 2012 and older grant funds, and a balance of $2.7 million remains to spend on the design phase of the District's Gangways and Piers project.

As background, the Gangways and Piers project will replace the District's ferry facilities, including the ramps, floats and ferry slips, to improve passenger safety and to comply with the Americans with Disabilities Act in Sausalito, San Francisco and Larkspur. The District completed the Sausalito project's environmental studies in 2012. Since 2014, the District has been working with the City of Sausalito to respond to public and staff comments and requests to redesign the Sausalito ferry facilities. The delay in finalizing the design for Sausalito has caused further delays for the design of the San Francisco and Larkspur facilities, and has impeded the construction of all three locations. On October 10, 2017, the Sausalito City Council is expected to vote on the project's design, which will determine whether the project will proceed to construction.

The District's current FG cap of $5.1 million per year does not adequately align with this project's funding needs, and the needs of the Larkspur Ferry Terminal Channel and Berth Dredging Project. Attached is a summary of the funding plan and projected needs of $135.7 million for these projects from FY 2019 to FY 2025. The District anticipates a shortfall of approximately $86.6 million.

In order to address the funding shortfall, the District plans to seek other sources of grant funds, including, but not limited to, the FTA's Ferry Boat Discretionary Program and Caltrans' new State

of Good Repair Program. However, the District anticipates that a large portion of the funds to replace ferry facilities may come from federal formula programs. Given the TCP policy limits operators to a maximum of four-years of funding in any given cycle, and the District's cap is set at $5.1 million per year, the most the District may request is $20.4 million. The projected needs exceed this amount in FYs 2022, 2023 and 2024.

Please contact me at your convenience, so that we may discuss this request. I can be reached via telephone at (415) 923-2203 or via email at dmulligan@goldengate.org. The District appreciates MTC's consideration and support.

Sincerely,

Denis J. Mulligan
General Manager

Attachment

Golden Gate Bridge, Highway and Transportation District
FIXED GUIDEWAY CONNECTORS

9/27/2017

Fixed Guideway Connectors: Funding Summary (in $ millions)

		COMMITTED		UNCOMMITTED/	
PROJECT	TOTAL COST	GRANTS	DISTRICT	SHORTFALL	SCHEDULE
Gangways & Piers Design: Sausalito, San Francisco, Larkspur	11.9	9.8	2.1	-	FY 2014 to FY 2022
Gangways & Piers Construction: Sausalito	11.5	9.2	2.3	-	FY 2019 to FY 2021
Gangways & Piers Construction: San Francisco	30.0	20.6	5.1	**4.3**	FY 2021 to FY 2023
Gangways & Piers Construction: Larkspur	66.0	-	-	**66.0**	FY 2022 to FY 2025
Larkspur Ferry Terminal Channel & Berth Dredging	16.3	-	-	**16.3**	FY 2021 to FY 2022
TOTAL	**135.7**	**39.6**	**9.5**	**86.6**	

Fixed Guideway Connectors: Projected Capital Need (in $ millions)

			Projected Capital Need ($ millions)							
			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	
PROJECT	TOTAL COST	FY18 & Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Gangways & Piers Design: Sausalito, San Francisco, Larkspur	11.9	6.7	0.5	0.5	0.5	3.7	-	-	-	11.9
Gangways & Piers Construction: Sausalito	11.5	-	3.4	7.5	0.6	-	-	-	-	11.5
Gangways & Piers Construction: San Francisco	30.0	-	-	-	3.5	12.5	14.0	-	-	30.0
Gangways & Piers Construction: Larkspur	66.0	-	-	-	-	4.0	24.0	24.0	14.0	66.0
Larkspur Ferry Terminal Channel & Berth Dredging	16.3	-	-	-	0.8	15.5	-	-	-	16.3
TOTAL	**135.7**	**6.7**	**3.9**	**8.0**	**5.4**	**35.7**	**38.0**	**24.0**	**14.0**	**135.7**

Transit Capital Priorities Programming

December 13, 2017

Programming & Allocations Committee

METROPOLITAN TRANSPORTATION COMMISSION

Transit Capital Priorities Program: Overview

What is the TCP Program?

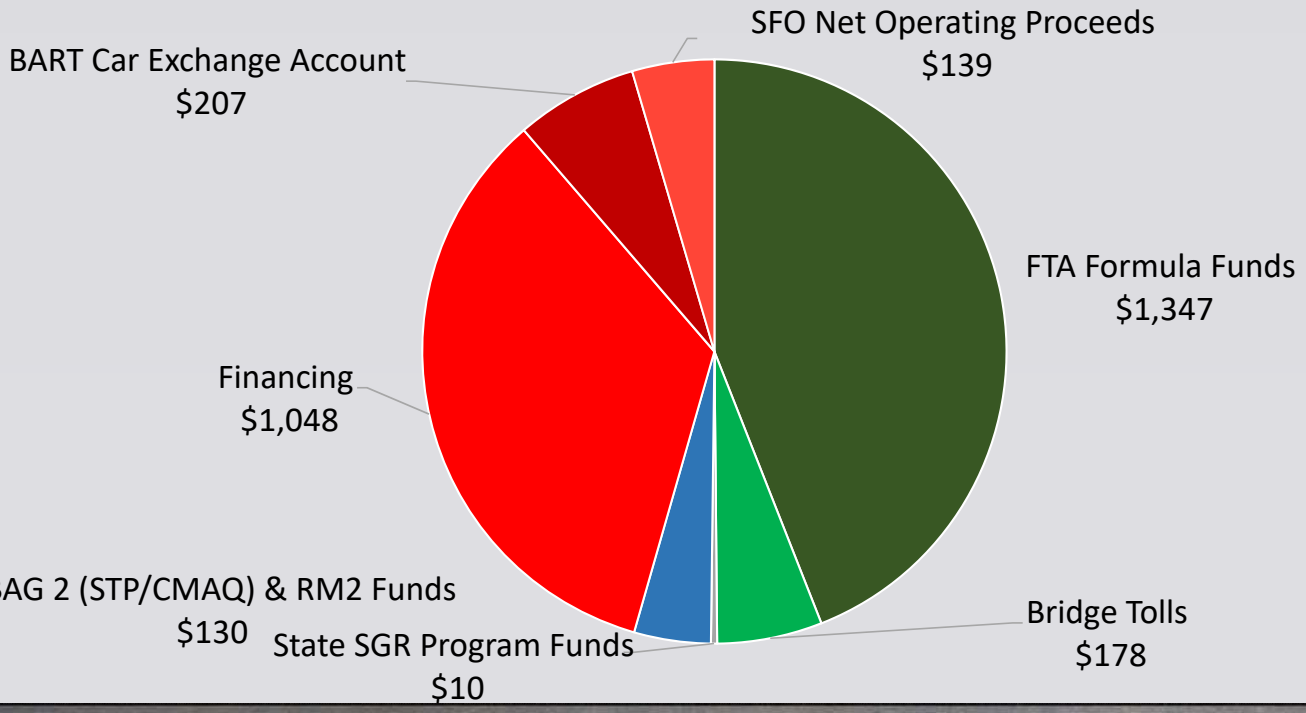
- Funds basic capital requirements to achieve and maintain a state of good repair.
- Helps ensure limited Federal transit dollars go to most essential projects.

Project Category	Score
Debt Service	17
Revenue Vehicles, Fixed Guideway, Ferry Components	16
Safety & Security	15
ADA/Non-Vehicle Access	14
Fixed/Heavy Equipment & Facilities	13
Intermodal Stations, Stations, & Parking	12
Service Vehicles	11
Tools	10
Preventive Maintenance & Office Equipment	9
Operational Improvements/ Enhancements & Expansion	8

TCP Process

- Operators submit capital project funding requests to MTC.
- Funding applied to projects in score-order.
- Other considerations:
  - Program eligibility
  - Urbanized Area (UZA) eligibility (12 UZAs in Bay Area)
  - Project Caps

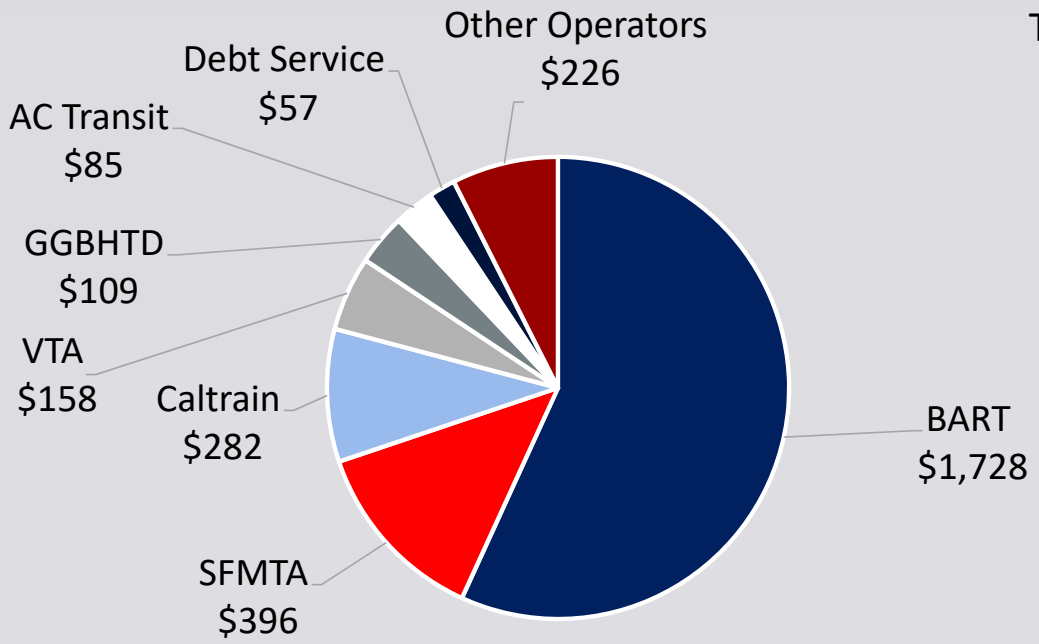
Transit Capital Priorities Program: Estimated FY18-FY20 Funding



Total: $3,059
($millions)

- Green wedges: Current proposed programming
- Blue wedge: Previously programmed
- Red wedges: Future Commission Action required

Transit Capital Priorities Program: FY18-FY20 Programming by Operator



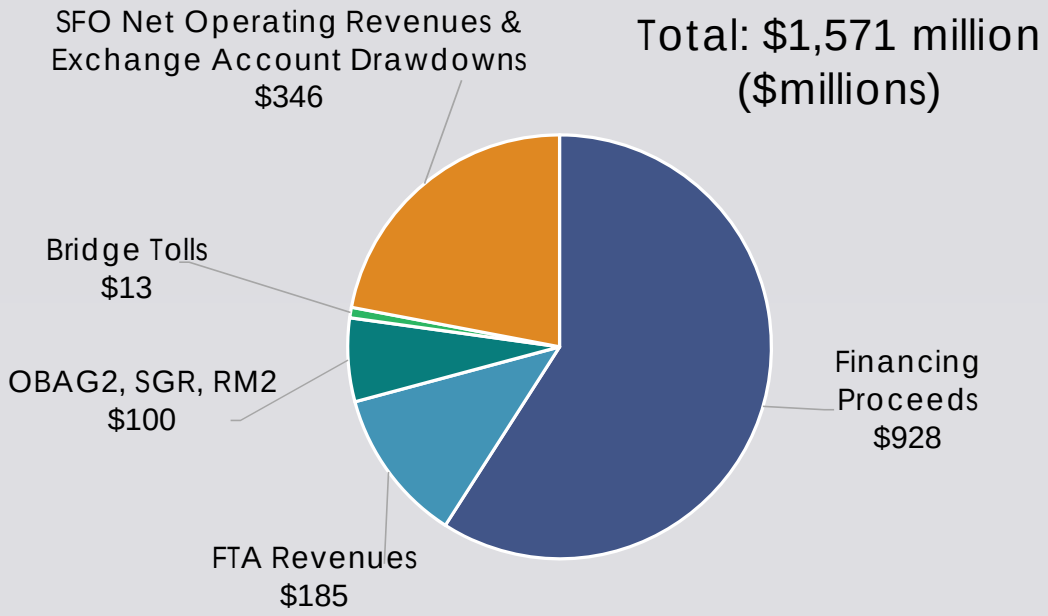
Total: $3,042 million
($millions)

Transit Capital Priorities Program: Major Projects

- Region is committed to major investments in state of good repair and capacity expansion:
  - $1.6 billion for BART railcar procurement project (part of $1.9 billion regional commitment)
  - $270 million for SFMTA bus and trolleybus replacements and overhauls
  - $239 million for Caltrain railcar replacement project (balance of $315 million regional commitment)
  - $73 million for AC Transit fleet replacement
  - $55 million for Clipper® upgrades
  - $53 million for WETA ferry vessel replacements and overhauls

Transit Capital Priorities Program: BART Railcar Procurement

- Largest single project in program
- Funding for 850 cars – 669 replacement + 181 expansion
- Proposed program meets 89% of regional commitment (not including debt service)
- Procurement under contract; prototype/test cars delivered
- FY18-FY20 years see peak cash flow needs

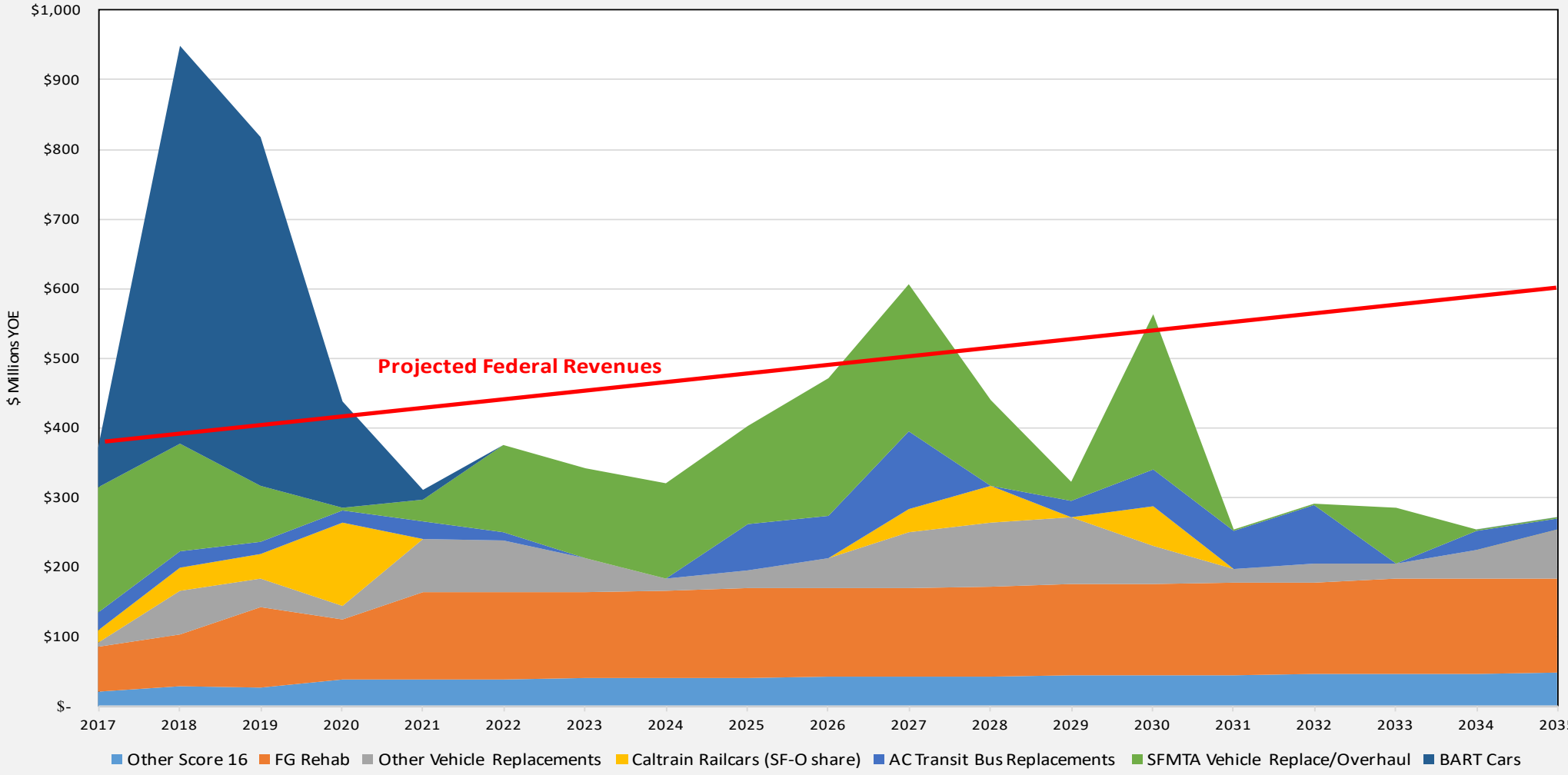


Transit Capital Priorities Program: Overview of Proposed Financing

- Approximately $1.1 billion for 2 major projects:
  - BART Railcar Procurement - $918 million
  - Caltrain Railcar Replacement - $130 million
- Anticipated in 2013 when Commission adopted Core Capacity Challenge Grant Program
- Advances major projects to
  - Improve state of good repair
  - Expand capacity
- Helps resolve near-term shortfall
  - Program needs balance to projected revenues over long term
  - Short-term shortfall covered by advancing future funds

Financing Need ($millions)	
Total Available Funding	$ 2,010
Total Project Needs	($ 3,042)
Funds not Programmed (due to eligibility constraints)	($ 17)
Financing Need	**$ 1,048**

Financing Addresses Mismatch Between Timing of Transit Capital Needs and Revenues - Before Financing



Includes only federally funded share of project costs. San Francisco-Oakland, Concord and Antioch urbanized areas only.

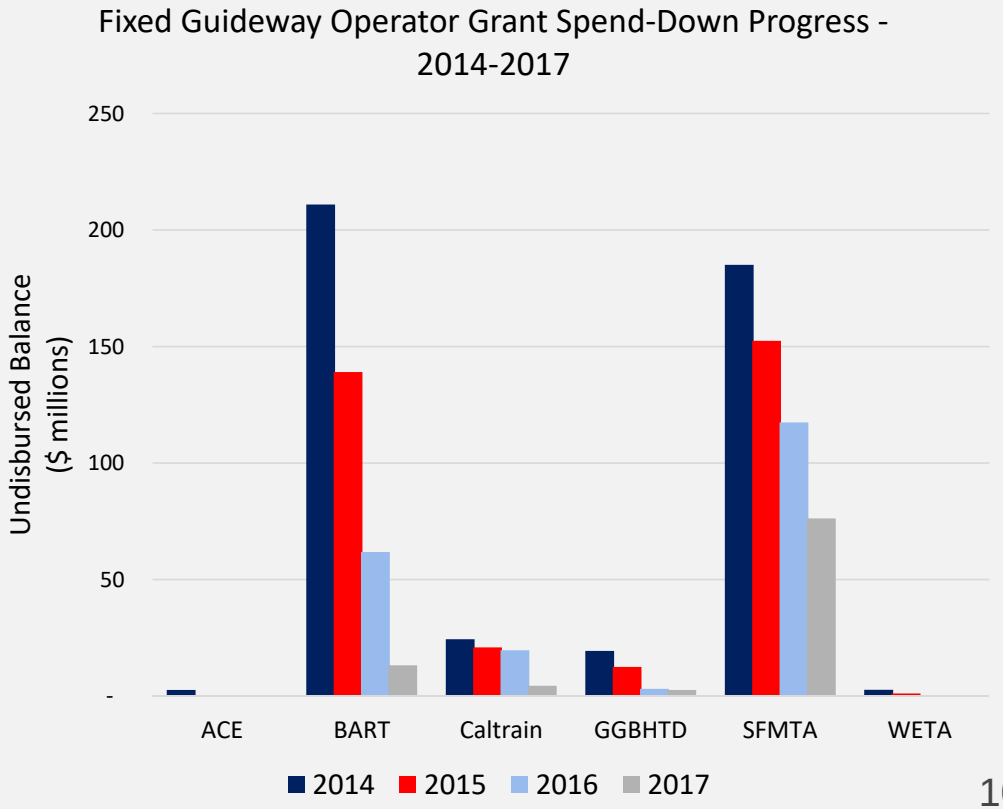
Transit Capital Priorities Program: Program Issues – Prior-Year Grant Balances

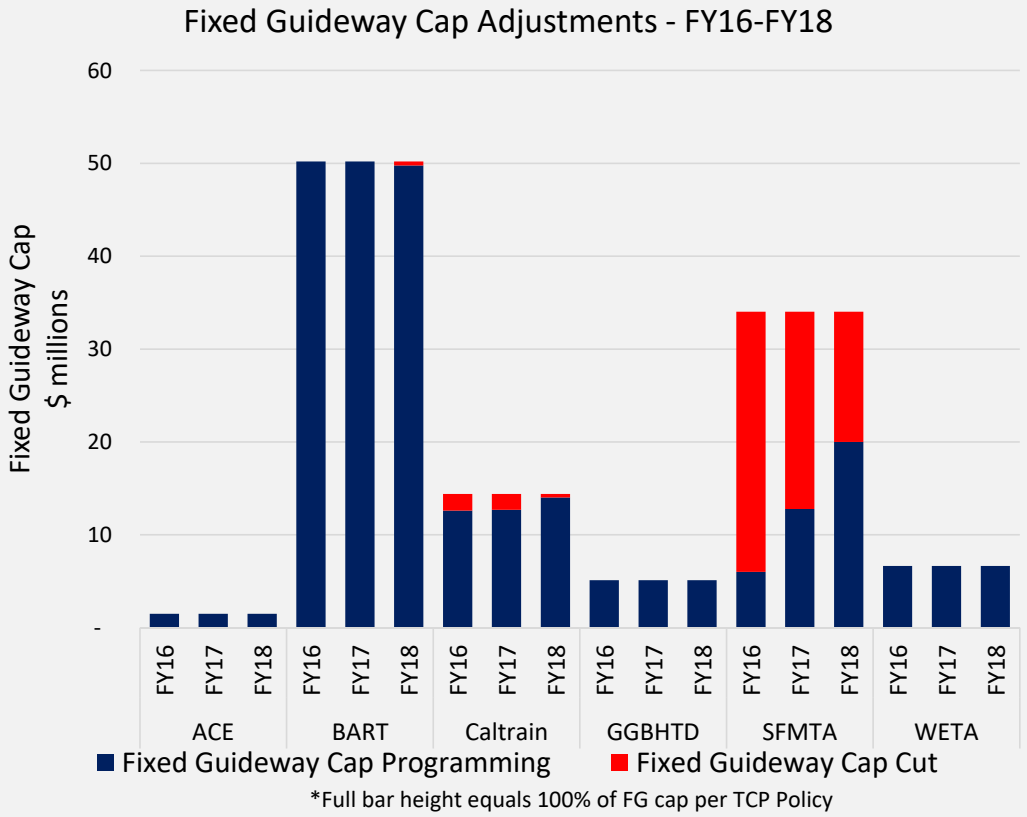
- TCP policy conditions programming on expenditure of prior year grants for infrastructure rehab

Operator	FY17 Grant Disbursement Targets vs. Actual Disbursements ($M)		Met or Exceeded Target
	Targets	Disbursements	
ACE	$ -	$ -	X
BART	$ 62	$ 49	
Caltrain	$ 20	$ 15	
GGBHTD	$ 3	$ 0	
SFMTA	$ 116	$ 39	
WETA	$ -	$ -	X
Total	$ 200	$ 104	

- New programming in FY2018 reduced for operators that missed their target
- Programs for FY2019 to FY2020 may be revised pending results from FY2018
- Proposed revision to TCP Policy for setting future targets: 3 years to spend down grants vs. 2 years in current policy

Transit Capital Priorities Program: Program Issues – Prior-Year Grant Balances





Transit Capital Priorities Program: Program Issues, continued

- Caltrain
  - Railcar Replacement Project: $239 million over 3 years; balance of $315 million regional commitment
  - Not FTA Section 5337-eligible; other sources insufficient
  - Financing to fill gap
- VTA Fixed Guideway Cap Waiver
  - VTA requested waiver of FG cap to program additional $47 million for FG projects
  - Commission approved waiver in March 2017 for FG cap to fund VTA requests above cap amounts
  - Conditioned on staff assessment of VTA capacity to meet future capital needs; due end of 2017

Transit Capital Priorities Program: Program Issues, continued

- Core Capacity Challenge Grant Program
  - $165 million in bridge tolls originally dedicated to BART Railcar Procurement Project
  - $152 million proposed to be reprogrammed to SFMTA and replaced with proceeds of financing
  - Allocation of reprogrammed bridge tolls to SFMTA on hold until financing for BART railcars in place
  - Staff will return to Commission with revisions to Core Capacity Program in the coming months
- SFMTA LRV Replacement
  - Under contract with Siemens to replace existing fleet (151 cars) and expand (64 cars)
  - First cars eligible for replacement in FY2022
  - SFMTA exploring options to expedite replacement, including getting a waiver from FTA
  - May need some funding for replacements in FY2018-FY2020 program ($700-$900M total project cost over multiple years)
  - Staff will return to Commission with revisions to TCP Program should SFMTA move forward with this strategy

Transit Capital Priorities Program: Recommendations & Next Steps

- **Recommendation:** Refer MTC Resolutions to the Commission for approval
  - **4169**, Revised – BATA Project Savings Program & Allocations
  - **4242**, Revised – Transit Capital Priorities Process & Criteria
  - **4262 & 4263**, Revised – FY2016-17 through FY2019-20 AB 664 Program & Allocations
  - **4272**, Revised – FY2016-17 through FY2019-20 TCP Program
  - **4313** – FY2017-18 Caltrans Transit State of Good Repair Allocation
  - **4202** – OBAG 2 Transit Capital Funds (Resolution is included in agenda item 5a with all revisions)
- Staff will return to Commission to:
  - Amend projects in to TIP – January/February 2018
  - Seek approval of financing terms, agreements, etc
  - Revise Core Capacity Challenge Grant Program (Resolution 4123, Revised) and BART Car Phase 1 Agreement (Resolution 4126, Revised)

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects
Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of $84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate $24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program $23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

This resolution was revised on March 22, 2017 to program and allocate $5,248,522 in BATA Project Savings funds to AC Transit and program $23,040,236 and allocate $4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

This resolution was revised on December 20, 2017 program and allocate $20,167,986 in BATA Project Savings funds to AC Transit and program $83,921,695 and allocate $8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, and December 13, 2017.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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

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

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA's Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC's Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	60,985,343	a. SFMTA is required to provide $57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase. b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available. c. If C&T funds are secured for the expansion LRVs, the $61 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment. d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the $61 million of BATA project savings for SFMTA's LRV replacement project with local funds. e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects. MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.
Total FY2014-15 Programming:		**60,985,343**	

FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel (		
	Purchase 10 double-decker diesel buses		
	Total AC Transit Programming	*24,922,916*	
Total FY2015-16 Programming:		**24,922,916**	

FY2016-17 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 19 60-ft Artic Urban buses		
	Total AC Transit Programming	*5,248,522*	
SFMTA Projects			This programming action is conditioned on Commission approval and execution of final terms of financing, allowing for approximately $8 million of BATA project savings to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, $8 million would be reprogrammed
	Replacement of 60' Trolley Coaches		
	Total SFMTA Programming	*12,967,639*	
Total FY2016-17 Programming:		**18,216,161**	

FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase (59) 40-ft Urban Buses - Diesel		
	Total AC Transit Programming	*16,560,759*	
SFMTA Projects			This programming action is conditioned on Commission approval and execution of final terms of financing, allowing for approximately $75 million of BATA project savings to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, $75 million would be reprogrammed back to BART.
	Replacement of 40-ft Trolley Coaches		
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	Total SFMTA Programming	*79,638,569*	
Total FY2017-18 Programming:		**96,199,328**	

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (24) 60-ft Urban Buses - Hybrid		
	Total AC Transit Programming	*2,321,181*	
SFMTA Projects			
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	Total SFMTA Programming	*2,452,440*	
Total FY2018-19 Programming:		**4,773,621**	

FY2019-20 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (27) 40-ft Urban Buses - Hybrid		
	Total AC Transit Programming	*1,286,046*	
SFMTA Projects			
	Muni Rail Replacment		
	40-ft Motor Coach Midlife Overhaul		
	Total SFMTA Programming	*1,830,686*	
Total FY2019-20 Programming:		**3,116,732**	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 01/27/16-C
03/22/17-C
12/20/17-C

Attachment B
Resolution No. 4169
Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
	Total Allocations:		**56,338,405**		

Notes:

1 Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 12/21/16-C
12/20/17-C

ABSTRACT

Resolution No. 4242, Revised

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

This resolution was revised on December 21, 2016 to add double-decker buses and low-floor cut-away vehicles to the vehicle list, correct errors to the ADA set-aside percentages, clarify the process for setting zero emission bus prices and implementing the Transit Asset Management Rule, and adjust the program development schedule.

This resolution was revised on December 20, 2017 to make changes to the time period for the second cycle of the grant spend-down policy.

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheets dated July 13, 2016, December 14, 2016, and December 13, 2017.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4242

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2016-17 through FY2019-20, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to the Federal Transit Administration (FTA), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California on July 27, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 12/21/16-C
12/20/17-C

San Francisco Bay Area Transit Capital Priorities Process Criteria for FY2016-17 through FY2019-20

For Development of the FY2016-17 through FY2019-20
Transit Capital Priorities and Transit Performance Initiative Project Lists

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Table of Contents

I. BACKGROUND 3

II. GOALS AND OBJECTIVES 4

III. FTA FORMULA FUNDS 5

A. TCP Application Process 5

B. Project Eligibility 8

C. Programming Policies 28

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM .. 42

APPENDIX 1 – BOARD RESOLUTION 44

APPENDIX 2 – OPINION OF COUNSEL 47

I. BACKGROUND

The Transit Capital Priorities (TCP) Process and Criteria applies to the programming of:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

The FY2016-17 through FY2019-20 TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland, San Jose, Concord, Santa Rosa, and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY2016 through FY2020. The Act maintains the same FTA formula programs as the previous authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act includes few modifications to FTA programs or policies. These modifications have been included in the TCP Criteria as appropriate.

As of the date of the adoption of the TCP Process and Criteria, FTA has not yet issued revised guidance for the implementation of the its programs that reflects changes to the programs made by the FAST Act. MTC and the Partnership will revisit and recommend updates to the policy if required to conform to future FTA rules and guidance.

In December 2013, MTC adopted Resolution No. 4123 for the Transit Core Capacity Challenge Grant Program (CCCGP), which establishes a policy commitment of approximately $7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 37 of Attachment A to this resolution.

II. GOALS AND OBJECTIVES

The goal of the TCP Process and Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area, the region's current long-range Regional Transportation Plan (RTP), and Plan Bay Area 2040, the updated RTP currently under development. The TCP Process and Criteria also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP Process and Criteria are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP Process and Criteria score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with FTA-required Transit Asset Management (TAM) plans. All projects not identified as candidates for the TCP Program are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP Program of Projects ("TCP Program") will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

III. FTA FORMULA FUNDS

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing the TCP Process and Criteria, the TCP POP, and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major policy revisions and programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP Program and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal
For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval
MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2016-17 through FY2019-20 programming should be submitted by January 11, 2017, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel
Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337, 5339, and/or STP/CMAQ programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Appendix 2.

Screening projects
MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a

project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects
MTC staff will only score those projects that have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source
Projects passing screening and scoring criteria will be considered for programming in the TCP Program in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project fund sources will be assigned by MTC staff and will be based on project eligibility and the results of the Multi-County Agreement model.

FTA Public Involvement Process and the TIP
FTA Public Involvement Process: To receive an FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a four-year programming document, listing federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to the Transit Capital Priorities Program
Each year after FTA releases apportionments for its formula funding programs, the preliminary TCP Program for the year will be revised if necessary to fit within the available revenues. The annual program revisions and corresponding amendment to the TIP is referred to as the Program of Projects (POP) Amendment, and finalizes the program for the year.

As part of the POP amendment, project sponsors may also request discretionary amendments to the preliminary program that conform to the TCP Process and Criteria

programming policies. Discretionary amendments may be allowed only in certain circumstances. The following general principles govern changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.
- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Following the POP Amendment for the FY2017-18 program, the program for the final two years, FY2018-19 and FY2019-20, will be reopened and project sponsors will be able to make revisions to the preliminary program that conform to TCP Process and Criteria programming policies in advance of the POP amendment for FY2018-19.

Funding Shortfalls
If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain project costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, before making reductions to programming. As a final option for closing any shortfalls, staff may institute an across-the-board reduction in programming, proportionally allocated within each affected urbanized area.

Project Review
Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period
The TCP Criteria will be used to develop a program of projects for FY2016-17 through FY2019-20 FTA Formula Funds. The number of years covered by each TCP policy update

is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. With the passage of the FAST Act, MTC is able to develop a four-year policy program to support multi-year capital planning. While the FAST Act is a five-year authorization (FY2016 through FY2020), the TCP Program will cover four years, as the first year of FAST was programmed under the previous TCP Program.

TCP Policy and Program Development Schedule
To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2016-17 through FY2019-20 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	March 2016	June 2016
TCP Policy to PAC/Commission	July, 2016	
Call for projects	late July, 2016	September, 2016
Draft Preliminary TCP Program Summary to TFWG	November, 2016	
Draft Preliminary TCP Program to TFWG	December, 2016	
Final Preliminary TCP Program to TFWG	January, 2017	
Preliminary TCP Program to PAC/Commission	February, 2017	
Preliminary TCP Program TIP amendment to PAC/Commission	February, 2017	

B. Project Eligibility

Federal Requirements and Eligibility

Federal and State Legislation
Projects selected will conform to the requirements of the FAST Act, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the FAST Act, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

Intelligent Transportation Systems (ITS) Architecture Policy
Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) includes additional certification requirement by designated recipients at the urbanized area level. As the designated recipient, MTC will review the grant applications for each appropriations year for compliance and certification to FTA. The security programming may not apply to all eligible operators in a UA, depending on need for security projects. Refer to the applicable FTA circulars for additional information.

Program Eligibility

Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by the FAST Act. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued by FTA, the region will consider conforming amendments to the TCP Process and Criteria.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

(A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;

(B) rehabilitating a bus;

(C) remanufacturing a bus;

(D) overhauling rail rolling stock;

(E) preventive maintenance;

(F) leasing equipment or a facility for use in public transportation

(G) a joint development improvement that meet specified requirements

(H) the introduction of new technology, through innovative and improved products, into public transportation;

(I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;

(J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project

(K) mobility management; and

(L) associated capital maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

(A) rolling stock;

(B) track;

(C) line equipment and structures;

(D) signals and communications;

(E) power equipment and substations;

(F) passenger stations and terminals;

(G) security equipment and systems;

(H) maintenance facilities and equipment;

(I) operational support equipment, including computer hardware and software; and

(J) development and implementation of a transit asset management plan.

The term 'fixed guideway' means a public transportation facility:

(A) using and occupying a separate right-of-way for the exclusive use of public transportation;

(B) using rail;

(C) using a fixed catenary system;

(D) for a passenger ferry system; or

(E) for a bus rapid transit system.

The term 'high intensity motorbus' means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339): Capital projects—

(1) to replace, rehabilitate, and purchase buses and related equipment; and

(2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

(i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.

(ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with an updated agreement that took effect in FY2014 (58% Santa Rosa City Bus and 42% Sonoma County).

(iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital needs in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

(iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement and any agreements negotiated between the Board and MTC.

(v) MTC staff will review the Comprehensive Agreement between the Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit District (BART) in connection with the proposed Santa Clara County BART Extension and any related agreements (Comprehensive Agreement) with VTA and BART staff, and will recommend to the Commission how to incorporate these understandings into the TCP policy elements of the Comprehensive Agreement pertaining to urbanized area eligibility and programming for replacement and rehabilitation of capital assets associated with Santa Clara County BART extensions.

Eligibility for New Operators

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2015 services and intends to file a report for 2016 to be eligible for FY 2016-17 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP Program's project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with TAM plans required by the final TAM rule.

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.

- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van[1]	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar[2]	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Locomotive	25 years
(or an additional 20 years for locomotives rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for ferries rehabilitated with TCP funding)	
Lightweight/Aluminum Hull Ferries[3]	25 years
Used Vehicles[4]	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Overhead Contact System/3rd Rail	Varies by type of OCS/3rd rail
Facility	Varies by facility and component replaced

Notes:

1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
2) *Includes Caltrain and ACE commuter rail and BART urban rail cars.*
3) *Lightweight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.*
4) *Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).*

Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal

maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Deferred Replacement (Bus Replacement beyond Minimum Useful Life)

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

> Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).
>
> Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a $600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be 2/12 x $600,000 = $100,000. Under Option 1, the operator would receive $100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive $50,000, which could be programmed for any eligible project. The region would retain the other $50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed $20 million for buses or $30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate, for all funding programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway (FG) operator in Table 3. The total amount of the caps is $120 million (3% escalation) based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap.

When developing the proposed TCP programs for FY2016-17 through FY2019-20, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Additionally, in an attempt to better align FG needs and FG cap programming, in the call for projects for this program, operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year (i.e. as long as the total requested for FG projects over the four-year program does not exceed the annual cap times four). When developing the program, staff will attempt to program FG caps as requested. However, in order to balance needs across operators within each UA, programming may be adjusted to match available funds and project needs.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE	All Eligible FG Categories	$1,490,000
BART	All Eligible FG Categories	50,211,000
Caltrain	All Eligible FG Categories	14,393,000
GGBHTD	All Eligible FG Categories	5,108,000
SFMTA	All Eligible FG Categories	34,026,000
VTA	All Eligible FG Categories	8,529,000
WETA	All Eligible FG Categories	6,642,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation

- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the operator's cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed $5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Exceptions to this cap include those projects included in the CCCGP. Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed $3.75 million.

Vanpool Support Program programming cannot exceed the amount of apportionments per UA generated by vanpool reporting to the NTD.

As part of the development of the program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Tables 4 through 7. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

The pricelist is based on a survey of prices paid by operators in the Bay Area, and was initially developed for the FY2014-15 program. Since FY2014-15, the prices have been escalated using the Producer Price Index (PPI) for buses. This escalation rate is noted in the tables. After FY2017-18, the pricelists for FY2018-19 and FY2019-20 may be revised using more current PPI data and other information.

Operators have indicated interest in procuring double-decker buses and low-floor cut-away vehicles in the program. However, there is little history to use for developing pricelist amounts. Therefore, the projected prices for these types of vehicles will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator. Additionally, the Transit Finance Working Group members shall have an opportunity to review and comment on the proposed prices and programming for these vehicles when the TFWG reviews the proposed program.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between $10,000 and $14,000 whereas the price of radios varies from $1,000 to $5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

Compensation for Cost Effective Bus Purchases
Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

> Option 1* Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).
>
> Option 2* Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

> *If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

Zero-Emission Buses
With zero-emission buses (ZEBs) just starting to be commercially available, there is little history to use for developing pricelist amounts, and while increasing sales of ZEBs is expected to lead to lower prices, the rate of price decline is difficult to predict.

Therefore, the projected prices for ZEBs will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator.

The programmed amount for ZEBs will be 82% of the projected price (or negotiated price), except as noted below. If an operator requests funds for ZEBs through the TCP Process and Criteria, the operator will agree to make a good faith effort to obtain other non-TCP funds, such as FTA Lo-No funds, FTA Section 5339 Discretionary Program funds, CARB Heavy Duty Zero Emission Pilot Project funds, California Energy Commission funds, county sales tax funds, or other local funds for at least the difference between the projected price for ZEBs and the TCP Process and Criteria pricelist price for a comparable diesel-electric hybrid bus. If the operator is successful in securing non-TCP funds, the TCP request for ZEBs will be reduced by the amount of non-TCP funds secured. Additionally, the Transit Finance Working Group members shall have an opportunity to review and comment on the proposed prices and programming for these vehicles when the TFWG reviews the proposed program.

Table 4: Regional Bus-Van Pricelist, FY2016-17

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$52,000	$42,640	$9,360	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$89,000	$72,980	$16,020	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$109,000	$89,380	$19,620	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$123,000	$100,860	$22,140	82%	18%
Cut-Away/Van, 7-Year, Gas	$123,000	$100,860	$22,140	82%	18%
Cut-Away/Van, 7-Year, Diesel	$152,000	$124,640	$27,360	82%	18%
Cut-Away/Van, 7-Year, CNG	$172,000	$141,040	$30,960	82%	18%
Transit Bus 30' Diesel	$478,000	$391,960	$86,040	82%	18%
Transit Bus 30' CNG	$529,000	$433,780	$95,220	82%	18%
Transit Bus 30' Hybrid	$735,000	$602,700	$132,300	82%	18%
Transit Bus 35' Diesel	$493,000	$404,260	$88,740	82%	18%
Transit Bus 35' CNG	$544,000	$446,080	$97,920	82%	18%
Transit Bus 35' Hybrid	$735,000	$602,700	$132,300	82%	18%
Transit Bus 40' Diesel	$537,000	$440,340	$96,660	82%	18%
Transit Bus 40' CNG	$621,000	$509,220	$111,780	82%	18%
Transit Bus 40' Hybrid	$780,000	$639,600	$140,400	82%	18%
Over the Road 45' Diesel	$625,000	$512,500	$112,500	82%	18%
Articulated 60' Diesel	$872,000	$715,040	$156,960	82%	18%
Articulated 60' Hybrid	$1,068,000	$875,760	$192,240	82%	18%

Notes:
Prices escalated 1.23% annually over FY2015-16, rounded to the nearest $1,000.
For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).
For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 5: Regional Bus-Van Pricelist, FY2017-18

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$53,000	$43,460	$9,540	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$90,000	$73,800	$16,200	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$110,000	$90,200	$19,800	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$125,000	$102,500	$22,500	82%	18%
Cut-Away/Van, 7-Year, Gas	$125,000	$102,500	$22,500	82%	18%
Cut-Away/Van, 7-Year, Diesel	$154,000	$126,280	$27,720	82%	18%
Cut-Away/Van, 7-Year, CNG	$174,000	$142,680	$31,320	82%	18%
Transit Bus 30' Diesel	$484,000	$396,880	$87,120	82%	18%
Transit Bus 30' CNG	$536,000	$439,520	$96,480	82%	18%
Transit Bus 30' Hybrid	$744,000	$610,080	$133,920	82%	18%
Transit Bus 35' Diesel	$499,000	$409,180	$89,820	82%	18%
Transit Bus 35' CNG	$551,000	$451,820	$99,180	82%	18%
Transit Bus 35' Hybrid	$744,000	$610,080	$133,920	82%	18%
Transit Bus 40' Diesel	$544,000	$446,080	$97,920	82%	18%
Transit Bus 40' CNG	$629,000	$515,780	$113,220	82%	18%
Transit Bus 40' Hybrid	$790,000	$647,800	$142,200	82%	18%
Over the Road 45' Diesel	$633,000	$519,060	$113,940	82%	18%
Articulated 60' Diesel	$883,000	$724,060	$158,940	82%	18%
Articulated 60' Hybrid	$1,081,000	$886,420	$194,580	82%	18%

Notes:
Prices escalated 1.23% annually over FY2016-17 prices, rounded to the nearest $1,000.
For buses with dual-side doors, add $50,000 to Total ($40,000 Federal, $10,000 Local).
For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 6: Regional Bus-Van Pricelist, FY2018-19

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 54,000	$ 44,280	$ 9,720	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 91,000	$ 74,620	$ 16,380	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 111,000	$ 91,020	$ 19,980	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 156,000	$ 127,920	$ 28,080	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 176,000	$ 144,320	$ 31,680	82%	18%
Transit Bus 30' Diesel	$ 490,000	$ 401,800	$ 88,200	82%	18%
Transit Bus 30' CNG	$ 543,000	$ 445,260	$ 97,740	82%	18%
Transit Bus 30' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 35' Diesel	$ 505,000	$ 414,100	$ 90,900	82%	18%
Transit Bus 35' CNG	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 35' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 40' Diesel	$ 551,000	$ 451,820	$ 99,180	82%	18%
Transit Bus 40' CNG	$ 637,000	$ 522,340	$ 114,660	82%	18%
Transit Bus 40' Hybrid	$ 800,000	$ 656,000	$ 144,000	82%	18%
Over-the-Road 45' Diesel	$ 641,000	$ 525,620	$ 115,380	82%	18%
Articulated 60' Diesel	$ 894,000	$ 733,080	$ 160,920	82%	18%
Articulated 60' Hybrid	$ 1,094,000	$ 897,080	$ 196,920	82%	18%

Notes:

Prices escalated 1.23% annually over FY2017-18 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 7: Regional Bus-Van Pricelist, FY2019-20

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 55,000	$ 45,100	$ 9,900	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 92,000	$ 75,440	$ 16,560	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 112,000	$ 91,840	$ 20,160	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 158,000	$ 129,560	$ 28,440	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 178,000	$ 145,960	$ 32,040	82%	18%
Transit Bus 30' Diesel	$ 496,000	$ 406,720	$ 89,280	82%	18%
Transit Bus 30' CNG	$ 550,000	$ 451,000	$ 99,000	82%	18%
Transit Bus 30' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 35' Diesel	$ 511,000	$ 419,020	$ 91,980	82%	18%
Transit Bus 35' CNG	$ 565,000	$ 463,300	$ 101,700	82%	18%
Transit Bus 35' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 40' Diesel	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 40' CNG	$ 645,000	$ 528,900	$ 116,100	82%	18%
Transit Bus 40' Hybrid	$ 810,000	$ 664,200	$ 145,800	82%	18%
Over-the-Road 45' Diesel	$ 649,000	$ 532,180	$ 116,820	82%	18%
Articulated 60' Diesel	$ 905,000	$ 742,100	$ 162,900	82%	18%
Articulated 60' Hybrid	$ 1,107,000	$ 907,740	$ 199,260	82%	18%

Notes:

Prices escalated 1.23% annually over FY2018-19 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Project Definition and Scoring

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 8.

Table 8. Project Scores

Project Category/Description	Project Score
Debt Service	**17**
Debt service – repayment of financing issued against future FTA revenues. Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP or CCCGP programs of projects will be treated as score 17.	
Revenue Vehicle Replacement	**16**
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5' size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	**16**
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for locomotives, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Core Capacity Challenge Grant Program Projects	**16**
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
Used Vehicle Replacement	**16**
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive $5/12^{th}$ of the allowable programming for the project).	
Fixed Guideway Replacement / Rehabilitation	**16**
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	

Ferry Propulsion Systems	**16**
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	**16**
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	**16**
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	**16**
Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.	
Non-Clipper® Fare Collection/Fareboxes	**16**
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	**16**
Clipper® - replacement of Clipper® fare collection equipment and systems.	
Bus Diesel Emission Reduction Devices	**16**
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service for at least five (5) years following year programming in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced within five (5) years of programming, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	
Vanpool Support Program	**16**
Turnkey vanpool services contracted by MTC. This program will have eligibility beginning FY2019-20, and is subject to funding cap at levels no greater than the projected apportionments generated by vanpool reporting in the urbanized area.	
Safety	**15**
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.	

ADA/Non Vehicle Access Improvement	**14**
ADA - capital projects needed for ADA *compliance*. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	**13**
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over $10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	**12**
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	**11**
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	**10**
Tools and Equipment - maintenance tools and equipment, generally with a unit value below $10,000.	
Administrative Computer Systems and Office Equipment	**9**
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
Preventive Maintenance	**9**
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	
Operational Improvements/Enhancements	**8**
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	**8**
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	**8**
Expansion - any project needed to support expanded service levels.	

C. Programming Policies

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high-scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high-scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in paragraph (b) below. Eligible programming revenues are net of the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

a) *Regional Priority Programming Model*: The 2000 Census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model,* as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 Census boundary changes. The 2010 Census did not result in any major changes to the region's urbanized areas.

   The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

   i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)

   ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)

   iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.

   iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.

   v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

b) *Multi-County Agreements*: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the

acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

c) *10% ADA Paratransit Service Set-Aside*: The FAST Act caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

The formula for distributing the 10% ADA operating set-aside among the eligible operators in each UA is based on the following factors:

(i) Annual Demand Response (DR) Operating Expenses (40%),
(ii) Annual Demand Response (DR) Ridership (40%), and
(iii) Annual Overall Ridership (20%).

Table 7 shows the percentages by operator and urbanized area for FY 2016-17 and FY2017-18 (Data Source: NTD, Year: 2014). The table will be used for the preliminary program for FY2018-19 and FY2019-20, and will be revised based on updated NTD data after FY2017-18.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

New Formula – ADA Set-Aside Percentages by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	29.24%							
ACE	0.10%		1.8%					
BART	12.44%		32.6%	13.3%				
Caltrain	0.28%	3.7%						
CCCTA			56.8%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD[4]	1.33%							
LAVTA			8.8%			100.0%		
Marin County Transit[4]	5.32%							
Napa VINE					17.9%			
Petaluma Transit								77.9%
SamTrans	13.45%							
SFMTA	34.81%							
SolTrans					82.1%			
Sonoma Cty Transit	Not Applicable							22.1%
SR City Bus	Not Applicable							
Tri-Delta				86.7%				
Union City	1.02%							
Vacaville	Not Applicable							
VTA		96.3%					100.0%	
WestCAT	1.96%							
WETA	0.06%							
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Notes:

1) Updated with 2014 NTD reporting

2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.

2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)

3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.

4) GGBHTD share split with Marin County Transit per agreement between the two operators. 20/80 split.

5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

An operator may use its share of the FTA Section 5307 set-aside for other Score 16 projects if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly-funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any Score 16 project(s), including those projects funded under FG caps. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations are apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

   The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

   - The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
   - In the FY2016-17 through FY2019-20 Section 5307 programs, funds will be set aside for the Lifeline program based on an analysis of the amount of apportionments in each UA that is apportioned by the low-income formula;
   - Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately $2 million of TCP funds will be set aside before developing the preliminary programs for FY2016-17 through FY2019-20. The reserve will be set aside from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program

from the reserve will be reviewed with the Transit Finance Working Group. Any Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes
FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility
In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements
The FAST act eliminated the requirement that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). However, designated recipients must still submit an annual report listing projects carried out in the preceding year with these funds as part of the Federal fiscal year's final quarterly progress report in TrAMS. The report should include the following elements:

(A) Grantee name;

(B) UZA name and number;

(C) FTA project number;

(D) Associated transit improvement category;

(E) Brief description of improvement and progress towards project implementation;

(F) activity line item code from the approved budget; and

(G) Amount awarded by FTA for the project. The list of associated transit improvement categories and activity line item (ALI) codes may be found in the table of Scope and ALI codes in TrAMS. To assist MTC staff in preparing this report, grantees should continue to identify associated transit improvement projects that will receive funding from the Urbanized Area Formula Program.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.

b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.

c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.

ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.

iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.

iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately $14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices or

their components may need to be replaced periodically. New upgraded devices also provide greater NO_x reduction benefits than the original devices.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NO_x reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements:
    - Devices or components must be installed on buses that are scheduled to remain in service for at least five (5) years from year of programming. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).
- Requests to procure spare devices or components up to 10% of the operators' current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NO_x reduction and the local contribution for PM reduction.
- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves
The TCP Program may reserve funds for future programming for major vehicle replacement/procurement projects (e.g. BART, SFMTA, Caltrain). The programming of such reserves will be based on the cash-flow needs of the projects and available revenue streams.

Grant Spend-down Policy

This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 9 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended. If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.

Fixed guideway programming for FY2016-17 will be based on an analysis of grant spending in September of 2016. The preliminary program for FY2017-18 through FY2019-20 will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

Table 9: FY2016-17 to FY2019-20 Program Grant Spend-Down Policy

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2015-16	Undisbursed balance of FG grants awarded FY2011-12 or earlier, as of 9/ 2014	1/3 of balance	9/2014 to 9/2015
FY2016-17		½ of remaining balance, as of 9/2015	9/2015 to 9/2016
FY2017-18		Remaining balance, as of 9/2016	9/2016 to 9/2017
FY2018-19	Undisbursed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	1/3 of balance	9/2017 to 9/2018
FY2019-20		½ of remaining balance, as of 9/2018	9/2018 to 9/2019
FY2020-21		Remaining balance, as of 9/2019	9/2019 to 9/2020

Joint Procurements

In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The "Compensation for Cost Effective Bus Purchases" that was introduced into the TCP Policy with the prior update will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

Transit Asset Management

FTA issued a final rule related to transit asset management and NTD reporting for transit providers in July, 2016; the effective date of the rule is October 1, 2016. The rule establishes a National Transit Asset Management (TAM) System in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21). The National TAM System elements include the definition of "state of good repair", a requirement that providers develop and carry out a TAM plan, performance measures and targets for capital assets, reporting requirements, and the application of analytical processes and decision support tools.

Implementation Timeline & Rule Compliance

TAM Plans

A provider's initial TAM plan must be completed **no later than two years after the effective date of the final rule i.e. by September 2018**. A TAM Plan must cover a horizon period of at least four (4) years and must be updated at least once every four years. The Plan update should coincide with the planning cycle for the relevant Transportation Improvement Program or Statewide Transportation Improvement Program.

<u>TAM Plan Requirements</u>

TAM Plan Requirements apply to all direct recipients and sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used for providing public transportation. The TAM Plan requirements also vary based on whether the provider is a Tier 1, or Tier 2 provider:

- Tier 1 Providers – All rail transit providers and all recipients that own, operate or manage 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode. Tier 1 providers must develop TAM plans including elements 1 – 9 listed below.

- Tier 2 Providers – A recipient that owns, operates, or manages 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed

route modes or in any one non-fixed route mode, or is a sub-recipient under the 5311 Rural Area Formula Program. Tier 2 operators may develop their own TAM plan or participate in a group TAM plan and need only include elements 1 – 4 as listed below. A sponsor must develop a group TAM plan for its Tier 2 sub-recipients, except those sub-recipients that are also direct recipients under 49 U.S.C. 5307.

TAM Plan Elements

i. An inventory of the number and type of capital assets owned by the provider except equipment with an acquisition value under $50,000 that is not a service vehicle. The inventory must include third-party owned or jointly procured exclusive-use maintenance facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects.
ii. A condition assessment of those inventoried assets for which a provider has direct capital responsibility.
iii. A description of the analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.
iv. A provider's project-based prioritization of investments
v. A provider's TAM and SGR policy
vi. A provider's TAM plan implementation strategy
vii. A description of key TAM activities that a provider intends to engage in over the TAM plan horizon period
viii. A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan; and
ix. An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices to ensure continuous improvement of TAM practices

MTC is proposing that the region take a coordinated approach in complying with the rule, in order to maximize the potential for region-wide benefits, including, but not limited to, the development of a group plan for Tier 2 operators.

Performance Targets

Additionally, recipients need to report on the condition of their system and performance targets. The final rule establishes SGR standards and four SGR performance measures. Targets for the following fiscal year must be set, for each applicable asset class, within **three months of the effective date of the final rule (January 1, 2017) and each subsequent year thereafter.** To the extent practicable, a provider must coordinate with the States and MPOs in the selection of State and MPO

performance targets. In addition, MTC will need to set regional performance targets for transit asset condition.

The individual operator targets will also serve as the basis of the regional performance targets. To facilitate the translation of operator to regional performance targets, MTC is proposing some parameters for operators to follow in the setting of their agency TAM targets, including:

- Consistency with Plan Bay Area and Transit Capital Priorities (TCP) Policies – With a goal of establishing a nexus between performance targets and MTC's programming and planning policies, transit operator performance targets should be as consistent as possible with Plan Bay Area investments and current programming policies.
- Limited/Consistent Asset Classes – Since targets are required to be set for each relevant asset class, MTC is proposing to limit or consolidate the number of motor bus asset classes that have associated targets to be consistent with the bus/van price list used in the TCP process and guidance from the FTA on target-setting by asset class for facilities. Without some standardization of asset classes, the variations of asset classes among operators would result in an unwieldy number of targets.

MTC, as a designated recipient, is required to report to the Department of Transportation on the condition of its recipients' public transportation systems and performance targets. Therefore, all operators are required to report their targets to MTC prior to the end of each calendar year.

Transit Core Capacity Challenge Grant Program: Resolution No. 4123
The Transit Core Capacity Challenge Grant program (CCCGP) makes a policy commitment of approximately $7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

The $7.4 billion Core Capacity Challenge Grant program:

* Focuses on the SFMTA, BART, and AC Transit – the three transit operators that carry 80% of the region's passengers as well as more than three-quarters of the minority and low-income passengers.
* Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
* Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
* Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap. Programming for CCCGP projects is based on cash flow needs, funding availability, and other policy elements.

In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region's annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 17.

Financing
MTC staff, working with financial and legal advisors, and transit operator staff through the Partnership's Transit Finance Working Group, has been developing plans to finance one or more transit capital projects by borrowing against future Federal Transit Administration (FTA) formula funds. The projects would be funded all or in part with proceeds of the financing, rather than annual FTA apportionments programmed through the Transit Capital Priorities (TCP) program. A portion of the region's apportionments would be used to make debt service payments. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the next four-year TCP programming cycle, when needs are projected to exceed annual apportionments.

The need for financing was anticipated when MTC adopted the Core Capacity Challenge Grant Program (Resolution 4123) in 2013, which established a $7.5 billion, 16-year funding framework for a set of key projects designed to increase capacity and improve the state of good repair of transit service in the urban core of the region, including fleet replacement and expansion for BART, SFMTA and AC Transit, and related infrastructure projects. The Core Capacity funding plan includes $3.5 billion in FTA and other federal funds, of which a portion would be advanced through financing to accelerate completion of the projects.

The specific terms of any financing would be subject to agreements between the operator and MTC, MTC, the operator, and FTA, and MTC and bondholders. Debt service, including principal and interest payments, will have the highest priority among programming needs and will receive a Score 17 in developing the program. Debt service will be paid from apportionments in the same urbanized area(s) in which the operator

whose project(s) are being financed is eligible. It is expected that any debt would be repaid over a 10-15 year period.

Vanpool Reporting & Programming

Vanpool service providers under contract to MTC will report vanpool miles and other data to NTD starting in NTD Reporting Year 2018 (i.e., starting with vanpool services provided from July 2017 through June 2018). As part of the development of the TCP program, starting with the FY2019-20 program, staff will present to TFWG an analysis of the projected amount of 5307 apportionments generated in each urbanized area by vanpool mileage reporting (5307 apportionments are based on NTD data from two years earlier, i.e., data reported to NTD in Reporting Year 2018 will be used to calculate apportionments for FY20). Staff will propose to include in the TCP program, starting with the FY2019-20 program, 5307 funds for the Vanpool Support Program.

The amount proposed for programming from each urbanized area will not exceed the projected apportionments generated by vanpool reporting in the urbanized area. Any apportionments that are generated by vanpool reporting but are not programmed for the Vanpool Support Program will be available for programming to transit operator projects following the TCP programming guidelines. Staff anticipates submitting its own 5307 grants to FTA to request funds programmed for the Vanpool Support Program, but may elect to ask one or more transit operators to request the funds on MTC's behalf, and enter into a pass-through agreement with MTC.

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM

The Commission's Cycle 2 / One Bay Area Grant Program (OBAG 1) Program Project Selection Criteria and Programming Policy for FY2012-13 through FY 2016-17, MTC Resolution No. 4035, Revised, included $201 million in STP/CMAQ funding for transit capital needs, including Clipper® Fare Collection Media, Transit Capital Rehabilitation, and the Transit Performance Initiative (TPI) Program. Specific projects are included in Attachment B-1 to MTC Resolution No. 4035, Revised.

The Commission's One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy for FY2017-18 through FY 2021-22, MTC Resolution No. 4202, Revised, includes $189 million in STP/CMAQ funding for transit priorities, including BART car replacement and expansion, replacement of Clipper equipment and development of Clipper 2.0, and the TPI Program. Specific projects will be included in Attachment B-1 to MTC Resolution No. 4202, Revised.

This section specifies the programming policies for OBAG 1 and OBAG 2 funds for TPI and TCP projects.

Transit Performance Initiative
Under OBAG 1, this program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Under OBAG 1 (FY2012-13 through FY2016-17), a total of $82 million has been made available for this program.

The incentive program provided financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, $15 million was distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, $15 million was available annually based on a formula distribution factoring in ridership increase, passenger per hour increase, and ridership. The incentive program is proposed to be discontinued after FY2015-16, as OBAG 2 funding is proposed to be focused on transit capital needs and as the incentive program was generally found to not be as effective as was hoped in incentivizing productivity improvements.

Transit Capital Priorities
OBAG 1 and OBAG 2 funds that are not programmed for Transit Performance Initiative projects are programmed for transit capital replacement and rehabilitation projects to supplement the FTA funds in the Transit Capital Priorities program. STP/CMAQ funds for

TCP projects from OBAG 1 were programmed in the TCP programs for FY2012-13 through FY2015-16. STP/CMAQ funds for TCP projects from OBAG 2 will be programmed in the TCP program for FY2016-17 through FY2019-20. OBAG 2 funds for TCP projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds, with priority given to Score 16 projects that meet the eligibility criteria for STP or CMAQ, and that cannot be fully funded with FTA funds within the program's fiscal constraints.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support
FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Fixing America's Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to FAST, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2016-17 through FY2019-20 FTA Formula Program or STP funds, for the following project(s):
(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds (18-50% for FTA Formula Program funds, depending on project type, and 11.47% for STP funds); and
2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and

3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of ($request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at ($ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and

5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED*, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

BE IT FURTHER RESOLVED*, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP**.**

*** Not required if opinion of counsel is provided instead.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel
FTA Section 5307, 5337, 5339 and STP Project Application

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Fixing America's Surface Transportation federal transportation authorization (FAST, Public Law 114-94) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C
12/20/17-C

ABSTRACT

Resolution No. 4262, Revised

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

The following attachments are provided with this resolution:

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

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

Attachment A of this resolution was revised on July 26, 2017 to program the remainder of the FY2016-17 AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachments B through D of this resolution were revised on December 20, 2017 to program AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 through FY2019-20 consistent with the Transit Capital Priorities Program and commitments of the Core Capacity

Challenge Grant Program, and to reprogram FY2013-14 funds for AC Transit, SFMTA, and WestCAT that had lapsed due to unforeseen project delays.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017, April 12, 2017, July 12, 2017, and December 13, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4262

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 12/20/17-C

Attachment B
Resolution No. 4262

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2017-18 Program				
			East Bay	**West Bay**
	Revenue		**17,556,072**	**24,288,000**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		**1,692,629**	**1,007,472**
	Total Funds Available		**19,248,701**	**25,295,472**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
AC Transit Non-Core Capacity Projects				
AC Transit	CAD/AVL	§ 5307/§ 5337 FG		
AC Transit	Radio Communication System	§ 5307/§ 5309 FG		
AC Transit	Paratransit Van Leasing	§ 5307/§ 5309 FG		
AC Transit	(51) Diesel Particulate Filters for 30' Buses	§ 5309/37 FG		
AC Transit	Replace (28) 2000 40' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Replace (40) 2002 40' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Replace (27) 2003 60' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Fare Box Replacement	§ 5307/§ 5309/37 FG		
	Subtotal - Non-Core Capacity Projects (1)		*1,648,072*	-
AC Transit Core Capacity Projects				
AC Transit	Purchase (59) 40ft Urban Buses - Diesel	§ 5307		
AC Transit	Purchase (10) Double Decker Buses	§ 5307		
	Subtotal - Core Capacity projects		*4,999,473*	-
	Total Amount Programmed to AC Transit (1)		**6,647,545**	**-**
BART	Railcar Procurement Program	§ 5307/§ 5337		
	Total Amount Programmed to BART		**12,556,599**	**-**

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2017-18 Program				
			East Bay	**West Bay**
SFMTA Non-Core Capacity Projects				
SFMTA	45 40' NABI Replacement	§ 5307/§ 5339 FG		
SFMTA	35 22' Paratransit vans	§ 5307 FG		
SFMTA	58 40' Neoplan Bus Replacement	§ 5307 FG		
SFMTA	26 60' Neoplan Bus Replacement	§ 5307 FG		
SFMTA	60 60' New Flyer Trolley Bus Replacement	§ 5307 FG		
SFMTA	ITS Radio System Replacement	§ 5307/§ 5337 FG		
SFMTA	Muni Rail Replacement	§ 5337 FG		
SFMTA	Cable Car Renovation Program	§ 5337 FG		
SFMTA	Accessible Light Rail Stops	§ 5309 FG		
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subv	§ 5307 FG		
SFMTA	Automatic Fare Collection Equip	§ 5307/§ 5309 FG		
SFMTA	Central Control & Communication (C3)	§ 5307/§ 5309 FG		
SFMTA	Escalator Rehabilitation	§ 5307/§ 5309 FG		
SFMTA	Historic Vehicle Renovation	§ 5307/§ 5309 FG		
SFMTA	Misc. Security Expenditures	§ 5307 FG		
SFMTA	Overhead Lines Rehab	§ 5309 FG		
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	§ 5307/§ 5309 FG		
SFMTA	Signal Rehab on 2nd Street	§ 5307 FG		
	Subtotal - Non-Core Capacity Projects (3)		-	*855,722*
SFMTA Core Capacity Projects				
SFMTA	Replacement of 40' Trolley Coaches	§ 5307/§ 5337		
SFMTA	Replacement of 60' Motor Coaches	§ 5307		
	Subtotal - Core Capacity projects (2)		-	*24,288,000*
	Total Amount Programmed to SFMTA (2,3)		**-**	**25,143,722**

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 12/20/17-C

Attachment B
Resolution No. 4262
Page 3 of 3

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2017-18 Program				
			East Bay	**West Bay**
SamTrans	Capital Maintenance-Fuel	§ 5307		
SamTrans	Advanced Communication System Upgrades	§ 5307		
SamTrans	Replacement of 19 2007 Cutaway Buses	§ 5307		
	Total Amount Programmed to SamTrans (4)		**-**	**151,750**
Westcat	Revenue Vehicle Replacement	§ 5307 FG		
Westcat	Service Vehicle Replacement	§ 5307 FG		
Westcat	Replacement of 2 35' suburban diesel transit buses	§ 5307 FG		
Westcat	Replacement of 2 35' suburban diesel transit buses	§ 5307 FG		
	Total Amount Programmed to WestCAT (5)		**44,557**	**-**
		Fund Balance	**-**	**-**

Notes:

1 Includes AC Transit reallocation of lapsed FY2013-14 funds $1,648,072
2 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of $69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART,
3 Includes SFMTA reallocation of lapsed FY2013-14 funds $855,722
4 Includes SamTrans reallocation of lapsed FY2013-14 funds $151,750
5 Includes WestCAT reallocation of lapsed FY2013-14 funds $44,557

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2018-19 Program				
			East Bay	**West Bay**
	Revenue Projections		**700,734**	**1,250,000**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		**700,734**	**1,250,000**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
AC Transit Core Capacity Projects				
AC Transit	Replace (24) 60-ft Articulated Urban Buses - Hybrid	§ 5307		
	Subtotal - Core Capacity projects		*700,734*	*-*
	Total Amount Programmed to AC Transit		**700,734**	**-**
SFMTA Core Capacity Projects				
SFMTA	Replace 35 Paratransit Cutaway Vans	§ 5307		
	Subtotal - Core Capacity projects		*-*	*1,250,000*
	Total Amount Programmed to SFMTA		**-**	**1,250,000**
		Fund Balance	**-**	**-**

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 12/20/17-C

Attachment D
Resolution No. 4262
Page 1 of 1

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2019-20 Program				
			East Bay	**West Bay**
	Revenue Projections		**388,240**	**29,255,174**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		**388,240**	**29,255,174**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
AC Transit Core Capacity Projects				
AC Transit	Replace (27) 40-ft Urban Buses - Hybrid	§ 5307		
	Subtotal - Core Capacity projects		*388,240*	-
	Total Amount Programmed to AC Transit		**388,240**	**-**
SFMTA	Cable Car Vehicle Renovation Program	§ 5307/§ 5337		
SFMTA	Muni Rail Replacement	§ 5307/§ 5337		
SFMTA	Overhead Line Rehabilitation	§ 5307/§ 5337		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	§ 5307/§ 5337		
SFMTA	Cable Car Infrastructure	§ 5307/§ 5337		
SFMTA	Wayside Fare Collection	§ 5307/§ 5337		
SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	§ 5307/§ 5337		
	Total Amount Programmed to SFMTA (1)		**-**	**29,255,174**
		Fund Balance	**-**	**-**

Notes:

1 Resolution 4123 programs AB664 bridge tolls to SFMTA for fleet replacement projects as part of the Core Capacity Challenge Grant Program. Because fleet replacements were funded in earlier years from FTA formula funds due to project timing, bridge tolls in FY20 are programmed to other Score 16 SFMTA projects. These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of $69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including $28,672,165 in FY20.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C
12/20/17-C

ABSTRACT

Resolution No. 4263, Revised

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

The following attachments are provided with this resolution:

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

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

Attachment A of this resolution was revised on July 26, 2017 to allocate the remainder of the FY2016-17 AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachment B of this resolution was revised on December 20, 2017 to allocate AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 consistent with the Transit Capital Priorities Program and commitments of the Core Capacity Challenge Grant Program, and to

reallocate FY2013-14 funds for AC Transit, SFMTA, SamTrans, and WestCAT that had lapsed due to unforeseen project delays.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, April 12, 2017, July 12, 2017, and December 13, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C

Attachment B
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2017-18 Program

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
18-4263-01/585(	AC Transit[1]	Capital projects programmed in MTC Resolution No. 4262	6,647,545		12/20/2017
18-4263-02/585(	BART	Capital projects programmed in MTC Resolution No. 4262	12,556,599		12/20/2017
18-4263-03/585(	SFMTA[2]	Capital projects programmed in MTC Resolution No. 4262		2,585,902	12/20/2017
18-4263-04/585(	SamTrans[3]	Capital projects programmed in MTC Resolution No. 4262		151,750	12/20/2017
18-4263-05/585(	WestCAT[4]	Capital projects programmed in MTC Resolution No. 4262	44,557		12/20/2017
					Grand Total
		Total Allocations	$ 19,248,701	$ 2,737,652	$ 21,986,353

Notes:

1 Includes AC Transit reallocation of lapsed FY2013-14 funds $1,648,072
2 Includes SFMTA reallocation of lapsed FY2013-14 funds $855,722
3 Includes SamTrans reallocation of lapsed FY2013-14 funds $151,750
4 Includes WestCAT reallocation of lapsed FY2013-14 funds $44,557

Date: March 22, 2017
W.I.: 1512
Referred By: PAC
Revised: 07/26/17-C
12/20/17-C

ABSTRACT

Resolution No. 4272, Revised

This resolution approves the FY2016-17 through FY2019-20 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs and initially only programs funds in the first year – FY2016-17. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4262 and Resolution No. 4169, Revised, respectively, for FY2016-17 through FY2019-20 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2016-17 through FY2019-20 Transit Capital Priorities program at a future date.

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

Attachment A – FY2016-17 Program of Projects
Attachment B – FY2017-18 Program of Projects
Attachment C – FY2018-19 Program of Projects
Attachment D – FY2019-20 Program of Projects
Attachment E – FY2016-17 through FY2019-20 Programming Notes

Attachment A of this resolution was revised on July 26, 2017 to make revisions to the Transit Capital Priorities (TCP) program of projects for FY2016-17 as requested by operators and to reconcile the program to expected final FTA apportionments for the same year.

Attachments A through E of this resolution were revised on December 20, 2017 to program the remainder of FY2017-18 through FY2019-20 TCP programming and make revisions to two projects in the FY2016-17 program of projects as requested by operators.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, July 12, 2017, and December 13, 2017.

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4272

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4242; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A-D, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2016-17 through FY2019-20 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-D; and, be it further

RESOLVED, that this resolution supersedes and replaces MTC Resolution 4219, previously approved and adopting a program of projects for the FY2016-17 and FY2017-18 Transit Capital Priorities program; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-E as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such 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 March 22, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 07/26/17-C
12/20/17-C

Attachment A
Resolution No. 4272

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
		Final Apportionments	**216,350,798**	**200,398,884**	**12,319,127**
		Previous Year Carryover	**4,422,587**	**17,174,630**	**577,473**
		Funds Available for Programming	**220,773,385**	**217,573,514**	**12,896,600**
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	3,856,331		
NEW	ACE	ADA Set-Aside	51,578		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,415,999		
NEW	Caltrain	TVM Rehab and Clipper Functionality	175,410		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,778		
CC-030035	ECCTA	ADA Operating Assistance	541,024		
MRN130015	GGBHTD	Transit System Enhancements	175,309		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	341,904		
MRN110047	Marin Transit	ADA Paratransit Assistance	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311		
SON150007	Petaluma	ADA Set-Aside	90,300		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,773,353		
SON170003	Santa Rosa	ADA Operating Assistance	236,154		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,591,625		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	290,178		
SON150013	Sonoma County	SCT Replacement Bus Purchase	25,581		
ALA170039	Union City	ADA Set-Aside	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,433		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365		
		Total Program Set-asides and Commitments	**24,052,329**	**-**	**-**
		Funds Available for Capital Programming	**196,721,056**	**217,573,514**	**12,896,600**
Capital Projects					
NEW	AC Transit	Purchase 35 40-ft Hybrid-Electric Buses	14,472,150		
ALA170032	AC Transit	Purchase 19 60-ft Articulated Urban Buses	4,587,713		1,336,665
ALA170029	AC Transit	PM Swap - Replace 9 40' Urban Buses - Battery	3,003,000		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,168,994		
ALA170030	AC Transit	Preventive Maintenance (deferred comp)	780,640		
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,355,640	134,360	
NEW	ACE	Railcar Midlife Overhaul		3,080,000	
REG090037	BART	Railcar Procurement Program	364,117	6,062,179	
BRT030005	BART	Traction Power	12,777,726	4,222,274	
BRT030004	BART	Train Control	10,000,000		
BRT97100B	BART	Rail, Way, and Structures Program		17,000,000	
ALA090065	BART	Fare Collection Equipment		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	31,805,399		
SM-170005	Caltrain	South San Francisco Station Rehabilitation		16,207,600	
SM-03006B	Caltrain	Systemwide Track Rehabilition		4,693,408	
REG090051	Caltrain	Revenue Vehicle Rehab Program		5,000,000	
SM-050041	Caltrain	Communications System/Signal Rehabilition		1,200,000	
CC-070092	ECCTA	Transit Bus Replacements	2,043,440		
SOL010006	Fairfield	Operating Assistance	2,493,081		
SOL110041	Fairfield	Bus Replacement			269,387
MRN050025	GGBHTD	Facilities Rehabilitation	4,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors		3,000,000	
MRN170009	GGBHTD	Replacing 6 Paratransit 22' Gas Cut-away Vehicles			557,202
MRN170003	Marin Transit	Replace 3 Paratransit Vehicle	218,940		
MRN170004	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280		
NAP970010	Napa VINE	Operating Assistance	2,084,334		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	15,278		164,747
SON170004	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100		
SON170005	Petaluma	Transit Yard & Facilities Improvements	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	5,295,178		4,713,328
SF-170004	SFMTA	Replacement of 40' Trolley Coaches		95,660,612	

Date: March 22, 2016
W.I.: 1512
Referred by: PAC
Revised: 07/26/17-C
12/20/17-C

Attachment A
Resolution No. 4272
Page 2 of 2

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
SF-170005	SFMTA	Replacement of 60' Trolley Coaches		28,100,579	
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	1,824,023		366,316
SOL070032	SolTrans	Preventive Maintenance	837,984		
NEW	SolTrans	Technology Enhancements	320,000		
SOL170003	SolTrans	Facilities & Amenities Improvements	240,000		
SON030005	Sonoma County	Preventive Maintenance	1,280,000		
SON150013	Sonoma County	SCT Replacement Bus Purchase	430,080		180,009
ALA170014	Union City	Replace 6 2009 Paratransit Cut-away vehicles	846,240		
ALA170015	Union City	Replace 1 2003 Paratransit Vehicle	141,040		
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	17,107,280		2,892,720
SCL170005	VTA	Paratransit Vehicle Procurement	2,893,751		
SCL170011	VTA	Replace Rail Crossing Control Equipment		4,368,000	
SCL050002	VTA	Rail Replacement Program		4,334,405	
SCL050049	VTA	Rail Substation Rehab/Replacement		2,644,841	
SCL170006	VTA	Replace Fault Monitoring System on LRVs		2,255,200	
SCL170010	VTA	Guadalupe Train Wash Replacement		1,448,000	
SCL110099	VTA	Light Rail Bridge & Structure SGR		1,440,000	
SCL170008	VTA	Vasona Pedestrian Back Gates		1,207,559	
SCL150005	VTA	Train-to-Wayside Communications System Upgrade		1,084,600	
SCL170007	VTA	Pedestrian Swing Gates Replacement		704,000	
SCL170009	VTA	Chaboya Yard Well Removal		196,000	
NEW	WestCAT	Replacement of 2 40' Revenue Vehicles	882,320		
NEW	WestCAT	Purchase of 2 Fast Fare Electronic Fareboxes	28,498		
		Total Capital Projects	**192,049,764**	**210,254,617**	**10,480,374**
		Total Programmed	**216,102,093**	**210,254,617**	**10,480,374**
		Fund Balance	**4,671,292**	**7,318,897**	**2,416,226**

Date: 3/22/2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C

Attachment B
Resolution No. 4272

FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
		Estimated Apportionments	**219,316,869**	**203,859,832**	**12,577,829**
		Previous Year Carryover	**4,671,292**	**7,318,897**	**2,416,226**
		Funds Available for Programming	**223,988,161**	**211,178,729**	**14,994,055**
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,437,064		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	3,935,175		
NEW	ACE	ADA Set-Aside	52,633		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,465,395		
REG090051	Caltrain	ADA Set-Aside - For Rev. Veh. Rehab	37,332		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,232,472		
MRN130015	GGBHTD	Transit System Enhancements	178,839		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	348,688		
MRN110047	MCTD	ADA Paratransit Assistance	715,573		
NAP030004	Napa Vine	ADA Operating Assistance	64,494		
SON150007	Petaluma	ADA Set-Aside	92,025		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,809,609		
SON170003	Santa Rosa	ADA Operating Assistance	240,982		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,685,502		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	295,598		
SON150013	Sonoma County	SCT Replacement Bus Purchase	26,070		
CC-030035	ECCTA	ADA Operating Assistance	552,085		
ALA170039	Union City	ADA Set-Aside	137,005		
SCL050046	VTA	ADA Operating Set-Aside	3,830,990		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	263,648		
REG090057	WETA	Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & Intintoli	7,929		
		Total Program Set-asides and Commitments	**24,409,106**	**-**	**-**
		Funds Available for Capital Programming	**199,579,055**	**211,178,729**	**14,994,055**
Capital Projects					
NEW	AC Transit	Purchase (10) Double Decker Buses	4,582,729		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,449,739		
NEW	AC Transit	Purchase (59) 40ft Urban Buses - Diesel			5,820,689
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,381,496	108,504	
NEW	ACE	Railcar Midlife Overhaul		3,080,000	
REG090037	BART	Railcar Procurement Program	22,229,682	4,383,674	
BRT97100B	BART	Rail,Way, and Structures Program		17,000,000	
BRT030005	BART	Traction Power		17,000,000	
BRT030004	BART	Train Control		9,563,082	
ALA090065	BART	Fare Collection Equipment		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	8,891,375		
SM-03006B	Caltrain	Systemwide Track Rehabilitation		12,893,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.		819,309	
SM050040	Caltrain	ADA Set-Aside - For Rev. Veh. Rehab		141,664	
NEW	CCCTA	Replace 42 22' Gasoline 7-Year Paratransit Vans	2,681,525		1,623,475
NEW	CCCTA	Replace 3 Gasoline 7-Year Paratransit Minivans	130,380		
CC-070092	ECCTA	Clipper II Digital Communication Equipment	142,748		851,494
SOL010006	Fairfield	Operating Assistance	2,540,565		
SOL110041	Fairfield	Bus Replacement			275,044
NEW	GGBHTD	Replace 67 Fixed Rte 40' Buses	47,477,988		979,092
MRN150014	GGBHTD	Ferry Major Components Rehab - MS Marin		2,000,000	
MRN150015	GGBHTD	Ferry Propulsion: MS Marin		2,000,000	
NEW	MCTD	Replace Four (4) Rural Cutaway Vehicles	505,120		
NEW	MCTD	Vehicle Replacement- one Shuttle	102,500		
NAP970010	Napa Vine	Operating Assistance	1,539,260		
NAP090008	Napa Vine	Replacement and upgrades to equipment	16,307		168,207
NEW	Petaluma	Purchase (1) Replacement Fixed Route Bus	185,867		
NEW	Petaluma	Purchase (2) Replacement Paratransit Vans	147,600		
SON170005	Petaluma	Transit Yard and Facility Improvements	45,800		
NEW	Petaluma	Purchase Service Vehicle	28,000		
NEW	Petaluma	AVL Equipment	19,200		
SON090023	Santa Rosa	Operating Assistance	1,614,870		
SON090024	Santa Rosa	Preventive Maintenance	532,965		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	30,089,305		

FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-150005	SFMTA	Replacement of 40' Motor Coaches	21,085,890		
SF-170004	SFMTA	Replacement of 40' Trolley Coaches		58,663,634	
SF-970170	SFMTA	Muni Rail Replacement		10,002,337	
SF-99T005	SFMTA	Rehab Historic Streetcars		7,000,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		4,500,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		3,750,000	
SF-150007	SFMTA	Farebox Replacement		2,060,800	
SF 99T002	SFMTA	Cable Car Infrastructure		1,250,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program		1,018,464	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements		250,000	
SF-030013	SFMTA	Wayside Fare Collection		250,000	
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	2,000,000		374,009
SOL070032	SolTrans	Preventive Maintenance	800,000		
SOL110040	SolTrans	Operating Assistance	288,841		
SON030005	Sonoma County	Preventive Maintenance	1,280,000		
SON150013	Sonoma County	Replacement Bus Purchase	404,044		173,569
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	17,046,533		2,953,467
SCL170005	VTA	Paratransit Fleet Program	1,301,449		
SCL050002	VTA	Rail Replacement Program		11,088,000	
SCL110104	VTA	Light Rail Track Crossovers and Switches		7,914,090	
NEW	VTA	SCADA Control Center System Replacement		3,015,200	
SCL170007	VTA	Pedestrian Swing Gates		2,720,000	
SCL150008	VTA	VTA Track Intrusion Abatement		1,600,000	
NEW	VTA	Light Rail Roadway Protection System		1,551,200	
NEW	VTA	SCADA Middleware Repalcement		1,150,400	
SCL170008	VTA	Vasona Pedestrian Back Gates		1,112,441	
SCL090044	VTA	OCS Rehabilitation Program		1,000,000	
SCL050001	VTA	Standard and Small Bus Replacement			
SF-110053	WETA	Richmond Ferry Service	14,868,858		
REG090057	WETA	Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & Intintoli		11,928,071	
REG090054	WETA	Ferry Channel Dredging		2,480,000	
		Total Capital Projects	**186,300,636**	**209,504,869**	**13,219,046**
		Total Programmed	**210,709,743**	**209,504,869**	**13,219,046**
		Fund Balance	**13,278,418**	**1,673,860**	**1,775,009**

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C

Attachment C
Resolution No. 4272

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
		Estimated Apportionments	**223,841,571**	**207,370,277**	**12,844,479**
		Previous Year Carryover	**13,278,418**	**1,673,860**	**1,775,009**
		Funds Available for Programming	**237,119,989**	**209,044,137**	**14,619,488**
MTC Debt Service					
NEW	MTC	Debt Service	2,820,000	19,050,000	
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,508,001		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	4,016,392		
NEW	ACE	ADA Set-Aside	53,719		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	807,883		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,257,908		
MRN130015	GGBHTD	ADA Set-Aside	182,585		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	355,883		
MRN110047	MCTD	ADA Paratransit Assistance	730,341		
NAP030004	Napa Vine	ADA Operating Assistance	65,824		
SON150007	Petaluma	ADA Set-Aside	93,924		
SON170003	Santa Rosa	ADA Operating Assistance	245,955		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,846,957		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,782,205		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	301,696		
SON150013	Sonoma County	Replacement Bus Purchase	26,608		
CC-030035	ECCTA	ADA Operating Assistance	563,479		
ALA170039	Union City	ADA Set-Aside	139,832		
SCL050046	VTA	ADA Operating Set-Aside	3,910,055		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	269,089		
		Total Program Set-asides and Commitments	**25,978,339**	**19,050,000**	**-**
		Funds Available for Capital Programming	**211,141,651**	**189,994,137**	**14,619,488**
Capital Projects					
NEW	AC Transit	Replace (24) 60ft Artic Urban Buses - Hybrid	7,904,190	2,500,000	5,872,055
ALA990052	AC Transit	Paratransit Van Capital Costs	1,580,574		
NEW	AC Transit	Replace (10) 24ft Cut-Away Vans	637,000		
NEW	AC Transit	Replace (6) 24ft Cut-Away Vans	382,200		
NEW	ACE	Railcar Midlife Overhaul	1,409,997	1,665,609	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance		1,490,000	
REG090037	BART	Railcar Replacement Program	19,492,886	16,867,363	
ALA090065	BART	Fare Collection Equipment	6,211,000		
BRT97100B	BART	Rail,Way, and Structures Program		17,000,000	
BRT030005	BART	Traction Power		17,000,000	
BRT030004	BART	Train Control		10,000,000	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements		1,708,395	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	44,757,944		
SM-03006B	Caltrain	Systemwide Track Rehabilitation		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.		1,200,000	
SM-050040	Caltrain	Revenue Vehicle Rehab (ADA Set-Aside)		182,691	
CC-070092	ECCTA	Transit Bus Replacements (Paratransit)			439,290
SOL010006	Fairfield	Operating Assistance	2,592,978		
SOL110041	Fairfield	Bus Replacement			280,875
MRN050025	GGBHTD	Facilities Rehabiliation	8,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors		13,500,000	
MRN150015	GGBHTD	Ferry Vessel Propulsion Systems Rehab		500,000	
NEW	GGBHTD	Replace 14 Paratransit Vehicle			1,044,680
NEW	MCTD	Replace Articulated Vehicles	7,330,800		
NAP970010	Napa Vine	Operating Assistance	1,587,660		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			171,772
SM150011	SamTrans	Purchase of Replacement Minivans	619,920		
SON090023	Santa Rosa	Operating Assistance	1,095,895		
NEW	Santa Rosa	Fixed Route Bus Replacement	571,096		740,177
SON090024	Santa Rosa	Preventive Maintenance	460,616		
NEW	SFMTA	40' Motor Coach Mid-Life Overhaul	35,662,338		
NEW	SFMTA	60' Motor Coach Mid-Life Overhaul	19,392,931		
SF-150007	SFMTA	Farebox Replacement	336,000		
SF-970170	SFMTA	Muni Rail Replacement		12,226,000	

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
SF-970170	SFMTA	Overhead Line Rehabilitation		10,000,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		8,300,000	
SF-99T005	SFMTA	Rehab Historic Streetcars		8,000,000	
SF 99T002	SFMTA	Cable Car Infrastructure		2,000,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program		1,042,907	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements		500,000	
SF-150006	SFMTA	Replacement of 60' Motor Coaches			-
SOL110040	SolTrans	Operating Assistance	2,152,564		
SOL070032	SolTrans	Preventive Maintenance	1,000,000		
SOL090034	SolTrans	Bus Purchase Alternative Fuel			381,937
SON030005	Sonoma County	Preventive Maintenance	1,280,000		
SON150013	Sonoma County	Replacement Bus Purchase			182,413
SON170006	Sonoma County	Replacement Bus Purchase	438,786		
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	VTA	Standard & Small Bus Replacement	15,882,771	1,101,148	3,016,081
SCL110104	VTA	Light Rail Track Crossovers and Switches		16,252,644	
SCL090044	VTA	OCS Rehabilitation Program		5,460,000	
SCL 050002	VTA	Rail Replacement Program		4,328,000	
NEW	WestCAT	Replacement of (9) 40ft Revenue Vehicles	4,171,886		
NEW	WestCAT	Replace (2) Minivans	255,840		
NEW	WestCAT	Purchase of (9) Fast Fare Electronic Fareboxes	128,241		
NEW	WestCAT	Purchase of (2) Radio systems for (2) Cut Away Vans	1,600		
SF-110053	WETA	Ferry Vessel Replacement - Bay Breeze		15,306,920	
REG090057	WETA	Ferry Major Component Rehabilitation		7,544,000	
		Total Capital Projects	**186,827,713**	**189,868,677**	**12,129,280**
		Total Programmed	**212,806,052**	**208,918,677**	**12,129,280**
		Fund Balance	**24,313,937**	**125,460**	**2,490,208**

FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
		Estimated Apportionments	**228,462,093**	**210,941,101**	**13,116,782**
		Previous Year Carryover	**24,313,937**	**125,460**	**2,490,208**
		Funds Available for Programming	**252,776,030**	**211,066,561**	**15,606,990**
MTC Debt Service					
NEW	MTC	Debt Service	3,900,000	31,170,000	
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	4,099,329		
NEW	ACE	ADA Set-Aside	54,828		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,568,239		
SM-050040	Caltrain	ADA Set-Aside - For Rev. Veh. Rehab	38,890		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,283,884		
MRN110047	GGBHTD	ADA Set-Aside	186,356		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	363,231		
MRN110047	MCTD	ADA Paratransit Assistance	745,422		
NAP030004	Napa Vine	ADA Operating Assistance	67,183		
SON150007	Petaluma	ADA Set-Aside	95,863		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,885,096		
SON170003	Santa Rosa	ADA Operating Assistance	251,035		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,880,956		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	307,924		
SON170006	Sonoma County	SCT Replacment Bus Purchase	27,157		
CC-030035	ECCTA	ADA Operating Assistance	575,115		
ALA170039	Union City	ADA Set-Aside	142,720		
SCL050046	VTA	ADA Operating Set-Aside	3,990,795		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	274,646		
REG090057	WETA	Ferry Major Component Rehabilitation	8,260		
		Total Program Set-asides and Commitments	**29,327,367**	**31,170,000**	**-**
		Funds Available for Capital Programming	**223,448,663**	**179,896,561**	**15,606,990**
Capital Projects					
NEW	AC Transit	Replace (27) 40ft Urban Buses - Hybrid	7,464,518		6,935,646
ALA990052	AC Transit	Paratransit Van Capital Costs	1,523,374		
ALA170049	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,439,102	330,898	
NEW	ACE	Railcar Midlife Overhaul		2,800,000	
REG090037	BART	Railcar Replacement Program	72,840,313	48,870,273	
BRT97100B	BART	Rail,Way, and Structures Program		17,000,000	
BRT030005	BART	Traction Power		17,000,000	
BRT030004	BART	Train Control		10,000,000	
ALA090065	BART	Fare Collection Equipment		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	65,696,009		
SM-03006B	Caltrain	Systemwide Track Rehabilitation		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.		1,200,000	
SM-050040	Caltrain	Revenue Vehicle Rehab (ADA Set-Aside)		147,574	
NEW	Clipper	Clipper Next Gen Fare Collection System	14,764,642		
SOL010006	Fairfield	Operating Assistance	2,646,501		
SOL110041	Fairfield	Bus Replacement			286,830
NEW	GGBHTD	Replace 6 Fixed Route 45' Buses with 7 40' Hybrids	5,183,220		
MRN050025	GGBHTD	Facilities Rehab	3,750,000		
NEW	GGBHTD	Replace 2 Paratransit Vehicles	15,880		
MRN990017	GGBHTD	Ferry Dredging		17,000,000	
MRN030010	GGBHTD	Fixed Guideway Connectors		6,060,000	
NEW	MCTD	Replace Paratransit Vehicles	1,207,040		
NEW	MCTD	Replace Nine (9) Shuttle Vehicles	952,020		
NEW	MCTD	Replace 2- 35ft diesel vehicles	697,000		
NEW	MCTD	Preventative Maintenance	70,520		
NAP970010	Napa Vine	Operating Assistance	1,620,432		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			175,415
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528		
NEW	Petaluma	Purchase (2) Replacement Paratransit Vans	23,157		127,723
SM150011	SamTrans	Replacement of Cut-away Buses	1,375,140		
SON090023	Santa Rosa	Operating Assistance	1,535,279		
SON090024	Santa Rosa	Preventive Maintenance	636,242		

FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
SF-970170	SFMTA	Muni Rail Replacement		4,288,000	
SOL110040	SolTrans	Operating Assistance	2,217,638		
SOL070032	SolTrans	Preventive Maintenance	1,000,000		
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)			390,035
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000		
SON170006	Sonoma County	SCT Replacment Bus Purchase	474,265		186,280
NEW	Union City	Replacement of Heavy-Duty Transit Vehicles	1,251,960		
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	16,919,979		3,080,021
NEW	VTA	Paratransit Fleet Program	4,800,000		
NEW	VTA	1% Security Project	405,558		
NEW	VTA	Non-Revenue Vehicle Procurement	320,000		
SCL050049	VTA	Rail Substation Rehab/Replacement		11,392,000	
SCL050002	VTA	Rail Replacement Program		10,992,255	
NEW	WestCAT	Replacement of 6 40' Revenue Vehicles	2,745,360		
NEW	WestCAT	Purchase of 6 Fast Fare Electronic Fareboxes	85,494		
REG090067	WETA	Ferry Fixed Guideway Connectors		6,000,000	
REG090057	WETA	Ferry Major Component Rehabilitation		3,554,140	
		Total Capital Projects	**215,921,170**	**176,039,140**	**11,181,950**
		Total Programmed	**245,248,538**	**207,209,140**	**11,181,950**
		Fund Balance	**7,527,493**	**3,857,421**	**4,425,040**

Date: March 22, 2017
W.I.: 1512
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Revised: 07/26/17-C
12/20/17-C

Attachment E
Resolution No. 4272

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	FY17 Program is based on final apportionments. FY18-FY20 Program is based on estimated apportionments, and will be revised when final apportionments are issued by FTA. Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: $25,416,508 of BATA Project Savings and $7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects, proportionately, according to the CCCGP funding plan from FY2016-17 through FY2019-20. AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses ($3,003,000), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for $780,640.
3	Caltrain's FY17 FG cap reduced by $3,264,826 ($1,570,770 from FY16 and $1,694,056 from FY17) to $11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16. Programming of 5337 funds to the South San Francisco Station and Revenue Vehicle Rehab projects in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects. In July 2017, $5.2M of 5337 reprogrammed from Systemwide Track Rehab to the South San Francisco Station project to offset an equal reprogramming from the station project to track rehab in the FY15 program. Also, $5.2 million of 5337 reprogrammed from South San Francisco station project (to be replaced with San Mateo local funds) to the Revenue Vehicle Rehab project; there is no net decrease in funding to the station project from these actions.
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 ($45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	SFMTA: $12,741,300 of BATA Project Savings and $6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17 through FY2019-20. Additionally, CCCGP Funds totalling $152 million ($69,443,401 of AB 664 and $83,000,000 of BATA Project Savings) have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. Allocation of these funds will be committed upon the execution of financing. In FY17, SFMTA's FG reduced by $21,470,406 to $12,555,594 due to failure to meet grant spend-down goals in FY16.
7	WETA: $4,941,210 of FG caps voluntarily deferred in FY15 ($3,424,000) and FY16 ($1,517,210) are being restored through FY20.
8	VTA requested and was granted a waiver to program $5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.
9	GGBHTD: $23,628,000 of FG caps voluntarily deferred from FY11 through FY16 are being restored in FY19.
10	In FY20, MCTD will request less than bus list price for 2 35-ft diesel buses, and apply 1/12 of savings to a PM project.
11	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY15 to FY18 and another from FY16 to FY18. They are applying compensation to purchase a service vehicle in FY18 ($28,000). Petaluma is using compensation for deferred replacement of two paratransit vehicles from FY17 to FY20. They are applying compensation to Transit Yard Facility Project in FY20 ($90,528).
12	VTA and Caltrain are executing a local fund swap in FY18 and FY19, with VTA applying $300K of local sales tax funds on a Score 16 FG project for Caltrain and Caltrain directing $300K of FTA funds for a FG project for VTA. Caltrain's FY18 programming for Systemwide Track Rehab was reduced by $300K in the San Jose UZA, and VTA's FY19 programming for their Rail Replacement Program was increased by $300K.
13	WestCat is deferring replacement of 4 40-ft diesel buses from FY17 to FY19. They are applying compensation from deferred replacement to supplement funding for the replacement of 4 40-ft diesel buses with 4 40-ft TBD buses in FY19. The FY19 TCP program will need to be revised to specify the type of buses being procured before WestCAT includes these funds in an FTA grant.
14	WETA is exercising a fund swap, using local funds for ferry vessel replacement purchases and applying FTA funds in the same amount to Richmond Ferry Service expansion in FY18.
15	BART's FY18 FG cap reduced by $436,918 to $49,774,082 due to failure to meet grand spend-down goals in FY17.
16	Caltrain's FY18 FG cap reduced by $380,691 to $14,012,309 due to failure to meet grand spend-down goals in FY17.
17	SFMTA's FY18 FG cap reduced by $14,023,663 to $20,002,337 due to failure to meet grand spend-down goals in FY17.
18	FG Caps for FY19 to FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.

Date: December 20, 2017
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4313

This resolution adopts the allocations for the Caltrans transit State of Good Repair Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – FY2017-18 State of Good Repair Program
Attachment B – State of Good Repair Program Recipient Certifications and Assurances

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated December 13, 2017.

Date: December 20, 2017
W.I.: 1515
Referred by: PAC

RE: Caltrans Transit State of Good Repair Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4313

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

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

WHEREAS, the Plan includes a $14 billion anticipated reserve from anticipated future state and federal funding; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, the SGR Program will provide approximately $105 million annually to transit operators in California for eligible transit maintenance and capital projects; and

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

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

WHEREAS, funds allocated per Public Utilities Code § 99313 shall be allocated to projects in the region based on the local needs; and

WHEREAS, the allocation of population-based SGR Program funds to MTC in Fiscal Year 2017-18 is estimated to be $10,247,507 by the State Controller's Office as of November 3, 2017; and

WHEREAS, the State Department of Transportation (Caltrans) is responsible for administering the SGR Program; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing SGR Program funds to eligible project sponsors; and

WHEREAS, MTC has established the Core Capacity Challenge Grant Program (Core Capacity Program) to provide funding for transit capital replacement and rehabilitation needs as well as for key transit infrastructure enhancements needed to support future transit service expansion; and

WHEREAS, the Core Capacity Program targets federal, state and regional funds to high-priority transit capital projects; and

WHEREAS, staff has prepared a SGR Program population-based funding allocation request list, Attachment A, for submittal to Caltrans, said attachment attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the Fiscal Year 2017-18 SGR Program population-based funding allocation request list, attached hereto as Attachment A, and finds it consistent with the Plan; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations, guidelines, and Certifications and Assurances, attached hereto as Attachment B, for all SGR Program funded transit projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the SGR Program population-based funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that should the final Fiscal Year 2017-18 amount differ from the State Controller's Office estimate, any amount above or below the estimate will be allocated to the projects listed in Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make minor changes to Attachment A to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

FY 2017-18 State of Good Repair Program

Agency	Project(s)	FY 2017-18 State of Good Repair Population-Based Funding	Date
BART	Railcar Procurement Project	$ 10,247,507	12/20/17
TOTAL		**$ 10,247,507**	

Available amount based on State Controller's Office Letter dated 11/3/2017

State Transit Assistance State of Good Repair Program

Recipient Certifications and Assurances

Recipient: **Metropolitan Transportation Commission**

Effective Date: **December 20, 2017**

In order to receive State of Good Repair Program (SGR) funds from the California Department of Transportation (Department), recipients must agree to following terms and conditions:

A. General

(1) The recipient agrees to abide by the State of Good Repair Guidelines as may be updated from time to time.

(2) The potential recipient must submit to the Department a State of Good Repair Program Project List annually, listing all projects proposed to be funded by the SGR program. The project list should include the estimated SGR share assigned to each project along with the total estimated cost of each project..

(3) The recipient must submit a signed Authorized Agent form designating the representative who can submit documents on behalf of the recipient and a copy of the board resolution authorizing the agent.

B. Project Administration

(1) The recipient certifies that required environmental documentation will be completed prior to expending SGR funds. The recipient assures that each project approved for SGR funding comply with Public Resources Code § 21100 and § 21150.

(2) The recipient certifies that SGR funds will be used for transit purposes and SGR funded projects will be completed and remain in operation for the estimated useful lives of the assets or improvements.

(3) The recipient certifies that it has the legal, financial, and technical capacity to deliver the projects, including the safety and security aspects of each project.

(4) The recipient certifies that there is no pending litigation, dispute, or negative audit findings related to any SGR project at the time an SGR project is submitted in the annual list.

(5) Recipient agrees to notify the Department immediately if litigation is filed or disputes arise after submission of the annual project list and to notify the Department of any negative audit findings related to any project using SGR funds.

(6) The recipient must maintain satisfactory continuing control over the use of project equipment and/or facilities and will adequately maintain project equipment and/or facilities for the estimated useful life of each project.

(7) Any and all interest the recipient earns on SGR funds must be reported to the Department and may only be used on approved SGR projects or returned to the Department.

(8) The recipient must notify the Department of any proposed changes to an approved project list by submitting an amended project list.

(9) Funds will be expended in a timely manner.

C. Reporting

(1) Per Public Utilities Code § 99312.1 (e) and (f), the recipient must submit the following SGR reports:

a. Annual Expenditure Reports within six months of the close of the fiscal year (by December 31st) of each year.

b. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of SGR funds. A copy of the audit report must be submitted to the Department within six months of the close of each fiscal year in which SGR funds have been received or expended.

D. Cost Principles

(1) The recipient agrees to comply with Title 2 of the Code of Federal Regulations Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

(2) The recipient agrees, and will assure that its contractors and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition

Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items and (b) those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

(3) Any project cost for which the recipient has received payment that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, are subject to repayment by the recipient to the State of California (State). Should the recipient fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the recipient from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

(1) The recipient agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the recipient, its contractors and subcontractors connected with SGR funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the recipient, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the recipient's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.

(2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the recipient's contracts with third parties pursuant to Government Code § 8546.7, the recipient, its contractors and subcontractors and the Department shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits,

examinations, excerpts, and transactions, and the recipient shall furnish copies thereof if requested.

(3) The recipient, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

(1) Recipient acknowledges that if a project list is not submitted timely, the recipient forfeits its apportionment for that fiscal year.

(2) Recipients with delinquent expenditure reports may risk future eligibility for future SGR funding.

(3) Recipient acknowledges that the Department shall have the right to perform an audit and/or request detailed project information of the recipient's SGR funded projects at the Department's discretion from SGR award through 3 years after the completion and final billing of any SGR funded project.. Recipient agrees to provide any requested project information.

I certify all of these conditions will be met.

METROPOLITAN TRANSPORTATION COMMISSION

BY: _____

STEVE HEMINGER, Executive Director
Metropolitan Transportation Commission

Metropolitan Transportation Commission
Programming and Allocations Committee

December 13, 2017 **Agenda Item 5b**

MTC Resolution Nos. 4169, Revised, 4202, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313

Subject: Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Policy and Program, One Bay Area Grant (OBAG 2) Transit Priorities Program, AB 664 Net Bridge Toll Revenue Programming and Allocations, and BATA Project Savings Programming and Allocations to program nearly $1.7 billion in Federal Transit Administration (FTA) Formula and regional Bridge Toll revenues for FY2017-18 through FY2019-20 for transit operator state-of-good-repair, consistent with the Transit Capital Priorities Process and Criteria (TCP). This item also proposes to revise the TCP grant spend-down policy and to commit approximately $10.2 million of Senate Bill 1 (SB1) state transit State of Good Repair (SGR) Program funds.

Background: The TCP program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement other MTC transit funding programs. The proposed programming has been developed in cooperation with the transit operators over the last several months.

In March 2017, staff proposed a four-year program for the TCP Program for FY2016-17 through FY2019-20. At the time, due to questions surrounding the Full Funding Grant Agreement (FFGA) for Caltrain's Peninsula Corridor Electrification Program, the Commission approved only the first year of the program, deferring the remaining three years. The FFGA was subsequently executed in May 2017.

Therefore, this item proposes to revise the TCP program to program $1.7 billion in FY2017-18 through FY2019-20, the remaining three years of the program. This item also proposes to commit $10.2 million of estimated FY2017-18 SB1 state transit SGR Program funds for use in the TCP program, specifically to the BART Railcar Procurement Project.

Due to the creation of the state transit SGR Program by SB1, $10.2 million of Federal Highway funds programmed as part of the OBAG 2 Transit Priorities Program are proposed to be reprogrammed from BART's Railcar Procurement Project to Clipper® for their Next Generation Fare Collection System and replaced with SGR Program funds. The SGR Program is required to be submitted to Caltrans in January 2018; therefore staff is proposing this first year of funding for a ready-to-go, high priority project. Staff will return to the Commission this winter for further discussion about future SGR funding uses. Staff has initiated these discussions with the transit operators and other stakeholders along with the STA Population-Based policy and SB1 transit operating funds.

This item also proposes to revise the grant spend-down policy in the TCP Process and Criteria to adjust the target timelines for spending down FY2014-15 and earlier grants from a two-year window to a three-year window. This would make the policy for FY2017-18 through FY2019-20 consistent with the previous policy, which covered grants from FY2011-12 and earlier. Programming for fixed guideway rehabilitation projects is based on the operators' performance in meeting the grant spend-down targets.

Additional background on this item is included in the attached Executive Director Memorandum.

Issues: Program needs during this period total about $3 billion, whereas available revenues total about $2 billion. Therefore, the program assumes that approximately $1.1 billion in financing proceeds will be available. MTC staff have been working with the operators and FTA to advance the financing and expects to be able to meet this need. However, several steps are still ahead. Authorization for an estimated $1.1 billion in financing, $139 million in SFO Net Operating revenues programming, and $207 million in withdrawals from the BART Car Exchange Account will be brought to the Commission in future actions, bringing the total funding for the program to approximately $3 billion.

Recommendation: Refer MTC Resolution Nos. 4169, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313 to the Commission for approval. Because Resolution No. 4202, Revised is proposed for revision in another agenda item, it is included once under agenda item 5a with all proposed revisions.

Attachments: Executive Director Memorandum
Presentation
MTC Resolution Nos. 4169, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313

METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Programming and Allocations Committee DATE: December 13, 2017

FR: Executive Director

RE: Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities Program

Summary
This item proposes to revise the Transit Capital Priorities (TCP) program to program an additional $1.7 billion in Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities funds; and Bridge Toll Funds in FY2017-18 through FY2019-20 to support transit capital replacement and rehabilitation projects, and eligible maintenance and operating costs. This item also proposes to revise the TCP grant spend-down policy, One Bay Area Grant Cycle 2 (OBAG2) Transit Capital Programming, and commit newly available SB1 state transit State of Good Repair (SGR) funds.

Background
The TCP program is funded by the region's FTA formula funds, as well as Federal Highway Agency (FHWA) flexible funds and regional bridge toll funds the Commission has designated to supplement FTA funds. MTC programs these funds to eligible transit operators to support transit capital replacement and rehabilitation projects and, to a lesser degree, preventive maintenance and operating costs.

In March 2017, staff proposed a four-year program for the TCP Program for FY2016-17 through FY2019-20. At the time, due in part to questions surrounding the Full Funding Grant Agreement (FFGA) for Caltrain's Peninsula Corridor Electrification Program, the Commission approved only the first year of the program, deferring the remaining three years, which included additional funding for Caltrain Electrification, pending FTA's decision on the FFGA. Subsequently, the FFGA was approved in May 2017. Therefore, this item proposes to revise the TCP Program to add programming for FY2017-18 through FY2019-20.

Program development is governed by the policies established by the region's TCP Process and Criteria, MTC Resolution 4242, Revised, which was updated in July 2016 primarily to reflect changes to FTA programs under the FAST Act authorizations.

The proposed program was developed from funding requests submitted by eligible transit operators, and was reviewed by the Partnership Transit Finance Working Group. Outstanding issues are discussed below. The program is based on projected apportionments of the federal funds, and will be revised to reconcile to the final annual apportionments, once released by FTA.

Funding
Funding available to support the Transit Capital Priorities program in FY2017-18 through FY2019-20 is projected to total approximately $3.1 billion, as detailed in the table below. The projections are based on FAST Act authorizations, unprogrammed balances of prior-year funds and proposed financing against future FTA formula funds. Additionally, due to the enactment of Senate Bill 1 at the state level, newly generated state transit SGR funds in FY2017-18 totaling approximately $10.2 million are also included. Three items in the table – financing, BART SFO operating revenues, and Exchange Account drawdowns – are subject to future Commission actions, as discussed below.

FY2017-18 through FY2019-20 Fund Source Summary

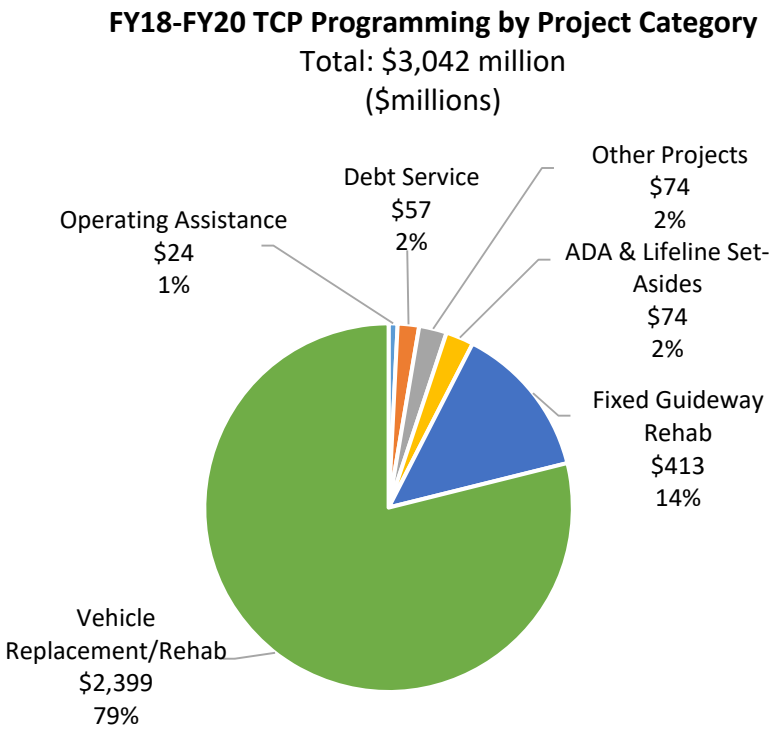
Fund Source	Amount ($ millions)
FTA Formula Funds (5307, 5337, 5339)[1]	$ 1,347
OBAG 2 (STP/CMAQ) & RM2	$ 130
Bridge Tolls (CCCGP)[2]	$ 178
BART Car Exchange Account[3]	$ 207
SFO Net Operating Proceeds[4]	$ 139
SB1 SGR Program Funds	$ 10
Financing Proceeds[5]	$ 1,048
Total	*$ 3,059*

Notes:
1) Assumes appropriations equal to FAST Act authorizations.
2) Represents amount programmed FY18-FY20. Account balance after FY17 is $381M.
3) Represents amount programmed FY18-FY20. Account balance currently ~$385M.
4) Represents amount programmed FY18-FY20. Total MTC commitment is $145M.
5) Represents amount programmed FY18-FY20, which is total TCP Financing currently planned.

Process
In response to the call for projects issued by MTC in fall 2016, transit operators requested funds totaling about $3.5 billion for FY2016-17 through FY2019-20. Projects were included in the proposed program based on the TCP project score and urbanized area eligibility. TCP scores reflect the Commission's priorities in Plan Bay Area 2040, with vehicle replacement and fixed guideway infrastructure getting the highest score (Score 16). Additionally, priority was given to projects for which the Commission has made a prior commitment. These include BART Car Phase 1 (MTC Resolution No. 4126), the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and Caltrain Electrification (MTC Resolution Nos. 4056 and 4241).

Overall Program
The FY2017-18 through FY2019-20 program totals $3.1 billion and comprises two main components: set-asides for ADA Operating Assistance and Lifeline Transportation Programs ($74 million), and Capital Project Funding ($3.0 billion).

The chart at right shows the total proposed TCP programming for FY2017-18 through FY2019-20 by operator. Over 90% of the program is dedicated to fleet and infrastructure replacement and rehabilitation projects for the region's fixed guideway operators.



The program leaves small unprogrammed balances of $16 million in Section 5307, 5337, and 5339 funds in some urbanized areas due to eligibility constraints. Staff continues to work with the operators to program those funds over the four years in a way that is consistent with the regional policy. Any funds not programmed in the current program will carry forward and be available in FY2020-21.

The SB1 state transit SGR Program funds discussed earlier are proposed to be committed to BART's Railcar Procurement Project. As a result, $10.2 million of Federal Highway funds programmed as part of the OBAG 2 Transit Priorities Program are proposed to be reprogrammed from BART's railcar project to Clipper® for their Next Generation Fare Collection System. This also reduces the need for financing proceeds through FY2019-20 by $10.2 million.

Major Projects
Included in the program are funds for a suite of major projects, including:

- $1.6 billion for the BART railcar procurement project (part of the regional commitment of $1.9 billion);
- $270 million for SFMTA bus and trolleybus replacements and overhauls;
- $239 million for the Caltrain railcar replacement project (balance of the regional commitment of $315 million);
- $73 million for AC Transit fleet replacement;
- $55 million for Clipper® upgrades; and
- $53 million for WETA ferry vessel replacements and overhauls.

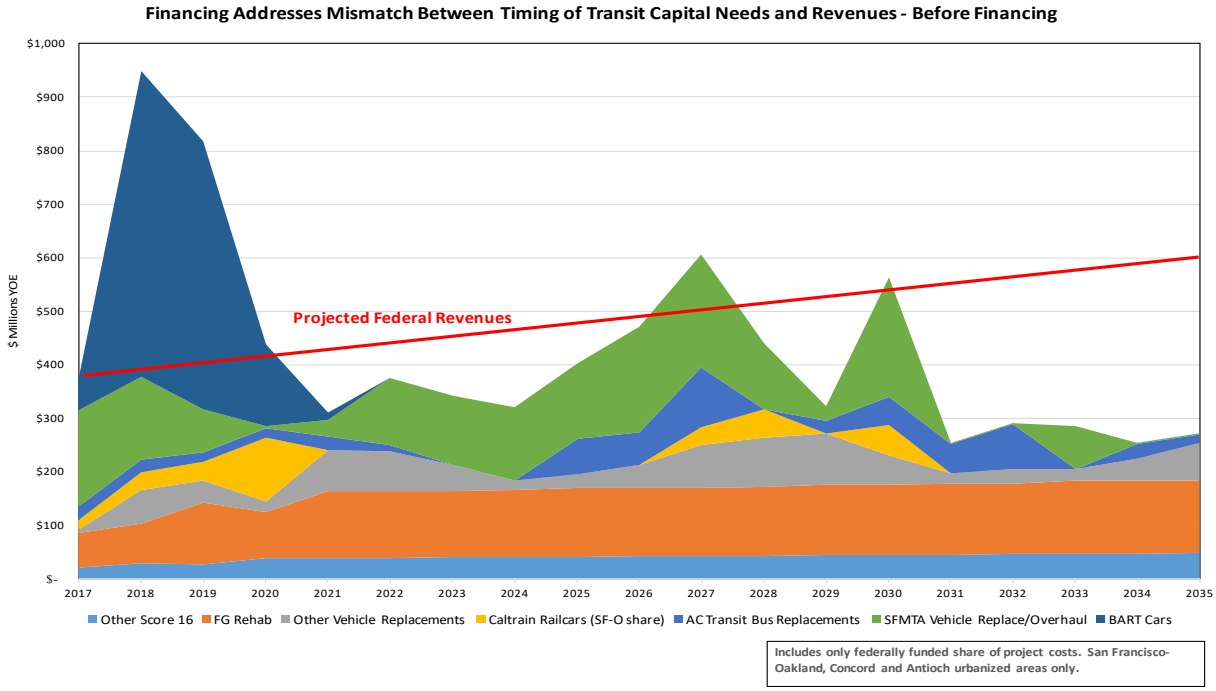
The BART railcar procurement project is the single largest project in the program, with details shown on Attachment A. Funding for this project replaces BART's existing 669-car fleet and expands the fleet by 181 railcars through FY2026. The total regional commitment of $1.9 billion (of a $2.9 billion total cost) will be 89% fulfilled by FY2020, with about $20 million in funding

needed in FY2021 through FY2026, not including additional drawdowns from the existing Exchange Account balance through FY2026 or future debt service payments.

Financing

The region is committed to funding major investments in state-of-good-repair and capacity expansion. In the short-term, projected revenues are insufficient to cover all Score 16 projects, even after applying project funding caps specified in the TCP Process and Criteria. However, over the long-term, projected revenues exceed anticipated regional needs, assuming a reasonable revenue growth rate. As a result, the proposed program assumes that MTC will pursue financing to securitize future FTA revenues to cover our near-term shortfall.

The chart below illustrates the timing mismatch between our programming needs and our anticipated revenues. The program proposed today assumes approximately $1.1 billion in financing for two major projects: the BART railcar procurement project and the Caltrain railcar replacement project. The program also includes a reserve of $57 million to cover anticipated debt service payments in FY2018-19 and FY2019-20. Financing for these or other projects was anticipated in 2013 when the Commission approved the Core Capacity Challenge Grant Program.



Without this financing, the region would only have approximately $2 billion available for projects, necessitating over $1 billion in program cuts compared to requests – about a third of the requests.

Financing against future FTA revenues for the two largest individual projects frees up current FTA and other regional funds for other projects. This grows the regional funding pie, allowing the region to meet its commitments to improve state-of-good-repair and expand capacity of the transit system.

Staff will return to the Commission in the coming months to seek approval for the terms of financing. Next steps to secure financing include:

- Winter/Spring – Development of specific terms of financing, agreements between MTC, FTA, and affected operators, Commission approval of financing terms
- Summer – First bond issue with proceeds anticipated to be available in July 2018

Policy Revision

Each rail and ferry operator receives a specified amount of funding annually for replacement and rehabilitation of tracks, bridges, tunnels, train control systems, ferry docks, and other infrastructure, referred to as a fixed guideway (FG) cap, based on each operator's share of projected FG replacement and rehab needs calculated for Plan Bay Area 2040. The TCP Process and Criteria conditions new programming of FG caps on the expenditure of prior-year grants (a "use it or lose it" policy) in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

This item also proposes to revise the grant spend-down policy in the TCP Process and Criteria to adjust the target timelines for the FY2014-15 and earlier grants from a two-year window to a three-year window, to make the policy for FY2017-18 through FY2019-20 consistent with the previous policy, which also had a three-year spend-down window. The table below illustrated the proposed target:

Revised Grant Spend-Down Timeline

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2018-19	Undispersed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	1/3 of balance	9/2017 to 9/2018
FY2019-20		½ of remaining balance, as of 9/2018	9/2018 to 9/2019
FY2020-21		Remaining balance, as of 9/2019	9/2019 to 9/2020

Program Issues

1. Financing. As discussed above, the proposed program assumes approximately $1.1 billion in financing against future FTA formula funds. FTA approval would be needed in order to commit future FTA funds for debt service. Many similar transactions have been approved across the country in recent years. However, the experience with Caltrain's FFGA last year leads staff to be somewhat concerned that FTA approval may not be as routine as in the past. Therefore, staff has been working closely with BART and Caltrain to understand their projects' cash flow and timing of the need for financing. Staff has also begun discussions with FTA to understand their requirements and timeline. Additionally, staff has been working closely with MTC's financial advisors to consider whether any modifications to the financing approach would make sense in the current environment. Note that today's item does not approve the terms of a financing transaction. Staff anticipates returning to the Commission and the Bay Area Infrastructure Authority (BAIFA) in the coming months to seek approval for the terms of financing.

2. Caltrain. Programming to the Caltrain electric railcar procurement project over the three-year period presented today totals approximately $239 million and would complete the regional commitment of $315 million. As part of Caltrain's application for an FFGA, FTA determined that the railcar procurement was not eligible to receive Section 5337 State of Good Repair formula funds. To meet the regional commitment to the project without relying on Section 5337 funds, staff is proposing financing against future Section 5307 Urbanized Area Formula Funds.

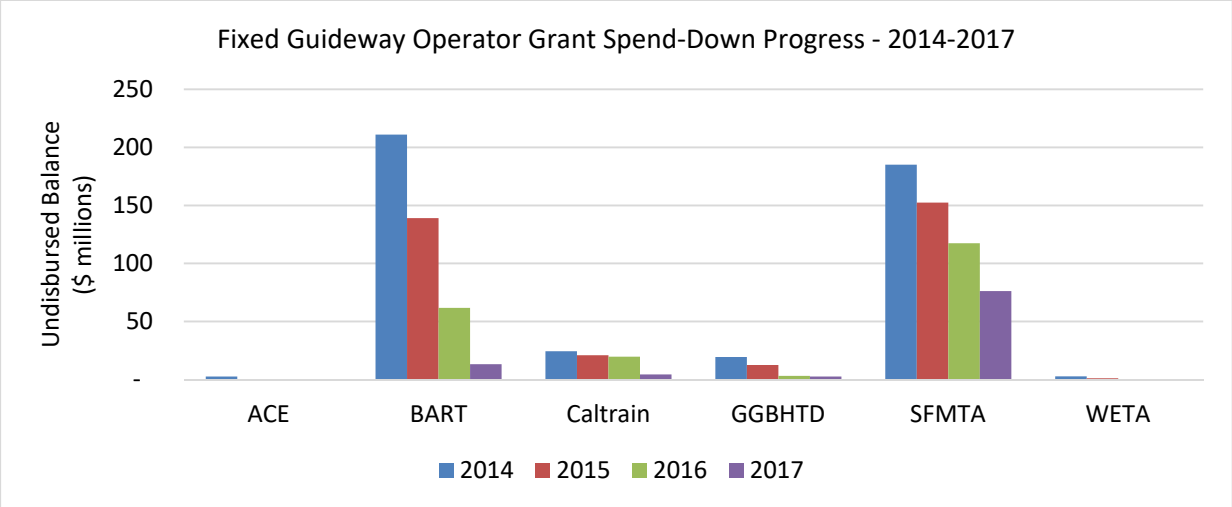
3. VTA Fixed Guideway Cap Waiver. For the FY2016-17 through FY2019-20 TCP programming period, VTA requested a total of $193 million in FTA funds, including $82 million for fixed guideway (FG) infrastructure rehabilitation projects that are subject to the FG project caps specified in the TCP policy. These include replacement or rehabilitation of light rail track, crossovers, switches and other train control equipment, and traction power systems. VTA's FG cap is $8.5 million per year, or $34 million over the four years of the program, so VTA's request exceeded the caps by $47 million. VTA staff requested that MTC waive the cap. Projected revenues for the San Jose urbanized area (UZA), in which VTA is eligible, are sufficient to cover the request for additional programming. The purpose of the FG caps is to ensure that there are sufficient funds in the program for vehicle replacement projects, the highest priority for the program under Plan Bay Area 2040. In the proposed program, this condition has been satisfied, with funds left over in the SJ UZA.

   However, staff is concerned about whether VTA can meet its future capital needs after FY2019-20 within its projected revenues. If not, it may be prudent to reserve a portion of the unprogrammed TCP funds for future needs, instead of programming for near-term, lower-scoring projects as requested by VTA. A Short-Range Transit Plan (SRTP) that will help answer this question is currently under development. Therefore, staff proposes to conditionally waive the cap and program the additional funds requested by VTA, subject to VTA providing an SRTP or other comparable analysis of medium- to long-term capital needs by the end of calendar year 2017 (this deadline was established last year and VTA is nearing completion). Based on staff's assessment of VTA's analysis, staff may return to the Commission with proposed revisions to the program.

4. Core Capacity Challenge Grant Program. As part of the plan for financing against future FTA revenues, staff is proposing to replace a majority of bridge toll funds originally committed to BART in the Core Capacity Program with proceeds of financing. At this time, staff is recommending these bridge toll funds be reprogrammed to SFMTA, with the condition that, should financing not be completed, these funds would be reprogrammed back to BART. Staff will return to the Commission with proposed revisions to MTC Resolution No. 4123, Revised, to reflect the programming proposed here and other changes to the funding plans for Core Capacity Program projects.

5. Unexpended Prior-Year Grants. To implement the grant spend-down policy described above, staff monitors the progress of the region's FG operators on disbursing prior-year grants; as of September 2017, staff determined that two of six operators met or exceeded their disbursement target, summarized in the table at right. As a result of not meeting their targets, BART, Caltrain, GGBHTD, and SFMTA were proposed to have their FG caps reduced by $966,000, $381,000, $645,000, and $14 million, respectively. Both BART and GGBHTD submitted information regarding several grants demonstrating that undisbursed balances were caused by circumstances beyond their control (letters from each are included as Attachment B). As a result, staff is recommending to remove those particular balances from the operators undisbursed grant totals used for calculating their FY2017-18 FG caps. The revisions to GGBHTD balances resulted in a net-zero reduction in their FG cap, while BART's FG cap reduction was roughly half of the original recommendation (to $437,000). These recommendations are included in the programming of FTA funds. Staff will continue to monitor progress toward meeting the grant disbursement targets consistent with the Policy adopted by the Commission in the TCP Process and Criteria. The FY2019 to FY2020 programs may be revised pending disbursement results in future years.

Operator	FY17 Grant Disbursement Targets vs. Actual Disbursements ($M)		Met or Exceeded Target
	Targets	Disbursements	
ACE	$ -	$ -	X
BART	$ 62	$ 49	
Caltrain	$ 20	$ 15	
GGBHTD	$ 3	$ 0	
SFMTA	$ 116	$ 39	
WETA	$ -	$ -	X
Total	$ 200	$ 104	



The grant spend-down policy was first implemented in FY2014-15 and has been very successful. The results so far are shown in the chart above. The bars for BART demonstrate both the intent and execution of the policy – in each year, approximately 1/3 of the 2014 balance of undisbursed grants was spent down. ACE and WETA had much lower balances and were able to spend down 100% of their balances by September of 2016. SFMTA, while missing their targets each year, was still able to make significant progress in spending down their prior year balances. The policy of tying grant spending to capital programming also had the desired effect of encouraging operators to pursue internal changes to spend down the grants and thus deliver critical state of good repair projects.

6. Bridge Tolls. The program presented today programs AB 664 Bridge Toll revenues (MTC Resolution No. 4262, Revised) and BATA Project Savings (MTC Resolution 4169, Revised) for approximately $178 million, which includes amounts consistent with the Core Capacity Challenge Grant Program and the proposed reprogramming of Bridge Tolls from BART to SFMTA as described above. However, the allocation actions for these Bridge Toll funds (AB 664 – MTC Resolution No. 4263, Revised; BATA Project Savings – MTC Resolution No. 4169, Revised) only allocate funding for FY2017-18 consistent with the Core Capacity Program funding plan. The allocation resolutions will be revised to reflect the revisions to the Core Capacity Program resolution discussed above once approved by the Commission as part of the financing package.

7. BART Car Exchange Account. The proposed program anticipates drawdowns from the BART Car Exchange account, which consists of local BART funds deposited into an account held by MTC, exchanged for FTA funds programmed for BART preventive maintenance. Subsequent action by the BART Board of Directors and the Commission will be required to execute these drawdowns.

8. SFMTA. SFMTA is currently under contract with Siemens to replace its existing fleet of 151 light rail vehicles (LRVs), in addition to 109 expansion cars, and is pursuing another four cars for Mission Bay service, for a total fleet of 264. Under FTA guidelines and the TCP Policy, the first of the LRVs are eligible for replacement in FY2021-22. In late November, SFMTA notified MTC staff that they are exploring options for expediting delivery of the replacement LRVs, including getting an exemption from FTA for early replacement. This could potentially require funding for the replacement cars within the FY2018 to FY2020 program, which was not anticipated and is currently not included in the program. The total project cost could be in the range of $700-$900 million, spread over multiple years. Given that the program is already over-committed, adding in even a portion of this major project would be challenging. However, at this time, there are too many unknowns in this preliminary proposal, including whether FTA approval will be forthcoming, and therefore no funding for this project is included in the program presented to you today. Staff will return to the Commission with proposed revisions to the program, as appropriate and feasible, should SFMTA move forward with this strategy.

Next Steps

Pending Commission approval of the TCP program, staff will bring amendments that add projects from the preliminary program to the Transportation Improvement Program (TIP) in January and February. Staff will also return in the future for actions pertaining to financing, BART Car Exchange Account withdrawals, and revisions to the Core Capacity Program.

Recommendations
Staff recommends the referral of MTC Resolution Nos. 4169, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313 to the Commission for approval. Because Resolution No. 4202, Revised is proposed for revision in another agenda item, it is included once under agenda item 5a with all proposed revisions.

Steve Heminger

Attachment A: BART Car Funding Plan Summary
Attachment B: Correspondence regarding BART and GGBHTD FG Caps

SH:rj

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Programming and Allocations Committee **Agenda Item 5b**
December 13, 2017
Attachment A

BART Railcar Procurement Funding Plan
($ millions)

	FY17 & Earlier	FY18	FY19	FY20	FY21-FY26	Total
Project Expenses	622	712	632	511	504	2,981
Cumulative Expenses	622	1,333	1,966	2,476	2,981	
BART Funds	446	45	45	45	275	857
VTA Funds	60	46	40	37	16	200
MTC Funds	141	602	541	428	213	1,924
FTA/TCP Program	*75*	*27*	*36*	*122*	*14*	*274*
State Transit SGR Program Funds	*-*	*10*	*-*	*-*	*-*	*10*
Financing Proceeds	*-*	*517*	*411*	*-*	*-*	*928*
OBAG (STP/CMAQ)	*50*	*5*	*53*	*32*	*-*	*140*
Bridge Tolls	*-*	*13*	*-*	*-*	*-*	*13*
SFO Net Operating Revenues	*-*	*31*	*41*	*67*	*6*	*145*
Exchange Account Drawdowns	*16*	*-*	*-*	*207*	*192*	*415*
Total Funding	647	693	626	510	504	2,981
Cumulative Total Funding	647	1,341	1,967	2,476	2,981	
Cum. Funding less Cum. Expenses	26	7	1	-	-	

Note: Column headers represent year of programming in TCP and TIP. Project costs would be incurred and funding would be expended in the year following.

Thursday, November 30, 2017 at 12:41:00 PM Pacific Standard Time

Subject: Federal grant spenddown request
Date: Monday, October 9, 2017 at 4:38:40 PM Pacific Daylight Time
From: Deidre Heitman
To: Anne Richman
CC: Glen Tepke, Rob Jaques, Robert Powers, Robert Mitroff, Kerry Hamill, Michael Tanner, Carl Holmes, vmenott@bart.gov

Attachments: 9.30.17 BART Rem Bal v 1.xlsx, 9.30.17 BART Rem Bal v 2.xlsx

Anne

We've said this both publicly and privately but it bears repeating that BART is very appreciative of the kick in the pants that MTC gave us to spend down our federal grant balances. As you know, our effort began with directives from the top, fully supported by BART executives, and resulted in large scale changes in business practices as well as personnel. These changes not only impelled BART to more quickly implement the SOGR projects and draw down the federal grants, it set BART up to continue the pace of implementation into the future.

I am happy to report that of the $210 million in FY 12 and earlier federal grants, BART has drawn down all but $13.2 million, $2.6 million of which has been expended and is in our accounting system ready to be billed to FTA. The projects that comprise the remaining balance are all well underway.

In spite of our best efforts, however, there were two important projects for which we were unable to draw down the FTA grant funds, and I am writing to request that MTC make an exception and exclude these from our remaining grant balance. The two projects are the AATC (Advanced Automatic Tran Control) project, and the Marine Barrier project. BART was unable to use these funds within the time frame set by MTC because of circumstances involving both the FTA and the Department of Homeland Security (DHS).

As you know, the AATC project funding was awarded to BART in 2000, and, after BART decided to not pursue that particular train control technology, a portion of the funds remained in BART's accounts. For well over 10 years, BART requested FTA to allow us to reprogram the funds, including the accrued interest, to another project. Despite these requests, FTA remained silent on the use of these funds. Finally in July of this year, FTA and BART reached a mutual agreement in which these funds could be used to help finance the development of BART's proposed communication-based train control system, a project which is a key component of BART's core capacity project as well as MTC's core capacity challenge grant program.

With respect to the Marine Barrier project, which provides security and safety upgrades to the entrances of the Transbay Tube, BART received $10 million in funding in 2013 from the Department of Homeland Security (DHS), in addition to FTA funding. DHS required BART to spend its funds within 3 years, or lose them. We therefore prioritized the use of the DHS funds over those of FTA in order to maximize both grants. BART has now exhausted the DHS funding and this project is utilizing the remaining FTA funds.

Both projects are steadily drawing down the FTA funds and will continue to do so over the next year.

Given the unique circumstances of these two projects and the extraordinary effort BART has made – and continues to make – toward the timely draw down of the FTA funding, we respectfully request that MTC grant BART an exemption from counting these projects as part of our remaining grant balance of FY 12 and earlier grants. If you agree to allow BART to exempt these two projects, BART's remaining balance is $5,988,011. The true remaining (unspent) balance is only drops to $165,792, if you exclude the non-Fixed Guideway projects.

Thank you in advance for your consideration of our request. Also, thank you to Rob Jaques and Glen Tepke, who have been extremely helpful throughout this process.

Sincerely,

Deidre Heitman
Manager, Special Projects
(510) 287-4796

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

September 27, 2017

Anne Richman
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Transit Capital Priorities (TCP) Policy on Fixed Guideway Caps

Dear Anne,

The Golden Gate Bridge, Highway and Transportation District (District) is seeking the Metropolitan Transportation Commission's (MTC) reconsideration of the proposed reduction of FY 2018 Fixed Guideway (FG) funds. The District did not meet MTC's target spend down of FY 2012 and older grant funds, and a balance of $2.7 million remains to spend on the design phase of the District's Gangways and Piers project.

As background, the Gangways and Piers project will replace the District's ferry facilities, including the ramps, floats and ferry slips, to improve passenger safety and to comply with the Americans with Disabilities Act in Sausalito, San Francisco and Larkspur. The District completed the Sausalito project's environmental studies in 2012. Since 2014, the District has been working with the City of Sausalito to respond to public and staff comments and requests to redesign the Sausalito ferry facilities. The delay in finalizing the design for Sausalito has caused further delays for the design of the San Francisco and Larkspur facilities, and has impeded the construction of all three locations. On October 10, 2017, the Sausalito City Council is expected to vote on the project's design, which will determine whether the project will proceed to construction.

The District's current FG cap of $5.1 million per year does not adequately align with this project's funding needs, and the needs of the Larkspur Ferry Terminal Channel and Berth Dredging Project. Attached is a summary of the funding plan and projected needs of $135.7 million for these projects from FY 2019 to FY 2025. The District anticipates a shortfall of approximately $86.6 million.

In order to address the funding shortfall, the District plans to seek other sources of grant funds, including, but not limited to, the FTA's Ferry Boat Discretionary Program and Caltrans' new State

of Good Repair Program. However, the District anticipates that a large portion of the funds to replace ferry facilities may come from federal formula programs. Given the TCP policy limits operators to a maximum of four-years of funding in any given cycle, and the District's cap is set at $5.1 million per year, the most the District may request is $20.4 million. The projected needs exceed this amount in FYs 2022, 2023 and 2024.

Please contact me at your convenience, so that we may discuss this request. I can be reached via telephone at (415) 923-2203 or via email at dmulligan@goldengate.org. The District appreciates MTC's consideration and support.

Sincerely,

Denis J. Mulligan
General Manager

Attachment

Golden Gate Bridge, Highway and Transportation District
FIXED GUIDEWAY CONNECTORS

9/27/2017

Fixed Guideway Connectors: Funding Summary (in $ millions)

		COMMITTED		UNCOMMITTED/	
PROJECT	TOTAL COST	GRANTS	DISTRICT	SHORTFALL	SCHEDULE
Gangways & Piers Design: Sausalito, San Francisco, Larkspur	11.9	9.8	2.1	-	FY 2014 to FY 2022
Gangways & Piers Construction: Sausalito	11.5	9.2	2.3	-	FY 2019 to FY 2021
Gangways & Piers Construction: San Francisco	30.0	20.6	5.1	**4.3**	FY 2021 to FY 2023
Gangways & Piers Construction: Larkspur	66.0	-	-	**66.0**	FY 2022 to FY 2025
Larkspur Ferry Terminal Channel & Berth Dredging	16.3	-	-	**16.3**	FY 2021 to FY 2022
TOTAL	**135.7**	**39.6**	**9.5**	**86.6**	

Fixed Guideway Connectors: Projected Capital Need (in $ millions)

			Projected Capital Need ($ millions)							
			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	
PROJECT	TOTAL COST	FY18 & Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Gangways & Piers Design: Sausalito, San Francisco, Larkspur	11.9	6.7	0.5	0.5	0.5	3.7	-	-	-	11.9
Gangways & Piers Construction: Sausalito	11.5	-	3.4	7.5	0.6	-	-	-	-	11.5
Gangways & Piers Construction: San Francisco	30.0	-	-	-	3.5	12.5	14.0	-	-	30.0
Gangways & Piers Construction: Larkspur	66.0	-	-	-	-	4.0	24.0	24.0	14.0	66.0
Larkspur Ferry Terminal Channel & Berth Dredging	16.3	-	-	-	0.8	15.5	-	-	-	16.3
TOTAL	**135.7**	**6.7**	**3.9**	**8.0**	**5.4**	**35.7**	**38.0**	**24.0**	**14.0**	**135.7**

Transit Capital Priorities Programming

December 13, 2017

Programming & Allocations Committee

METROPOLITAN TRANSPORTATION COMMISSION

Transit Capital Priorities Program: Overview

What is the TCP Program?

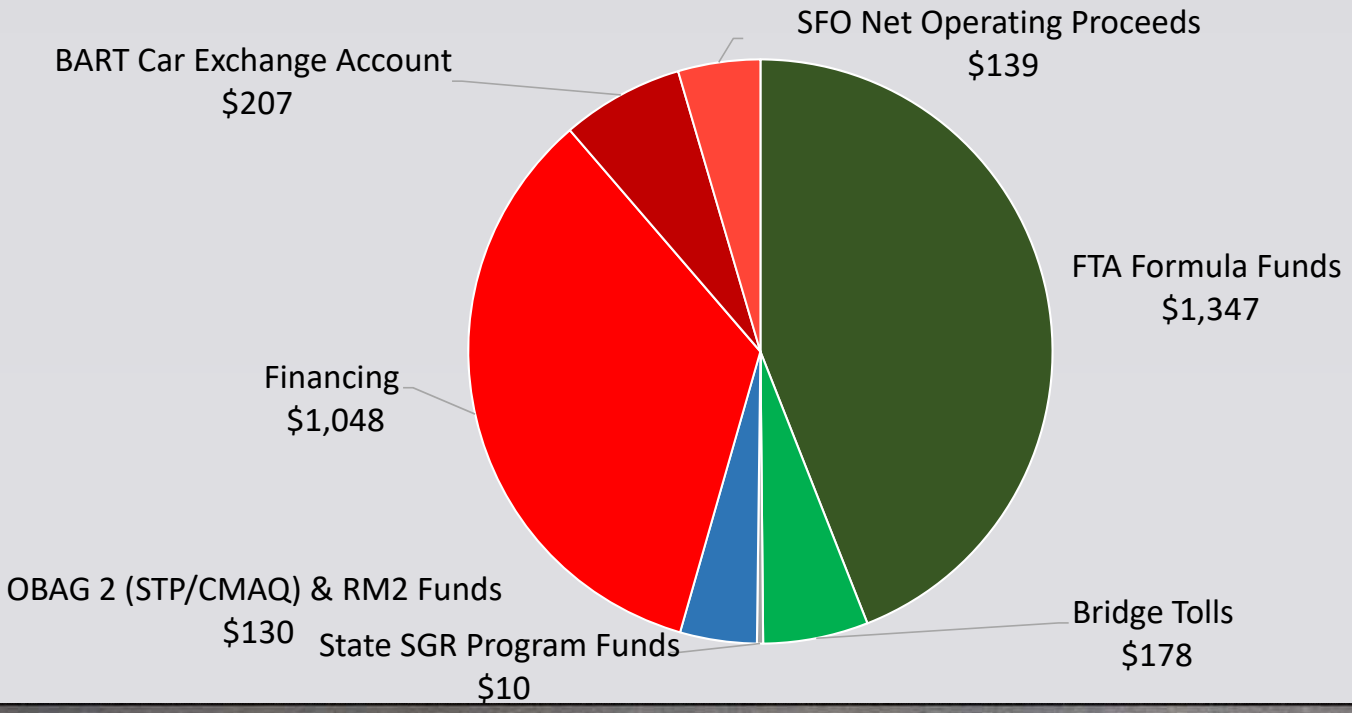
- Funds basic capital requirements to achieve and maintain a state of good repair.
- Helps ensure limited Federal transit dollars go to most essential projects.

Project Category	Score
Debt Service	17
Revenue Vehicles, Fixed Guideway, Ferry Components	16
Safety & Security	15
ADA/Non-Vehicle Access	14
Fixed/Heavy Equipment & Facilities	13
Intermodal Stations, Stations, & Parking	12
Service Vehicles	11
Tools	10
Preventive Maintenance & Office Equipment	9
Operational Improvements/ Enhancements & Expansion	8

TCP Process

- Operators submit capital project funding requests to MTC.
- Funding applied to projects in score-order.
- Other considerations:
  - Program eligibility
  - Urbanized Area (UZA) eligibility (12 UZAs in Bay Area)
  - Project Caps

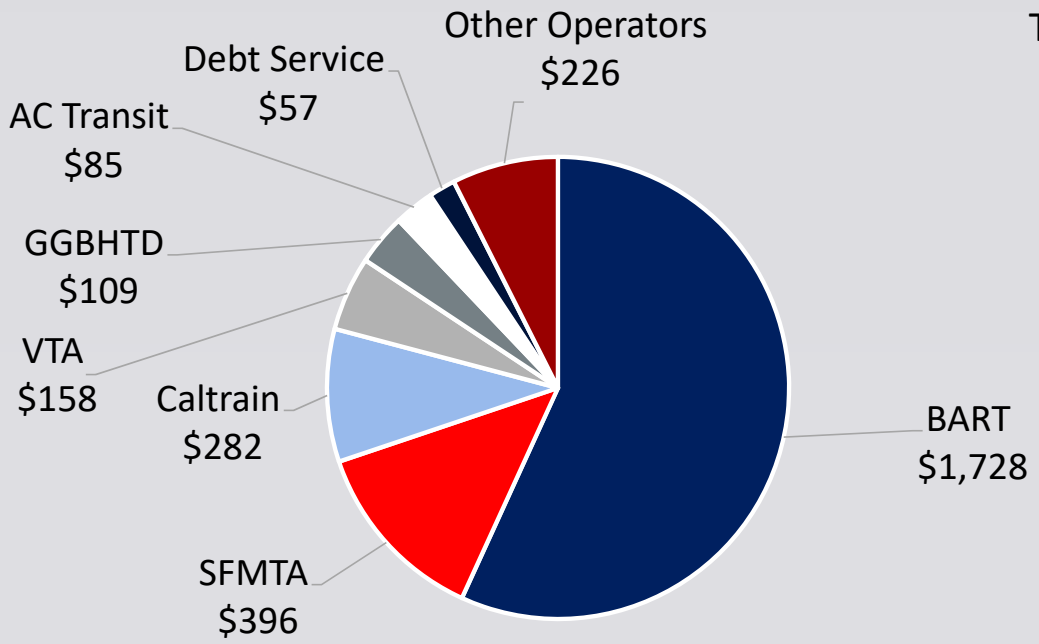
Transit Capital Priorities Program: Estimated FY18-FY20 Funding



Total: $3,059
($millions)

- Green wedges: Current proposed programming
- Blue wedge: Previously programmed
- Red wedges: Future Commission Action required

Transit Capital Priorities Program: FY18-FY20 Programming by Operator



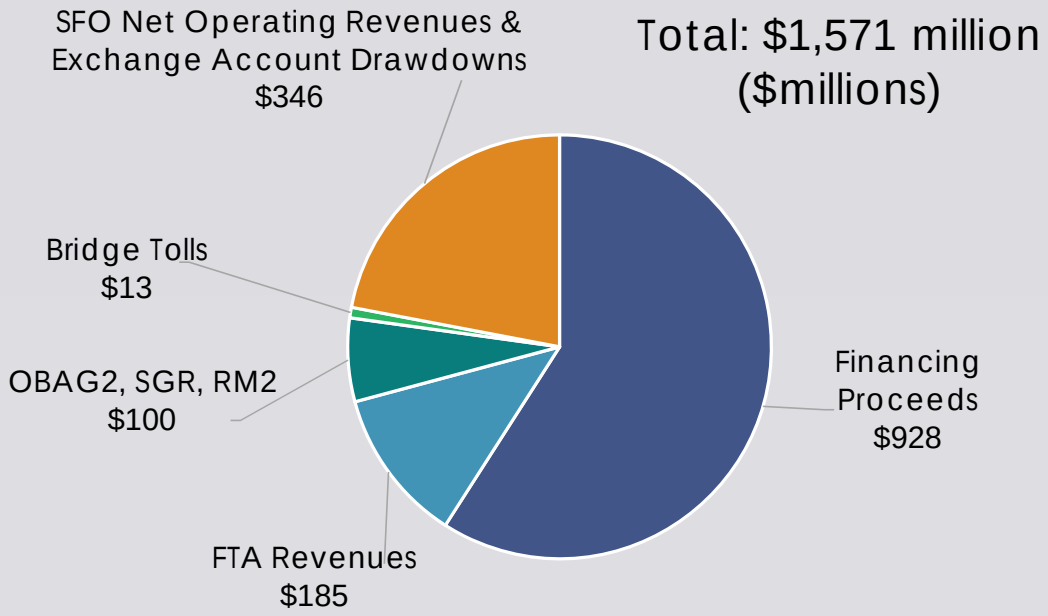
Total: $3,042 million
($millions)

Transit Capital Priorities Program: Major Projects

- Region is committed to major investments in state of good repair and capacity expansion:
  - $1.6 billion for BART railcar procurement project (part of $1.9 billion regional commitment)
  - $270 million for SFMTA bus and trolleybus replacements and overhauls
  - $239 million for Caltrain railcar replacement project (balance of $315 million regional commitment)
  - $73 million for AC Transit fleet replacement
  - $55 million for Clipper® upgrades
  - $53 million for WETA ferry vessel replacements and overhauls

Transit Capital Priorities Program: BART Railcar Procurement

- Largest single project in program
- Funding for 850 cars – 669 replacement + 181 expansion
- Proposed program meets 89% of regional commitment (not including debt service)
- Procurement under contract; prototype/test cars delivered
- FY18-FY20 years see peak cash flow needs

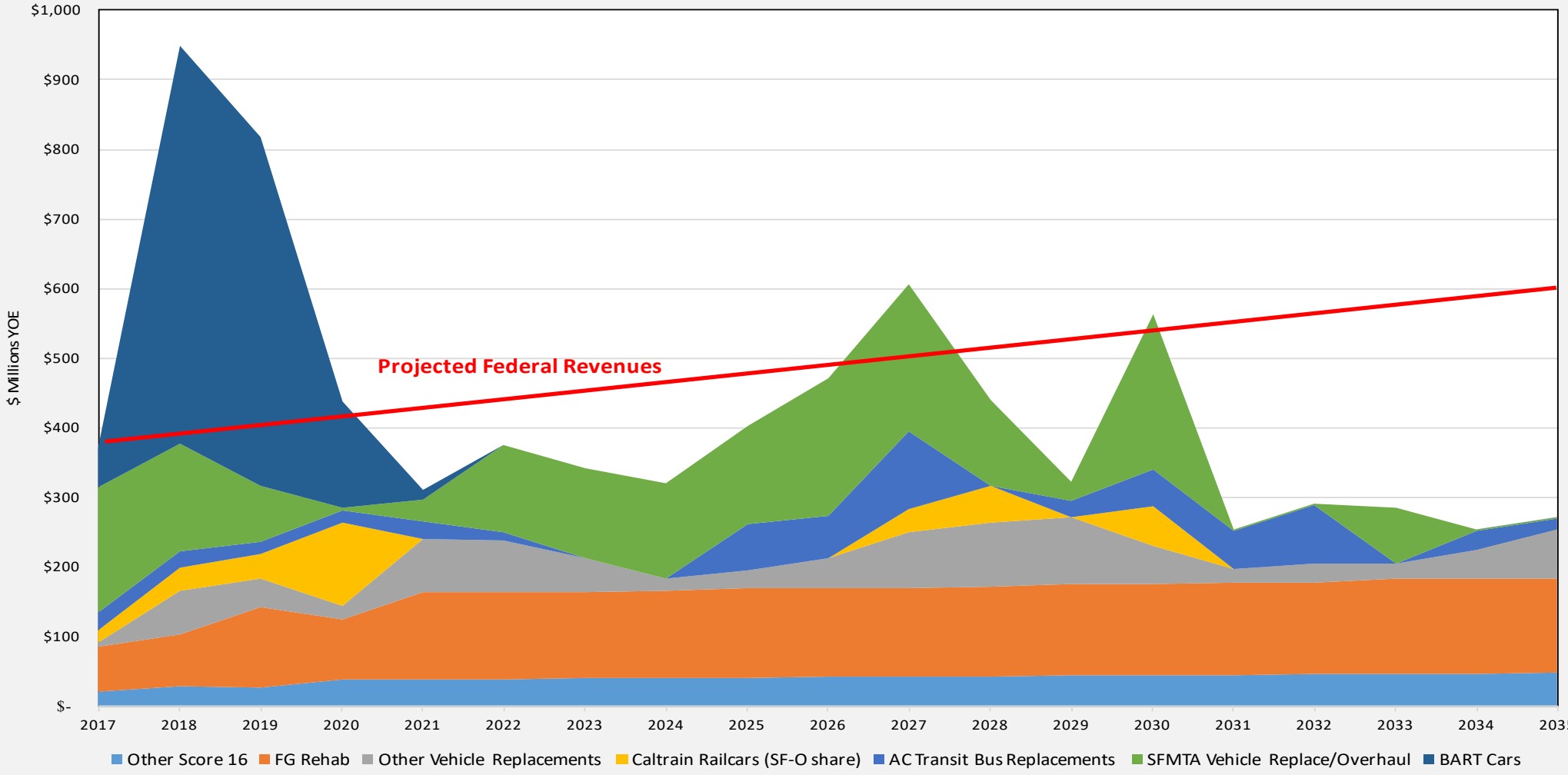


Transit Capital Priorities Program: Overview of Proposed Financing

- Approximately $1.1 billion for 2 major projects:
  - BART Railcar Procurement - $918 million
  - Caltrain Railcar Replacement - $130 million
- Anticipated in 2013 when Commission adopted Core Capacity Challenge Grant Program
- Advances major projects to
  - Improve state of good repair
  - Expand capacity
- Helps resolve near-term shortfall
  - Program needs balance to projected revenues over long term
  - Short-term shortfall covered by advancing future funds

Financing Need ($millions)	
Total Available Funding	$ 2,010
Total Project Needs	($ 3,042)
Funds not Programmed (due to eligibility constraints)	($ 17)
Financing Need	**$ 1,048**

Financing Addresses Mismatch Between Timing of Transit Capital Needs and Revenues - Before Financing



Includes only federally funded share of project costs. San Francisco-Oakland, Concord and Antioch urbanized areas only.

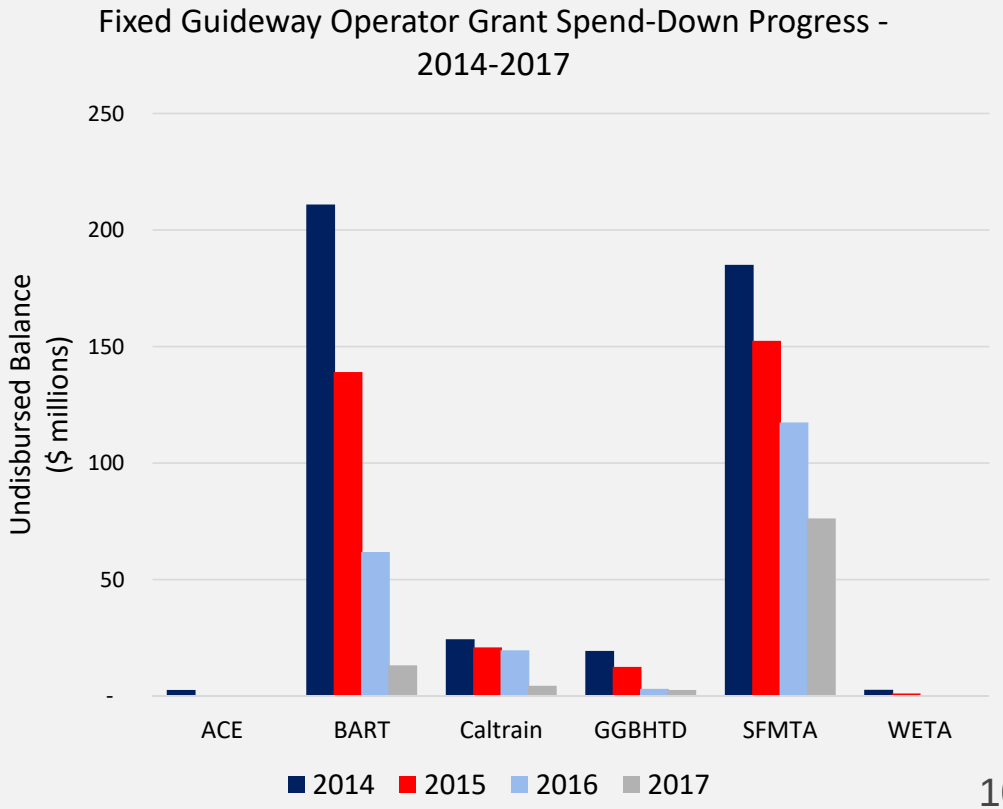
Transit Capital Priorities Program: Program Issues – Prior-Year Grant Balances

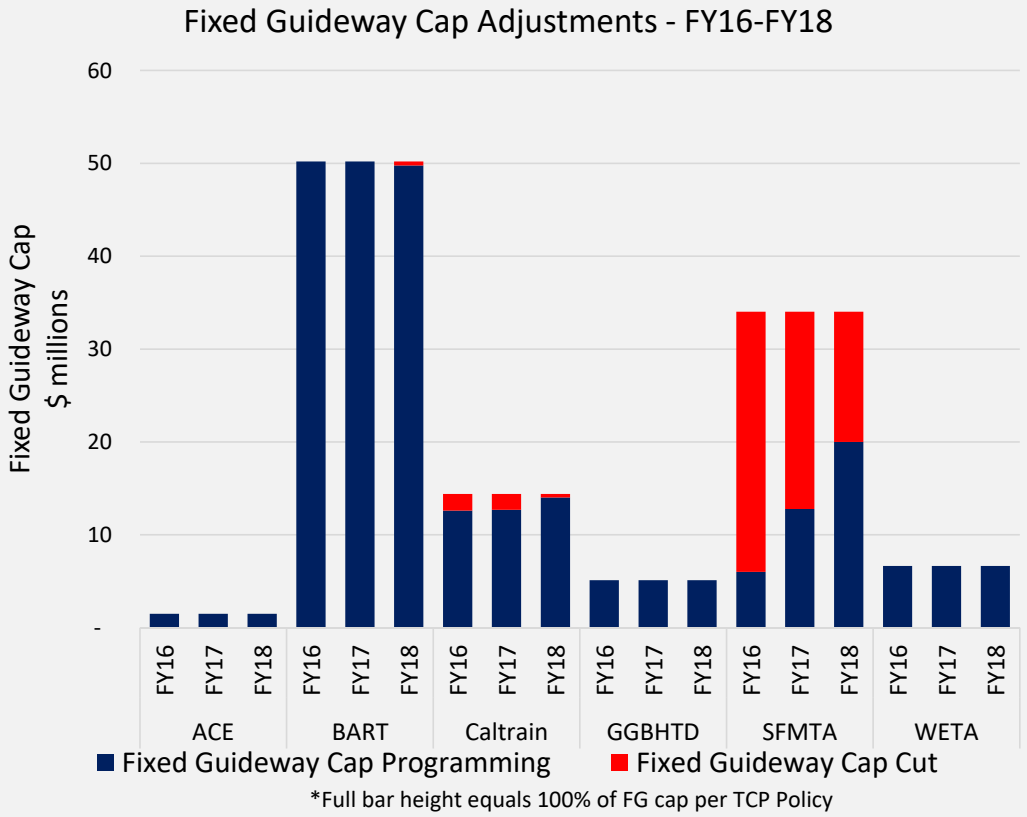
- TCP policy conditions programming on expenditure of prior year grants for infrastructure rehab

Operator	FY17 Grant Disbursement Targets vs. Actual Disbursements ($M)		Met or Exceeded Target
	Targets	Disbursements	
ACE	$ -	$ -	X
BART	$ 62	$ 49	
Caltrain	$ 20	$ 15	
GGBHTD	$ 3	$ 0	
SFMTA	$ 116	$ 39	
WETA	$ -	$ -	X
Total	$ 200	$ 104	

- New programming in FY2018 reduced for operators that missed their target
- Programs for FY2019 to FY2020 may be revised pending results from FY2018
- Proposed revision to TCP Policy for setting future targets: 3 years to spend down grants vs. 2 years in current policy

Transit Capital Priorities Program: Program Issues – Prior-Year Grant Balances





Transit Capital Priorities Program: Program Issues, continued

- Caltrain
  - Railcar Replacement Project: $239 million over 3 years; balance of $315 million regional commitment
  - Not FTA Section 5337-eligible; other sources insufficient
  - Financing to fill gap
- VTA Fixed Guideway Cap Waiver
  - VTA requested waiver of FG cap to program additional $47 million for FG projects
  - Commission approved waiver in March 2017 for FG cap to fund VTA requests above cap amounts
  - Conditioned on staff assessment of VTA capacity to meet future capital needs; due end of 2017

Transit Capital Priorities Program: Program Issues, continued

- Core Capacity Challenge Grant Program
  - $165 million in bridge tolls originally dedicated to BART Railcar Procurement Project
  - $152 million proposed to be reprogrammed to SFMTA and replaced with proceeds of financing
  - Allocation of reprogrammed bridge tolls to SFMTA on hold until financing for BART railcars in place
  - Staff will return to Commission with revisions to Core Capacity Program in the coming months
- SFMTA LRV Replacement
  - Under contract with Siemens to replace existing fleet (151 cars) and expand (64 cars)
  - First cars eligible for replacement in FY2022
  - SFMTA exploring options to expedite replacement, including getting a waiver from FTA
  - May need some funding for replacements in FY2018-FY2020 program ($700-$900M total project cost over multiple years)
  - Staff will return to Commission with revisions to TCP Program should SFMTA move forward with this strategy

Transit Capital Priorities Program: Recommendations & Next Steps

- **Recommendation:** Refer MTC Resolutions to the Commission for approval
  - **4169**, Revised – BATA Project Savings Program & Allocations
  - **4242**, Revised – Transit Capital Priorities Process & Criteria
  - **4262 & 4263**, Revised – FY2016-17 through FY2019-20 AB 664 Program & Allocations
  - **4272**, Revised – FY2016-17 through FY2019-20 TCP Program
  - **4313** – FY2017-18 Caltrans Transit State of Good Repair Allocation
  - **4202** – OBAG 2 Transit Capital Funds (Resolution is included in agenda item 5a with all revisions)
- Staff will return to Commission to:
  - Amend projects in to TIP – January/February 2018
  - Seek approval of financing terms, agreements, etc
  - Revise Core Capacity Challenge Grant Program (Resolution 4123, Revised) and BART Car Phase 1 Agreement (Resolution 4126, Revised)

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects
Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of $84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate $24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program $23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

This resolution was revised on March 22, 2017 to program and allocate $5,248,522 in BATA Project Savings funds to AC Transit and program $23,040,236 and allocate $4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

This resolution was revised on December 20, 2017 program and allocate $20,167,986 in BATA Project Savings funds to AC Transit and program $83,921,695 and allocate $8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, and December 13, 2017.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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

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

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA's Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC's Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	60,985,343	a. SFMTA is required to provide $57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase. b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available. c. If C&T funds are secured for the expansion LRVs, the $61 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment. d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the $61 million of BATA project savings for SFMTA's LRV replacement project with local funds. e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects. MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.
Total FY2014-15 Programming:		**60,985,343**	

FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel (		
	Purchase 10 double-decker diesel buses		
	Total AC Transit Programming	*24,922,916*	
Total FY2015-16 Programming:		**24,922,916**	

FY2016-17 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 19 60-ft Artic Urban buses		
	Total AC Transit Programming	*5,248,522*	
SFMTA Projects			This programming action is conditioned on Commission approval and execution of final terms of financing, allowing for approximately $8 million of BATA project savings to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, $8 million would be reprogrammed
	Replacement of 60' Trolley Coaches		
	Total SFMTA Programming	*12,967,639*	
Total FY2016-17 Programming:		**18,216,161**	

FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase (59) 40-ft Urban Buses - Diesel		
	Total AC Transit Programming	*16,560,759*	
SFMTA Projects			This programming action is conditioned on Commission approval and execution of final terms of financing, allowing for approximately $75 million of BATA project savings to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, $75 million would be reprogrammed back to BART.
	Replacement of 40-ft Trolley Coaches		
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	Total SFMTA Programming	*79,638,569*	
Total FY2017-18 Programming:		**96,199,328**	

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (24) 60-ft Urban Buses - Hybrid		
	Total AC Transit Programming	*2,321,181*	
SFMTA Projects			
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	Total SFMTA Programming	*2,452,440*	
Total FY2018-19 Programming:		**4,773,621**	

FY2019-20 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (27) 40-ft Urban Buses - Hybrid		
	Total AC Transit Programming	*1,286,046*	
SFMTA Projects			
	Muni Rail Replacment		
	40-ft Motor Coach Midlife Overhaul		
	Total SFMTA Programming	*1,830,686*	
Total FY2019-20 Programming:		**3,116,732**	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 01/27/16-C
03/22/17-C
12/20/17-C

Attachment B
Resolution No. 4169
Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
	Total Allocations:		**56,338,405**		

Notes:

1 Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 12/21/16-C
12/20/17-C

ABSTRACT

Resolution No. 4242, Revised

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

This resolution was revised on December 21, 2016 to add double-decker buses and low-floor cut-away vehicles to the vehicle list, correct errors to the ADA set-aside percentages, clarify the process for setting zero emission bus prices and implementing the Transit Asset Management Rule, and adjust the program development schedule.

This resolution was revised on December 20, 2017 to make changes to the time period for the second cycle of the grant spend-down policy.

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheets dated July 13, 2016, December 14, 2016, and December 13, 2017.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4242

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2016-17 through FY2019-20, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to the Federal Transit Administration (FTA), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California on July 27, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 12/21/16-C
12/20/17-C

San Francisco Bay Area Transit Capital Priorities Process Criteria for FY2016-17 through FY2019-20

For Development of the FY2016-17 through FY2019-20
Transit Capital Priorities and Transit Performance Initiative Project Lists

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Table of Contents

I. BACKGROUND 3

II. GOALS AND OBJECTIVES 4

III. FTA FORMULA FUNDS 5

A. TCP Application Process 5

B. Project Eligibility 8

C. Programming Policies 28

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM .. 42

APPENDIX 1 – BOARD RESOLUTION 44

APPENDIX 2 – OPINION OF COUNSEL 47

I. BACKGROUND

The Transit Capital Priorities (TCP) Process and Criteria applies to the programming of:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

The FY2016-17 through FY2019-20 TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland, San Jose, Concord, Santa Rosa, and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY2016 through FY2020. The Act maintains the same FTA formula programs as the previous authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act includes few modifications to FTA programs or policies. These modifications have been included in the TCP Criteria as appropriate.

As of the date of the adoption of the TCP Process and Criteria, FTA has not yet issued revised guidance for the implementation of the its programs that reflects changes to the programs made by the FAST Act. MTC and the Partnership will revisit and recommend updates to the policy if required to conform to future FTA rules and guidance.

In December 2013, MTC adopted Resolution No. 4123 for the Transit Core Capacity Challenge Grant Program (CCCGP), which establishes a policy commitment of approximately $7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 37 of Attachment A to this resolution.

II. GOALS AND OBJECTIVES

The goal of the TCP Process and Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area, the region's current long-range Regional Transportation Plan (RTP), and Plan Bay Area 2040, the updated RTP currently under development. The TCP Process and Criteria also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP Process and Criteria are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP Process and Criteria score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with FTA-required Transit Asset Management (TAM) plans. All projects not identified as candidates for the TCP Program are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP Program of Projects ("TCP Program") will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

III. FTA FORMULA FUNDS

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing the TCP Process and Criteria, the TCP POP, and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major policy revisions and programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP Program and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal
For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval
MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2016-17 through FY2019-20 programming should be submitted by January 11, 2017, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel
Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337, 5339, and/or STP/CMAQ programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Appendix 2.

Screening projects
MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a

project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects
MTC staff will only score those projects that have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source
Projects passing screening and scoring criteria will be considered for programming in the TCP Program in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project fund sources will be assigned by MTC staff and will be based on project eligibility and the results of the Multi-County Agreement model.

FTA Public Involvement Process and the TIP
FTA Public Involvement Process: To receive an FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a four-year programming document, listing federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to the Transit Capital Priorities Program
Each year after FTA releases apportionments for its formula funding programs, the preliminary TCP Program for the year will be revised if necessary to fit within the available revenues. The annual program revisions and corresponding amendment to the TIP is referred to as the Program of Projects (POP) Amendment, and finalizes the program for the year.

As part of the POP amendment, project sponsors may also request discretionary amendments to the preliminary program that conform to the TCP Process and Criteria

programming policies. Discretionary amendments may be allowed only in certain circumstances. The following general principles govern changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.
- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Following the POP Amendment for the FY2017-18 program, the program for the final two years, FY2018-19 and FY2019-20, will be reopened and project sponsors will be able to make revisions to the preliminary program that conform to TCP Process and Criteria programming policies in advance of the POP amendment for FY2018-19.

Funding Shortfalls
If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain project costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, before making reductions to programming. As a final option for closing any shortfalls, staff may institute an across-the-board reduction in programming, proportionally allocated within each affected urbanized area.

Project Review
Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period
The TCP Criteria will be used to develop a program of projects for FY2016-17 through FY2019-20 FTA Formula Funds. The number of years covered by each TCP policy update

is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. With the passage of the FAST Act, MTC is able to develop a four-year policy program to support multi-year capital planning. While the FAST Act is a five-year authorization (FY2016 through FY2020), the TCP Program will cover four years, as the first year of FAST was programmed under the previous TCP Program.

TCP Policy and Program Development Schedule
To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2016-17 through FY2019-20 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	March 2016	June 2016
TCP Policy to PAC/Commission	July, 2016	
Call for projects	late July, 2016	September, 2016
Draft Preliminary TCP Program Summary to TFWG	November, 2016	
Draft Preliminary TCP Program to TFWG	December, 2016	
Final Preliminary TCP Program to TFWG	January, 2017	
Preliminary TCP Program to PAC/Commission	February, 2017	
Preliminary TCP Program TIP amendment to PAC/Commission	February, 2017	

B. Project Eligibility

Federal Requirements and Eligibility

Federal and State Legislation
Projects selected will conform to the requirements of the FAST Act, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the FAST Act, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

Intelligent Transportation Systems (ITS) Architecture Policy
Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its.

1% Security Policy

Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) includes additional certification requirement by designated recipients at the urbanized area level. As the designated recipient, MTC will review the grant applications for each appropriations year for compliance and certification to FTA. The security programming may not apply to all eligible operators in a UA, depending on need for security projects. Refer to the applicable FTA circulars for additional information.

Program Eligibility

Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by the FAST Act. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued by FTA, the region will consider conforming amendments to the TCP Process and Criteria.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

(A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;

(B) rehabilitating a bus;

(C) remanufacturing a bus;

(D) overhauling rail rolling stock;

(E) preventive maintenance;

(F) leasing equipment or a facility for use in public transportation

(G) a joint development improvement that meet specified requirements

(H) the introduction of new technology, through innovative and improved products, into public transportation;

(I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;

(J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project

(K) mobility management; and

(L) associated capital maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

(A) rolling stock;

(B) track;

(C) line equipment and structures;

(D) signals and communications;

(E) power equipment and substations;

(F) passenger stations and terminals;

(G) security equipment and systems;

(H) maintenance facilities and equipment;

(I) operational support equipment, including computer hardware and software; and

(J) development and implementation of a transit asset management plan.

The term 'fixed guideway' means a public transportation facility:

(A) using and occupying a separate right-of-way for the exclusive use of public transportation;

(B) using rail;

(C) using a fixed catenary system;

(D) for a passenger ferry system; or

(E) for a bus rapid transit system.

The term 'high intensity motorbus' means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339): Capital projects—

(1) to replace, rehabilitate, and purchase buses and related equipment; and

(2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, Marin County Transit District, SFMTA, SamTrans, Union City Transit, Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

(i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.

(ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with an updated agreement that took effect in FY2014 (58% Santa Rosa City Bus and 42% Sonoma County).

(iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital needs in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

(iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement and any agreements negotiated between the Board and MTC.

(v) MTC staff will review the Comprehensive Agreement between the Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit District (BART) in connection with the proposed Santa Clara County BART Extension and any related agreements (Comprehensive Agreement) with VTA and BART staff, and will recommend to the Commission how to incorporate these understandings into the TCP policy elements of the Comprehensive Agreement pertaining to urbanized area eligibility and programming for replacement and rehabilitation of capital assets associated with Santa Clara County BART extensions.

Eligibility for New Operators

New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2015 services and intends to file a report for 2016 to be eligible for FY 2016-17 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria

A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP Program's project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with TAM plans required by the final TAM rule.

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.

- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van[1]	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar[2]	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Locomotive	25 years
(or an additional 20 years for locomotives rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for ferries rehabilitated with TCP funding)	
Lightweight/Aluminum Hull Ferries[3]	25 years
Used Vehicles[4]	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Overhead Contact System/3rd Rail	Varies by type of OCS/3rd rail
Facility	Varies by facility and component replaced

Notes:

1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
2) *Includes Caltrain and ACE commuter rail and BART urban rail cars.*
3) *Lightweight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.*
4) *Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).*

Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal

maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Deferred Replacement (Bus Replacement beyond Minimum Useful Life)

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

> Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).
>
> Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a $600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be 2/12 x $600,000 = $100,000. Under Option 1, the operator would receive $100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive $50,000, which could be programmed for any eligible project. The region would retain the other $50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed $20 million for buses or $30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate, for all funding programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway (FG) operator in Table 3. The total amount of the caps is $120 million (3% escalation) based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap.

When developing the proposed TCP programs for FY2016-17 through FY2019-20, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Additionally, in an attempt to better align FG needs and FG cap programming, in the call for projects for this program, operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year (i.e. as long as the total requested for FG projects over the four-year program does not exceed the annual cap times four). When developing the program, staff will attempt to program FG caps as requested. However, in order to balance needs across operators within each UA, programming may be adjusted to match available funds and project needs.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE	All Eligible FG Categories	$1,490,000
BART	All Eligible FG Categories	50,211,000
Caltrain	All Eligible FG Categories	14,393,000
GGBHTD	All Eligible FG Categories	5,108,000
SFMTA	All Eligible FG Categories	34,026,000
VTA	All Eligible FG Categories	8,529,000
WETA	All Eligible FG Categories	6,642,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation

- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the operator's cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed $5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Exceptions to this cap include those projects included in the CCCGP. Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed $3.75 million.

Vanpool Support Program programming cannot exceed the amount of apportionments per UA generated by vanpool reporting to the NTD.

As part of the development of the program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Tables 4 through 7. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

The pricelist is based on a survey of prices paid by operators in the Bay Area, and was initially developed for the FY2014-15 program. Since FY2014-15, the prices have been escalated using the Producer Price Index (PPI) for buses. This escalation rate is noted in the tables. After FY2017-18, the pricelists for FY2018-19 and FY2019-20 may be revised using more current PPI data and other information.

Operators have indicated interest in procuring double-decker buses and low-floor cut-away vehicles in the program. However, there is little history to use for developing pricelist amounts. Therefore, the projected prices for these types of vehicles will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator. Additionally, the Transit Finance Working Group members shall have an opportunity to review and comment on the proposed prices and programming for these vehicles when the TFWG reviews the proposed program.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between $10,000 and $14,000 whereas the price of radios varies from $1,000 to $5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

Compensation for Cost Effective Bus Purchases
Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

> Option 1* Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).
>
> Option 2* Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

> *If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

Zero-Emission Buses
With zero-emission buses (ZEBs) just starting to be commercially available, there is little history to use for developing pricelist amounts, and while increasing sales of ZEBs is expected to lead to lower prices, the rate of price decline is difficult to predict.

Therefore, the projected prices for ZEBs will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator.

The programmed amount for ZEBs will be 82% of the projected price (or negotiated price), except as noted below. If an operator requests funds for ZEBs through the TCP Process and Criteria, the operator will agree to make a good faith effort to obtain other non-TCP funds, such as FTA Lo-No funds, FTA Section 5339 Discretionary Program funds, CARB Heavy Duty Zero Emission Pilot Project funds, California Energy Commission funds, county sales tax funds, or other local funds for at least the difference between the projected price for ZEBs and the TCP Process and Criteria pricelist price for a comparable diesel-electric hybrid bus. If the operator is successful in securing non-TCP funds, the TCP request for ZEBs will be reduced by the amount of non-TCP funds secured. Additionally, the Transit Finance Working Group members shall have an opportunity to review and comment on the proposed prices and programming for these vehicles when the TFWG reviews the proposed program.

Table 4: Regional Bus-Van Pricelist, FY2016-17

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$52,000	$42,640	$9,360	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$89,000	$72,980	$16,020	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$109,000	$89,380	$19,620	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$123,000	$100,860	$22,140	82%	18%
Cut-Away/Van, 7-Year, Gas	$123,000	$100,860	$22,140	82%	18%
Cut-Away/Van, 7-Year, Diesel	$152,000	$124,640	$27,360	82%	18%
Cut-Away/Van, 7-Year, CNG	$172,000	$141,040	$30,960	82%	18%
Transit Bus 30' Diesel	$478,000	$391,960	$86,040	82%	18%
Transit Bus 30' CNG	$529,000	$433,780	$95,220	82%	18%
Transit Bus 30' Hybrid	$735,000	$602,700	$132,300	82%	18%
Transit Bus 35' Diesel	$493,000	$404,260	$88,740	82%	18%
Transit Bus 35' CNG	$544,000	$446,080	$97,920	82%	18%
Transit Bus 35' Hybrid	$735,000	$602,700	$132,300	82%	18%
Transit Bus 40' Diesel	$537,000	$440,340	$96,660	82%	18%
Transit Bus 40' CNG	$621,000	$509,220	$111,780	82%	18%
Transit Bus 40' Hybrid	$780,000	$639,600	$140,400	82%	18%
Over the Road 45' Diesel	$625,000	$512,500	$112,500	82%	18%
Articulated 60' Diesel	$872,000	$715,040	$156,960	82%	18%
Articulated 60' Hybrid	$1,068,000	$875,760	$192,240	82%	18%

Notes:
Prices escalated 1.23% annually over FY2015-16, rounded to the nearest $1,000.
For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).
For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 5: Regional Bus-Van Pricelist, FY2017-18

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$53,000	$43,460	$9,540	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$90,000	$73,800	$16,200	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$110,000	$90,200	$19,800	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$125,000	$102,500	$22,500	82%	18%
Cut-Away/Van, 7-Year, Gas	$125,000	$102,500	$22,500	82%	18%
Cut-Away/Van, 7-Year, Diesel	$154,000	$126,280	$27,720	82%	18%
Cut-Away/Van, 7-Year, CNG	$174,000	$142,680	$31,320	82%	18%
Transit Bus 30' Diesel	$484,000	$396,880	$87,120	82%	18%
Transit Bus 30' CNG	$536,000	$439,520	$96,480	82%	18%
Transit Bus 30' Hybrid	$744,000	$610,080	$133,920	82%	18%
Transit Bus 35' Diesel	$499,000	$409,180	$89,820	82%	18%
Transit Bus 35' CNG	$551,000	$451,820	$99,180	82%	18%
Transit Bus 35' Hybrid	$744,000	$610,080	$133,920	82%	18%
Transit Bus 40' Diesel	$544,000	$446,080	$97,920	82%	18%
Transit Bus 40' CNG	$629,000	$515,780	$113,220	82%	18%
Transit Bus 40' Hybrid	$790,000	$647,800	$142,200	82%	18%
Over the Road 45' Diesel	$633,000	$519,060	$113,940	82%	18%
Articulated 60' Diesel	$883,000	$724,060	$158,940	82%	18%
Articulated 60' Hybrid	$1,081,000	$886,420	$194,580	82%	18%

Notes:
Prices escalated 1.23% annually over FY2016-17 prices, rounded to the nearest $1,000.
For buses with dual-side doors, add $50,000 to Total ($40,000 Federal, $10,000 Local).
For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 6: Regional Bus-Van Pricelist, FY2018-19

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 54,000	$ 44,280	$ 9,720	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 91,000	$ 74,620	$ 16,380	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 111,000	$ 91,020	$ 19,980	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 156,000	$ 127,920	$ 28,080	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 176,000	$ 144,320	$ 31,680	82%	18%
Transit Bus 30' Diesel	$ 490,000	$ 401,800	$ 88,200	82%	18%
Transit Bus 30' CNG	$ 543,000	$ 445,260	$ 97,740	82%	18%
Transit Bus 30' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 35' Diesel	$ 505,000	$ 414,100	$ 90,900	82%	18%
Transit Bus 35' CNG	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 35' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 40' Diesel	$ 551,000	$ 451,820	$ 99,180	82%	18%
Transit Bus 40' CNG	$ 637,000	$ 522,340	$ 114,660	82%	18%
Transit Bus 40' Hybrid	$ 800,000	$ 656,000	$ 144,000	82%	18%
Over-the-Road 45' Diesel	$ 641,000	$ 525,620	$ 115,380	82%	18%
Articulated 60' Diesel	$ 894,000	$ 733,080	$ 160,920	82%	18%
Articulated 60' Hybrid	$ 1,094,000	$ 897,080	$ 196,920	82%	18%

Notes:

Prices escalated 1.23% annually over FY2017-18 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 7: Regional Bus-Van Pricelist, FY2019-20

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 55,000	$ 45,100	$ 9,900	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 92,000	$ 75,440	$ 16,560	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 112,000	$ 91,840	$ 20,160	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 158,000	$ 129,560	$ 28,440	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 178,000	$ 145,960	$ 32,040	82%	18%
Transit Bus 30' Diesel	$ 496,000	$ 406,720	$ 89,280	82%	18%
Transit Bus 30' CNG	$ 550,000	$ 451,000	$ 99,000	82%	18%
Transit Bus 30' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 35' Diesel	$ 511,000	$ 419,020	$ 91,980	82%	18%
Transit Bus 35' CNG	$ 565,000	$ 463,300	$ 101,700	82%	18%
Transit Bus 35' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 40' Diesel	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 40' CNG	$ 645,000	$ 528,900	$ 116,100	82%	18%
Transit Bus 40' Hybrid	$ 810,000	$ 664,200	$ 145,800	82%	18%
Over-the-Road 45' Diesel	$ 649,000	$ 532,180	$ 116,820	82%	18%
Articulated 60' Diesel	$ 905,000	$ 742,100	$ 162,900	82%	18%
Articulated 60' Hybrid	$ 1,107,000	$ 907,740	$ 199,260	82%	18%

Notes:

Prices escalated 1.23% annually over FY2018-19 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Project Definition and Scoring

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 8.

Table 8. Project Scores

Project Category/Description	Project Score
Debt Service	**17**
Debt service – repayment of financing issued against future FTA revenues. Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP or CCCGP programs of projects will be treated as score 17.	
Revenue Vehicle Replacement	**16**
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5' size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	**16**
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for locomotives, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Core Capacity Challenge Grant Program Projects	**16**
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
Used Vehicle Replacement	**16**
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive $5/12^{th}$ of the allowable programming for the project).	
Fixed Guideway Replacement / Rehabilitation	**16**
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	

Ferry Propulsion Systems	**16**
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	**16**
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	**16**
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	**16**
Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.	
Non-Clipper® Fare Collection/Fareboxes	**16**
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	**16**
Clipper® - replacement of Clipper® fare collection equipment and systems.	
Bus Diesel Emission Reduction Devices	**16**
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service for at least five (5) years following year programming in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced within five (5) years of programming, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	
Vanpool Support Program	**16**
Turnkey vanpool services contracted by MTC. This program will have eligibility beginning FY2019-20, and is subject to funding cap at levels no greater than the projected apportionments generated by vanpool reporting in the urbanized area.	
Safety	**15**
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.	

ADA/Non Vehicle Access Improvement	**14**
ADA - capital projects needed for ADA *compliance*. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	**13**
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over $10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	**12**
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	**11**
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	**10**
Tools and Equipment - maintenance tools and equipment, generally with a unit value below $10,000.	
Administrative Computer Systems and Office Equipment	**9**
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
Preventive Maintenance	**9**
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	
Operational Improvements/Enhancements	**8**
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	**8**
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	**8**
Expansion - any project needed to support expanded service levels.	

C. Programming Policies

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high-scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high-scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in paragraph (b) below. Eligible programming revenues are net of the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

a) *Regional Priority Programming Model*: The 2000 Census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model,* as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 Census boundary changes. The 2010 Census did not result in any major changes to the region's urbanized areas.

   The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

   i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)

   ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)

   iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.

   iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.

   v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

b) *Multi-County Agreements*: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the

acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

c) *10% ADA Paratransit Service Set-Aside*: The FAST Act caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

The formula for distributing the 10% ADA operating set-aside among the eligible operators in each UA is based on the following factors:

(i) Annual Demand Response (DR) Operating Expenses (40%),
(ii) Annual Demand Response (DR) Ridership (40%), and
(iii) Annual Overall Ridership (20%).

Table 7 shows the percentages by operator and urbanized area for FY 2016-17 and FY2017-18 (Data Source: NTD, Year: 2014). The table will be used for the preliminary program for FY2018-19 and FY2019-20, and will be revised based on updated NTD data after FY2017-18.

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

New Formula – ADA Set-Aside Percentages by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	29.24%							
ACE	0.10%		1.8%					
BART	12.44%		32.6%	13.3%				
Caltrain	0.28%	3.7%						
CCCTA			56.8%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD[4]	1.33%							
LAVTA			8.8%			100.0%		
Marin County Transit[4]	5.32%							
Napa VINE					17.9%			
Petaluma Transit								77.9%
SamTrans	13.45%							
SFMTA	34.81%							
SolTrans					82.1%			
Sonoma Cty Transit	Not Applicable							22.1%
SR City Bus	Not Applicable							
Tri-Delta				86.7%				
Union City	1.02%							
Vacaville	Not Applicable							
VTA		96.3%					100.0%	
WestCAT	1.96%							
WETA	0.06%							
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Notes:

1) Updated with 2014 NTD reporting

2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.

2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)

3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.

4) GGBHTD share split with Marin County Transit per agreement between the two operators. 20/80 split.

5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

An operator may use its share of the FTA Section 5307 set-aside for other Score 16 projects if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly-funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any Score 16 project(s), including those projects funded under FG caps. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations are apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

   The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

   - The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
   - In the FY2016-17 through FY2019-20 Section 5307 programs, funds will be set aside for the Lifeline program based on an analysis of the amount of apportionments in each UA that is apportioned by the low-income formula;
   - Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately $2 million of TCP funds will be set aside before developing the preliminary programs for FY2016-17 through FY2019-20. The reserve will be set aside from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program

from the reserve will be reviewed with the Transit Finance Working Group. Any Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes
FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility
In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements
The FAST act eliminated the requirement that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). However, designated recipients must still submit an annual report listing projects carried out in the preceding year with these funds as part of the Federal fiscal year's final quarterly progress report in TrAMS. The report should include the following elements:

(A) Grantee name;
(B) UZA name and number;
(C) FTA project number;
(D) Associated transit improvement category;

(E) Brief description of improvement and progress towards project implementation;

(F) activity line item code from the approved budget; and

(G) Amount awarded by FTA for the project. The list of associated transit improvement categories and activity line item (ALI) codes may be found in the table of Scope and ALI codes in TrAMS. To assist MTC staff in preparing this report, grantees should continue to identify associated transit improvement projects that will receive funding from the Urbanized Area Formula Program.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.

b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.

c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.

ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.

iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.

iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately $14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices or

their components may need to be replaced periodically. New upgraded devices also provide greater NO_x reduction benefits than the original devices.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NO_x reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements:
    - Devices or components must be installed on buses that are scheduled to remain in service for at least five (5) years from year of programming. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).
- Requests to procure spare devices or components up to 10% of the operators' current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NO_x reduction and the local contribution for PM reduction.
- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves
The TCP Program may reserve funds for future programming for major vehicle replacement/procurement projects (e.g. BART, SFMTA, Caltrain). The programming of such reserves will be based on the cash-flow needs of the projects and available revenue streams.

Grant Spend-down Policy

This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 9 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended. If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.

Fixed guideway programming for FY2016-17 will be based on an analysis of grant spending in September of 2016. The preliminary program for FY2017-18 through FY2019-20 will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

Table 9: FY2016-17 to FY2019-20 Program Grant Spend-Down Policy

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2015-16	Undisbursed balance of FG grants awarded FY2011-12 or earlier, as of 9/ 2014	1/3 of balance	9/2014 to 9/2015
FY2016-17		½ of remaining balance, as of 9/2015	9/2015 to 9/2016
FY2017-18		Remaining balance, as of 9/2016	9/2016 to 9/2017
FY2018-19	Undisbursed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	1/3 of balance	9/2017 to 9/2018
FY2019-20		½ of remaining balance, as of 9/2018	9/2018 to 9/2019
FY2020-21		Remaining balance, as of 9/2019	9/2019 to 9/2020

Joint Procurements

In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The "Compensation for Cost Effective Bus Purchases" that was introduced into the TCP Policy with the prior update will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

Transit Asset Management

FTA issued a final rule related to transit asset management and NTD reporting for transit providers in July, 2016; the effective date of the rule is October 1, 2016. The rule establishes a National Transit Asset Management (TAM) System in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21). The National TAM System elements include the definition of "state of good repair", a requirement that providers develop and carry out a TAM plan, performance measures and targets for capital assets, reporting requirements, and the application of analytical processes and decision support tools.

Implementation Timeline & Rule Compliance

TAM Plans

A provider's initial TAM plan must be completed **no later than two years after the effective date of the final rule i.e. by September 2018**. A TAM Plan must cover a horizon period of at least four (4) years and must be updated at least once every four years. The Plan update should coincide with the planning cycle for the relevant Transportation Improvement Program or Statewide Transportation Improvement Program.

<u>TAM Plan Requirements</u>

TAM Plan Requirements apply to all direct recipients and sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used for providing public transportation. The TAM Plan requirements also vary based on whether the provider is a Tier 1, or Tier 2 provider:

- Tier 1 Providers – All rail transit providers and all recipients that own, operate or manage 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode. Tier 1 providers must develop TAM plans including elements 1 – 9 listed below.

- Tier 2 Providers – A recipient that owns, operates, or manages 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed

route modes or in any one non-fixed route mode, or is a sub-recipient under the 5311 Rural Area Formula Program. Tier 2 operators may develop their own TAM plan or participate in a group TAM plan and need only include elements 1 – 4 as listed below. A sponsor must develop a group TAM plan for its Tier 2 sub-recipients, except those sub-recipients that are also direct recipients under 49 U.S.C. 5307.

TAM Plan Elements

i. An inventory of the number and type of capital assets owned by the provider except equipment with an acquisition value under $50,000 that is not a service vehicle. The inventory must include third-party owned or jointly procured exclusive-use maintenance facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects.
ii. A condition assessment of those inventoried assets for which a provider has direct capital responsibility.
iii. A description of the analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.
iv. A provider's project-based prioritization of investments
v. A provider's TAM and SGR policy
vi. A provider's TAM plan implementation strategy
vii. A description of key TAM activities that a provider intends to engage in over the TAM plan horizon period
viii. A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan; and
ix. An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices to ensure continuous improvement of TAM practices

MTC is proposing that the region take a coordinated approach in complying with the rule, in order to maximize the potential for region-wide benefits, including, but not limited to, the development of a group plan for Tier 2 operators.

Performance Targets

Additionally, recipients need to report on the condition of their system and performance targets. The final rule establishes SGR standards and four SGR performance measures. Targets for the following fiscal year must be set, for each applicable asset class, within **three months of the effective date of the final rule (January 1, 2017) and each subsequent year thereafter.** To the extent practicable, a provider must coordinate with the States and MPOs in the selection of State and MPO

performance targets. In addition, MTC will need to set regional performance targets for transit asset condition.

The individual operator targets will also serve as the basis of the regional performance targets. To facilitate the translation of operator to regional performance targets, MTC is proposing some parameters for operators to follow in the setting of their agency TAM targets, including:

- Consistency with Plan Bay Area and Transit Capital Priorities (TCP) Policies – With a goal of establishing a nexus between performance targets and MTC's programming and planning policies, transit operator performance targets should be as consistent as possible with Plan Bay Area investments and current programming policies.
- Limited/Consistent Asset Classes – Since targets are required to be set for each relevant asset class, MTC is proposing to limit or consolidate the number of motor bus asset classes that have associated targets to be consistent with the bus/van price list used in the TCP process and guidance from the FTA on target-setting by asset class for facilities. Without some standardization of asset classes, the variations of asset classes among operators would result in an unwieldy number of targets.

MTC, as a designated recipient, is required to report to the Department of Transportation on the condition of its recipients' public transportation systems and performance targets. Therefore, all operators are required to report their targets to MTC prior to the end of each calendar year.

Transit Core Capacity Challenge Grant Program: Resolution No. 4123
The Transit Core Capacity Challenge Grant program (CCCGP) makes a policy commitment of approximately $7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

The $7.4 billion Core Capacity Challenge Grant program:

* Focuses on the SFMTA, BART, and AC Transit – the three transit operators that carry 80% of the region's passengers as well as more than three-quarters of the minority and low-income passengers.
* Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
* Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
* Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap. Programming for CCCGP projects is based on cash flow needs, funding availability, and other policy elements.

In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region's annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 17.

Financing
MTC staff, working with financial and legal advisors, and transit operator staff through the Partnership's Transit Finance Working Group, has been developing plans to finance one or more transit capital projects by borrowing against future Federal Transit Administration (FTA) formula funds. The projects would be funded all or in part with proceeds of the financing, rather than annual FTA apportionments programmed through the Transit Capital Priorities (TCP) program. A portion of the region's apportionments would be used to make debt service payments. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the next four-year TCP programming cycle, when needs are projected to exceed annual apportionments.

The need for financing was anticipated when MTC adopted the Core Capacity Challenge Grant Program (Resolution 4123) in 2013, which established a $7.5 billion, 16-year funding framework for a set of key projects designed to increase capacity and improve the state of good repair of transit service in the urban core of the region, including fleet replacement and expansion for BART, SFMTA and AC Transit, and related infrastructure projects. The Core Capacity funding plan includes $3.5 billion in FTA and other federal funds, of which a portion would be advanced through financing to accelerate completion of the projects.

The specific terms of any financing would be subject to agreements between the operator and MTC, MTC, the operator, and FTA, and MTC and bondholders. Debt service, including principal and interest payments, will have the highest priority among programming needs and will receive a Score 17 in developing the program. Debt service will be paid from apportionments in the same urbanized area(s) in which the operator

whose project(s) are being financed is eligible. It is expected that any debt would be repaid over a 10-15 year period.

Vanpool Reporting & Programming

Vanpool service providers under contract to MTC will report vanpool miles and other data to NTD starting in NTD Reporting Year 2018 (i.e., starting with vanpool services provided from July 2017 through June 2018). As part of the development of the TCP program, starting with the FY2019-20 program, staff will present to TFWG an analysis of the projected amount of 5307 apportionments generated in each urbanized area by vanpool mileage reporting (5307 apportionments are based on NTD data from two years earlier, i.e., data reported to NTD in Reporting Year 2018 will be used to calculate apportionments for FY20). Staff will propose to include in the TCP program, starting with the FY2019-20 program, 5307 funds for the Vanpool Support Program.

The amount proposed for programming from each urbanized area will not exceed the projected apportionments generated by vanpool reporting in the urbanized area. Any apportionments that are generated by vanpool reporting but are not programmed for the Vanpool Support Program will be available for programming to transit operator projects following the TCP programming guidelines. Staff anticipates submitting its own 5307 grants to FTA to request funds programmed for the Vanpool Support Program, but may elect to ask one or more transit operators to request the funds on MTC's behalf, and enter into a pass-through agreement with MTC.

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM

The Commission's Cycle 2 / One Bay Area Grant Program (OBAG 1) Program Project Selection Criteria and Programming Policy for FY2012-13 through FY 2016-17, MTC Resolution No. 4035, Revised, included $201 million in STP/CMAQ funding for transit capital needs, including Clipper® Fare Collection Media, Transit Capital Rehabilitation, and the Transit Performance Initiative (TPI) Program. Specific projects are included in Attachment B-1 to MTC Resolution No. 4035, Revised.

The Commission's One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy for FY2017-18 through FY 2021-22, MTC Resolution No. 4202, Revised, includes $189 million in STP/CMAQ funding for transit priorities, including BART car replacement and expansion, replacement of Clipper equipment and development of Clipper 2.0, and the TPI Program. Specific projects will be included in Attachment B-1 to MTC Resolution No. 4202, Revised.

This section specifies the programming policies for OBAG 1 and OBAG 2 funds for TPI and TCP projects.

Transit Performance Initiative
Under OBAG 1, this program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Under OBAG 1 (FY2012-13 through FY2016-17), a total of $82 million has been made available for this program.

The incentive program provided financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, $15 million was distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, $15 million was available annually based on a formula distribution factoring in ridership increase, passenger per hour increase, and ridership. The incentive program is proposed to be discontinued after FY2015-16, as OBAG 2 funding is proposed to be focused on transit capital needs and as the incentive program was generally found to not be as effective as was hoped in incentivizing productivity improvements.

Transit Capital Priorities
OBAG 1 and OBAG 2 funds that are not programmed for Transit Performance Initiative projects are programmed for transit capital replacement and rehabilitation projects to supplement the FTA funds in the Transit Capital Priorities program. STP/CMAQ funds for

TCP projects from OBAG 1 were programmed in the TCP programs for FY2012-13 through FY2015-16. STP/CMAQ funds for TCP projects from OBAG 2 will be programmed in the TCP program for FY2016-17 through FY2019-20. OBAG 2 funds for TCP projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds, with priority given to Score 16 projects that meet the eligibility criteria for STP or CMAQ, and that cannot be fully funded with FTA funds within the program's fiscal constraints.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support
FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Fixing America's Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to FAST, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2016-17 through FY2019-20 FTA Formula Program or STP funds, for the following project(s):
(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds (18-50% for FTA Formula Program funds, depending on project type, and 11.47% for STP funds); and
2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and

3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of ($request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at ($ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and

5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED*, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

BE IT FURTHER RESOLVED*, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP**.**

*** Not required if opinion of counsel is provided instead.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel
FTA Section 5307, 5337, 5339 and STP Project Application

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Fixing America's Surface Transportation federal transportation authorization (FAST, Public Law 114-94) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C
12/20/17-C

ABSTRACT

Resolution No. 4262, Revised

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

The following attachments are provided with this resolution:

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

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

Attachment A of this resolution was revised on July 26, 2017 to program the remainder of the FY2016-17 AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachments B through D of this resolution were revised on December 20, 2017 to program AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 through FY2019-20 consistent with the Transit Capital Priorities Program and commitments of the Core Capacity

Challenge Grant Program, and to reprogram FY2013-14 funds for AC Transit, SFMTA, and WestCAT that had lapsed due to unforeseen project delays.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017, April 12, 2017, July 12, 2017, and December 13, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4262

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 12/20/17-C

Attachment B
Resolution No. 4262

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2017-18 Program				
			East Bay	**West Bay**
	Revenue		**17,556,072**	**24,288,000**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		**1,692,629**	**1,007,472**
	Total Funds Available		**19,248,701**	**25,295,472**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
AC Transit Non-Core Capacity Projects				
AC Transit	CAD/AVL	§ 5307/§ 5337 FG		
AC Transit	Radio Communication System	§ 5307/§ 5309 FG		
AC Transit	Paratransit Van Leasing	§ 5307/§ 5309 FG		
AC Transit	(51) Diesel Particulate Filters for 30' Buses	§ 5309/37 FG		
AC Transit	Replace (28) 2000 40' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Replace (40) 2002 40' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Replace (27) 2003 60' Urban Buses	§ 5307/§ 5309/37 FG		
AC Transit	Fare Box Replacement	§ 5307/§ 5309/37 FG		
	Subtotal - Non-Core Capacity Projects (1)		*1,648,072*	-
AC Transit Core Capacity Projects				
AC Transit	Purchase (59) 40ft Urban Buses - Diesel	§ 5307		
AC Transit	Purchase (10) Double Decker Buses	§ 5307		
	Subtotal - Core Capacity projects		*4,999,473*	-
	Total Amount Programmed to AC Transit (1)		**6,647,545**	**-**
BART	Railcar Procurement Program	§ 5307/§ 5337		
	Total Amount Programmed to BART		**12,556,599**	**-**

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2017-18 Program				
			East Bay	**West Bay**
SFMTA Non-Core Capacity Projects				
SFMTA	45 40' NABI Replacement	§ 5307/§ 5339 FG		
SFMTA	35 22' Paratransit vans	§ 5307 FG		
SFMTA	58 40' Neoplan Bus Replacement	§ 5307 FG		
SFMTA	26 60' Neoplan Bus Replacement	§ 5307 FG		
SFMTA	60 60' New Flyer Trolley Bus Replacement	§ 5307 FG		
SFMTA	ITS Radio System Replacement	§ 5307/§ 5337 FG		
SFMTA	Muni Rail Replacement	§ 5337 FG		
SFMTA	Cable Car Renovation Program	§ 5337 FG		
SFMTA	Accessible Light Rail Stops	§ 5309 FG		
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subv	§ 5307 FG		
SFMTA	Automatic Fare Collection Equip	§ 5307/§ 5309 FG		
SFMTA	Central Control & Communication (C3)	§ 5307/§ 5309 FG		
SFMTA	Escalator Rehabilitation	§ 5307/§ 5309 FG		
SFMTA	Historic Vehicle Renovation	§ 5307/§ 5309 FG		
SFMTA	Misc. Security Expenditures	§ 5307 FG		
SFMTA	Overhead Lines Rehab	§ 5309 FG		
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	§ 5307/§ 5309 FG		
SFMTA	Signal Rehab on 2nd Street	§ 5307 FG		
	Subtotal - Non-Core Capacity Projects (3)		-	*855,722*
SFMTA Core Capacity Projects				
SFMTA	Replacement of 40' Trolley Coaches	§ 5307/§ 5337		
SFMTA	Replacement of 60' Motor Coaches	§ 5307		
	Subtotal - Core Capacity projects (2)		-	*24,288,000*
	Total Amount Programmed to SFMTA (2,3)		**-**	**25,143,722**

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2017-18 Program				
			East Bay	**West Bay**
SamTrans	Capital Maintenance-Fuel	§ 5307		
SamTrans	Advanced Communication System Upgrades	§ 5307		
SamTrans	Replacement of 19 2007 Cutaway Buses	§ 5307		
	Total Amount Programmed to SamTrans (4)		**-**	**151,750**
Westcat	Revenue Vehicle Replacement	§ 5307 FG		
Westcat	Service Vehicle Replacement	§ 5307 FG		
Westcat	Replacement of 2 35' suburban diesel transit buses	§ 5307 FG		
Westcat	Replacement of 2 35' suburban diesel transit buses	§ 5307 FG		
	Total Amount Programmed to WestCAT (5)		**44,557**	**-**
		Fund Balance	**-**	**-**

Notes:

1 Includes AC Transit reallocation of lapsed FY2013-14 funds $1,648,072
2 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of $69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART,
3 Includes SFMTA reallocation of lapsed FY2013-14 funds $855,722
4 Includes SamTrans reallocation of lapsed FY2013-14 funds $151,750
5 Includes WestCAT reallocation of lapsed FY2013-14 funds $44,557

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2018-19 Program				
			East Bay	**West Bay**
	Revenue Projections		**700,734**	**1,250,000**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		**700,734**	**1,250,000**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
AC Transit Core Capacity Projects				
AC Transit	Replace (24) 60-ft Articulated Urban Buses - Hybrid	§ 5307		
	Subtotal - Core Capacity projects		*700,734*	*-*
	Total Amount Programmed to AC Transit		**700,734**	**-**
SFMTA Core Capacity Projects				
SFMTA	Replace 35 Paratransit Cutaway Vans	§ 5307		
	Subtotal - Core Capacity projects		*-*	*1,250,000*
	Total Amount Programmed to SFMTA		**-**	**1,250,000**
		Fund Balance	**-**	**-**

Date: March 22, 2017
W.I.: 1514
Referred by: PAC
Revised: 12/20/17-C

Attachment D
Resolution No. 4262

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2019-20 Program				
			East Bay	**West Bay**
	Revenue Projections		**388,240**	**29,255,174**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		**388,240**	**29,255,174**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
AC Transit Core Capacity Projects				
AC Transit	Replace (27) 40-ft Urban Buses - Hybrid	§ 5307		
	Subtotal - Core Capacity projects		*388,240*	-
	Total Amount Programmed to AC Transit		**388,240**	**-**
SFMTA	Cable Car Vehicle Renovation Program	§ 5307/§ 5337		
SFMTA	Muni Rail Replacement	§ 5307/§ 5337		
SFMTA	Overhead Line Rehabilitation	§ 5307/§ 5337		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	§ 5307/§ 5337		
SFMTA	Cable Car Infrastructure	§ 5307/§ 5337		
SFMTA	Wayside Fare Collection	§ 5307/§ 5337		
SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	§ 5307/§ 5337		
	Total Amount Programmed to SFMTA (1)		**-**	**29,255,174**
		Fund Balance	**-**	**-**

Notes:

1 Resolution 4123 programs AB664 bridge tolls to SFMTA for fleet replacement projects as part of the Core Capacity Challenge Grant Program. Because fleet replacements were funded in earlier years from FTA formula funds due to project timing, bridge tolls in FY20 are programmed to other Score 16 SFMTA projects. These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of $69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including $28,672,165 in FY20.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C
07/26/17-C
12/20/17-C

ABSTRACT

Resolution No. 4263, Revised

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

The following attachments are provided with this resolution:

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

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

Attachment A of this resolution was revised on July 26, 2017 to allocate the remainder of the FY2016-17 AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachment B of this resolution was revised on December 20, 2017 to allocate AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 consistent with the Transit Capital Priorities Program and commitments of the Core Capacity Challenge Grant Program, and to

reallocate FY2013-14 funds for AC Transit, SFMTA, SamTrans, and WestCAT that had lapsed due to unforeseen project delays.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, April 12, 2017, July 12, 2017, and December 13, 2017.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C

Attachment B
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2017-18 Program

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
18-4263-01/585(	AC Transit[1]	Capital projects programmed in MTC Resolution No. 4262	6,647,545		12/20/2017
18-4263-02/585(	BART	Capital projects programmed in MTC Resolution No. 4262	12,556,599		12/20/2017
18-4263-03/585(	SFMTA[2]	Capital projects programmed in MTC Resolution No. 4262		2,585,902	12/20/2017
18-4263-04/585(	SamTrans[3]	Capital projects programmed in MTC Resolution No. 4262		151,750	12/20/2017
18-4263-05/585(	WestCAT[4]	Capital projects programmed in MTC Resolution No. 4262	44,557		12/20/2017
					Grand Total
		Total Allocations	$ 19,248,701	$ 2,737,652	$ 21,986,353

Notes:

1 Includes AC Transit reallocation of lapsed FY2013-14 funds $1,648,072
2 Includes SFMTA reallocation of lapsed FY2013-14 funds $855,722
3 Includes SamTrans reallocation of lapsed FY2013-14 funds $151,750
4 Includes WestCAT reallocation of lapsed FY2013-14 funds $44,557

Date: March 22, 2017
W.I.: 1512
Referred By: PAC
Revised: 07/26/17-C
12/20/17-C

ABSTRACT

Resolution No. 4272, Revised

This resolution approves the FY2016-17 through FY2019-20 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs and initially only programs funds in the first year – FY2016-17. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4262 and Resolution No. 4169, Revised, respectively, for FY2016-17 through FY2019-20 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2016-17 through FY2019-20 Transit Capital Priorities program at a future date.

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

Attachment A – FY2016-17 Program of Projects
Attachment B – FY2017-18 Program of Projects
Attachment C – FY2018-19 Program of Projects
Attachment D – FY2019-20 Program of Projects
Attachment E – FY2016-17 through FY2019-20 Programming Notes

Attachment A of this resolution was revised on July 26, 2017 to make revisions to the Transit Capital Priorities (TCP) program of projects for FY2016-17 as requested by operators and to reconcile the program to expected final FTA apportionments for the same year.

Attachments A through E of this resolution were revised on December 20, 2017 to program the remainder of FY2017-18 through FY2019-20 TCP programming and make revisions to two projects in the FY2016-17 program of projects as requested by operators.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, July 12, 2017, and December 13, 2017.

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4272

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4242; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A-D, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2016-17 through FY2019-20 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-D; and, be it further

RESOLVED, that this resolution supersedes and replaces MTC Resolution 4219, previously approved and adopting a program of projects for the FY2016-17 and FY2017-18 Transit Capital Priorities program; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-E as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such 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 March 22, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 07/26/17-C
12/20/17-C

Attachment A
Resolution No. 4272

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
		Final Apportionments	**216,350,798**	**200,398,884**	**12,319,127**
		Previous Year Carryover	**4,422,587**	**17,174,630**	**577,473**
		Funds Available for Programming	**220,773,385**	**217,573,514**	**12,896,600**
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	3,856,331		
NEW	ACE	ADA Set-Aside	51,578		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,415,999		
NEW	Caltrain	TVM Rehab and Clipper Functionality	175,410		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,778		
CC-030035	ECCTA	ADA Operating Assistance	541,024		
MRN130015	GGBHTD	Transit System Enhancements	175,309		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	341,904		
MRN110047	Marin Transit	ADA Paratransit Assistance	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311		
SON150007	Petaluma	ADA Set-Aside	90,300		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,773,353		
SON170003	Santa Rosa	ADA Operating Assistance	236,154		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,591,625		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	290,178		
SON110049	Sonoma County	SCT Replacement Bus Purchase	25,581		
ALA170039	Union City	ADA Set-Aside	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,433		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365		
		Total Program Set-asides and Commitments	**24,052,329**	**-**	**-**
		Funds Available for Capital Programming	**196,721,056**	**217,573,514**	**12,896,600**
Capital Projects					
NEW	AC Transit	Purchase 35 40-ft Hybrid-Electric Buses	14,472,150		
ALA170032	AC Transit	Purchase 19 60-ft Articulated Urban Buses	4,587,713		1,336,665
ALA170029	AC Transit	PM Swap - Replace 9 40' Urban Buses - Battery	3,003,000		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,168,994		
ALA170030	AC Transit	Preventive Maintenance (deferred comp)	780,640		
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,355,640	134,360	
NEW	ACE	Railcar Midlife Overhaul		3,080,000	
REG090037	BART	Railcar Procurement Program	364,117	6,062,179	
BRT030005	BART	Traction Power	12,777,726	4,222,274	
BRT030004	BART	Train Control	10,000,000		
BRT97100B	BART	Rail, Way, and Structures Program		17,000,000	
ALA090065	BART	Fare Collection Equipment		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	31,805,399		
SM-170005	Caltrain	South San Francisco Station Rehabilitation		16,207,600	
SM-03006B	Caltrain	Systemwide Track Rehabilition		4,693,408	
REG090051	Caltrain	Revenue Vehicle Rehab Program		5,000,000	
SM-050041	Caltrain	Communications System/Signal Rehabilition		1,200,000	
CC-070092	ECCTA	Transit Bus Replacements	2,043,440		
SOL010006	Fairfield	Operating Assistance	2,493,081		
SOL110041	Fairfield	Bus Replacement			269,387
MRN050025	GGBHTD	Facilities Rehabilitation	4,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors		3,000,000	
MRN170009	GGBHTD	Replacing 6 Paratransit 22' Gas Cut-away Vehicles			557,202
MRN170003	Marin Transit	Replace 3 Paratransit Vehicle	218,940		
MRN170004	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280		
NAP970010	Napa VINE	Operating Assistance	2,084,334		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	15,278		164,747
SON170004	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100		
SON170005	Petaluma	Transit Yard & Facilities Improvements	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	5,295,178		4,713,328
SF-170004	SFMTA	Replacement of 40' Trolley Coaches		95,660,612	

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
SF-170005	SFMTA	Replacement of 60' Trolley Coaches		28,100,579	
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	1,824,023		366,316
SOL070032	SolTrans	Preventive Maintenance	837,984		
NEW	SolTrans	Technology Enhancements	320,000		
SOL170003	SolTrans	Facilities & Amenities Improvements	240,000		
SON030005	Sonoma County	Preventive Maintenance	1,337,521		
SON150013	Sonoma County	SCT Replacement Bus Purchase	430,080		180,009
ALA170014	Union City	Replace 6 2009 Paratransit Cut-away vehicles	846,240		
ALA170015	Union City	Replace 1 2003 Paratransit Vehicle	141,040		
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	17,107,280		2,892,720
SCL170005	VTA	Paratransit Vehicle Procurement	2,893,751		
SCL170011	VTA	Replace Rail Crossing Control Equipment		4,368,000	
SCL050002	VTA	Rail Replacement Program		4,334,405	
SCL050049	VTA	Rail Substation Rehab/Replacement		2,644,841	
SCL170006	VTA	Replace Fault Monitoring System on LRVs		2,255,200	
SCL170010	VTA	Guadalupe Train Wash Replacement		1,448,000	
SCL110099	VTA	Light Rail Bridge & Structure SGR		1,440,000	
SCL170008	VTA	Vasona Pedestrian Back Gates		1,207,559	
SCL150005	VTA	Train-to-Wayside Communications System Upgrade		1,084,600	
SCL170007	VTA	Pedestrian Swing Gates Replacement		704,000	
SCL170009	VTA	Chaboya Yard Well Removal		196,000	
NEW	WestCAT	Replacement of 2 40' Revenue Vehicles	882,320		
NEW	WestCAT	Purchase of 2 Fast Fare Electronic Fareboxes	28,498		
		Total Capital Projects	**192,107,285**	**210,254,617**	**10,480,374**
		Total Programmed	**216,159,614**	**210,254,617**	**10,480,374**
		Fund Balance	**4,613,771**	**7,318,897**	**2,416,226**

Date: 3/22/2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C

Attachment B
Resolution No. 4272
Page 1 of 1

FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
		Estimated Apportionments	**219,316,869**	**203,859,832**	**12,577,829**
		Previous Year Carryover	**4,613,771**	**7,318,897**	**2,416,226**
		Funds Available for Programming	**223,930,640**	**211,178,729**	**14,994,055**
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,437,064		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	3,935,175		
NEW	ACE	ADA Set-Aside	52,633		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,465,395		
REG090051	Caltrain	ADA Set-Aside - For Rev. Veh. Rehab	37,332		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,232,472		
MRN130015	GGBHTD	Transit System Enhancements	178,839		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	348,688		
MRN110047	MCTD	ADA Paratransit Assistance	715,573		
NAP030004	Napa Vine	ADA Operating Assistance	64,494		
SON150007	Petaluma	ADA Set-Aside	92,025		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,809,609		
SON170003	Santa Rosa	ADA Operating Assistance	240,982		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,685,502		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	295,598		
SON110049	Sonoma County	SCT Replacement Bus Purchase	26,070		
CC-030035	ECCTA	ADA Operating Assistance	552,085		
ALA170039	Union City	ADA Set-Aside	137,005		
SCL050046	VTA	ADA Operating Set-Aside	3,830,990		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	263,648		
REG090057	WETA	Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & Intintoli	7,929		
		Total Program Set-asides and Commitments	**24,409,106**	**-**	**-**
		Funds Available for Capital Programming	**199,521,534**	**211,178,729**	**14,994,055**
Capital Projects					
NEW	AC Transit	Purchase (10) Double Decker Buses	4,582,729		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,449,739		
NEW	AC Transit	Purchase (59) 40ft Urban Buses - Diesel			5,820,689
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,381,496	108,504	
NEW	ACE	Railcar Midlife Overhaul		3,080,000	
REG090037	BART	Railcar Procurement Program	22,229,682	4,383,674	
BRT97100B	BART	Rail,Way, and Structures Program		17,000,000	
BRT030005	BART	Traction Power		17,000,000	
BRT030004	BART	Train Control		9,563,082	
ALA090065	BART	Fare Collection Equipment		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	8,891,375		
SM-03006B	Caltrain	Systemwide Track Rehabilitation		12,893,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.		819,309	
SM050040	Caltrain	ADA Set-Aside - For Rev. Veh. Rehab		141,664	
NEW	CCCTA	Replace 42 22' Gasoline 7-Year Paratransit Vans	2,681,525		1,623,475
NEW	CCCTA	Replace 3 Gasoline 7-Year Paratransit Minivans	130,380		
CC-070092	ECCTA	Clipper II Digital Communication Equipment	142,748		851,494
SOL010006	Fairfield	Operating Assistance	2,540,565		
SOL110041	Fairfield	Bus Replacement			275,044
NEW	GGBHTD	Replace 67 Fixed Rte 40' Buses	47,477,988		979,092
MRN150014	GGBHTD	Ferry Major Components Rehab - MS Marin		2,000,000	
MRN150015	GGBHTD	Ferry Propulsion: MS Marin		2,000,000	
NEW	MCTD	Replace Four (4) Rural Cutaway Vehicles	505,120		
NEW	MCTD	Vehicle Replacement- one Shuttle	102,500		
NAP970010	Napa Vine	Operating Assistance	1,539,260		
NAP090008	Napa Vine	Replacement and upgrades to equipment	16,307		168,207
NEW	Petaluma	Purchase (1) Replacement Fixed Route Bus	185,867		
NEW	Petaluma	Purchase (2) Replacement Paratransit Vans	147,600		
SON170005	Petaluma	Transit Yard and Facility Improvements	45,800		
NEW	Petaluma	Purchase Service Vehicle	28,000		
NEW	Petaluma	AVL Equipment	19,200		
SON090023	Santa Rosa	Operating Assistance	1,614,870		
SON090024	Santa Rosa	Preventive Maintenance	532,965		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	30,089,305		

FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program

TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-150005	SFMTA	Replacement of 40' Motor Coaches	21,085,890		
SF-170004	SFMTA	Replacement of 40' Trolley Coaches		58,663,634	
SF-970170	SFMTA	Muni Rail Replacement		10,002,337	
SF-99T005	SFMTA	Rehab Historic Streetcars		7,000,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		4,500,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		3,750,000	
SF-150007	SFMTA	Farebox Replacement		2,060,800	
SF 99T002	SFMTA	Cable Car Infrastructure		1,250,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program		1,018,464	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements		250,000	
SF-030013	SFMTA	Wayside Fare Collection		250,000	
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	2,000,000		374,009
SOL070032	SolTrans	Preventive Maintenance	800,000		
SOL110040	SolTrans	Operating Assistance	288,841		
SON030005	Sonoma County	Preventive Maintenance	1,280,000		
SON150013	Sonoma County	Replacement Bus Purchase	346,523		173,569
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	17,046,533		2,953,467
SCL170005	VTA	Paratransit Fleet Program	1,301,449		
SCL050002	VTA	Rail Replacement Program		11,088,000	
SCL110104	VTA	Light Rail Track Crossovers and Switches		7,914,090	
NEW	VTA	SCADA Control Center System Replacement		3,015,200	
SCL170007	VTA	Pedestrian Swing Gates		2,720,000	
SCL150008	VTA	VTA Track Intrusion Abatement		1,600,000	
NEW	VTA	Light Rail Roadway Protection System		1,551,200	
NEW	VTA	SCADA Middleware Repalcement		1,150,400	
SCL170008	VTA	Vasona Pedestrian Back Gates		1,112,441	
SCL090044	VTA	OCS Rehabilitation Program		1,000,000	
SCL050001	VTA	Standard and Small Bus Replacement			
SF-110053	WETA	Richmond Ferry Service	14,868,858		
REG090057	WETA	Ferry Mid-Life Refurbishment - Solano, Taurus, Mare Island, & Intintoli		11,928,071	
REG090054	WETA	Ferry Channel Dredging		2,480,000	
		Total Capital Projects	**186,243,115**	**209,504,869**	**13,219,046**
		Total Programmed	**210,652,222**	**209,504,869**	**13,219,046**
		Fund Balance	**13,278,418**	**1,673,860**	**1,775,009**

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 12/20/17-C

Attachment C
Resolution No. 4272

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
		Estimated Apportionments	**223,841,571**	**207,370,277**	**12,844,479**
		Previous Year Carryover	**13,278,418**	**1,673,860**	**1,775,009**
		Funds Available for Programming	**237,119,989**	**209,044,137**	**14,619,488**
MTC Debt Service					
NEW	MTC	Debt Service	2,820,000	19,050,000	
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,508,001		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	4,016,392		
NEW	ACE	ADA Set-Aside	53,719		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	807,883		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,257,908		
MRN130015	GGBHTD	ADA Set-Aside	182,585		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	355,883		
MRN110047	MCTD	ADA Paratransit Assistance	730,341		
NAP030004	Napa Vine	ADA Operating Assistance	65,824		
SON150007	Petaluma	ADA Set-Aside	93,924		
SON170003	Santa Rosa	ADA Operating Assistance	245,955		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,846,957		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,782,205		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	301,696		
SON110049	Sonoma County	Replacement Bus Purchase	26,608		
CC-030035	ECCTA	ADA Operating Assistance	563,479		
ALA170039	Union City	ADA Set-Aside	139,832		
SCL050046	VTA	ADA Operating Set-Aside	3,910,055		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	269,089		
		Total Program Set-asides and Commitments	**25,978,339**	**19,050,000**	**-**
		Funds Available for Capital Programming	**211,141,651**	**189,994,137**	**14,619,488**
Capital Projects					
NEW	AC Transit	Replace (24) 60ft Artic Urban Buses - Hybrid	7,904,190	2,500,000	5,872,055
ALA990052	AC Transit	Paratransit Van Capital Costs	1,580,574		
NEW	AC Transit	Replace (10) 24ft Cut-Away Vans	637,000		
NEW	AC Transit	Replace (6) 24ft Cut-Away Vans	382,200		
NEW	ACE	Railcar Midlife Overhaul	1,409,997	1,665,609	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance		1,490,000	
REG090037	BART	Railcar Replacement Program	19,492,886	16,867,363	
ALA090065	BART	Fare Collection Equipment	6,211,000		
BRT97100B	BART	Rail,Way, and Structures Program		17,000,000	
BRT030005	BART	Traction Power		17,000,000	
BRT030004	BART	Train Control		10,000,000	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements		1,708,395	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	44,757,944		
SM-03006B	Caltrain	Systemwide Track Rehabilitation		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.		1,200,000	
SM-050040	Caltrain	Revenue Vehicle Rehab (ADA Set-Aside)		182,691	
CC-070092	ECCTA	Transit Bus Replacements (Paratransit)			439,290
SOL010006	Fairfield	Operating Assistance	2,592,978		
SOL110041	Fairfield	Bus Replacement			280,875
MRN050025	GGBHTD	Facilities Rehabiliation	8,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors		13,500,000	
MRN150015	GGBHTD	Ferry Vessel Propulsion Systems Rehab		500,000	
NEW	GGBHTD	Replace 14 Paratransit Vehicle			1,044,680
NEW	MCTD	Replace Articulated Vehicles	7,330,800		
NAP970010	Napa Vine	Operating Assistance	1,587,660		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			171,772
SM150011	SamTrans	Purchase of Replacement Minivans	619,920		
SON090023	Santa Rosa	Operating Assistance	1,095,895		
NEW	Santa Rosa	Fixed Route Bus Replacement	571,096		740,177
SON090024	Santa Rosa	Preventive Maintenance	460,616		
NEW	SFMTA	40' Motor Coach Mid-Life Overhaul	35,662,338		
NEW	SFMTA	60' Motor Coach Mid-Life Overhaul	19,392,931		
SF-150007	SFMTA	Farebox Replacement	336,000		
SF-970170	SFMTA	Muni Rail Replacement		12,226,000	

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
SF-970170	SFMTA	Overhead Line Rehabilitation		10,000,000	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		8,300,000	
SF-99T005	SFMTA	Rehab Historic Streetcars		8,000,000	
SF 99T002	SFMTA	Cable Car Infrastructure		2,000,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program		1,042,907	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements		500,000	
SF-150006	SFMTA	Replacement of 60' Motor Coaches			-
SOL110040	SolTrans	Operating Assistance	2,152,564		
SOL070032	SolTrans	Preventive Maintenance	1,000,000		
SOL090034	SolTrans	Bus Purchase Alternative Fuel			381,937
SON030005	Sonoma County	Preventive Maintenance	1,280,000		
SON150013	Sonoma County	Replacement Bus Purchase	438,786		182,413
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	VTA	Standard & Small Bus Replacement	15,882,771	1,101,148	3,016,081
SCL110104	VTA	Light Rail Track Crossovers and Switches		16,252,644	
SCL090044	VTA	OCS Rehabilitation Program		5,460,000	
SCL 050002	VTA	Rail Replacement Program		4,328,000	
NEW	WestCAT	Replacement of (9) 40ft Revenue Vehicles	4,171,886		
NEW	WestCAT	Replace (2) Minivans	255,840		
NEW	WestCAT	Purchase of (9) Fast Fare Electronic Fareboxes	128,241		
NEW	WestCAT	Purchase of (2) Radio systems for (2) Cut Away Vans	1,600		
SF-110053	WETA	Ferry Vessel Replacement - Bay Breeze		15,306,920	
REG090057	WETA	Ferry Major Component Rehabilitation		7,544,000	
		Total Capital Projects	**186,827,713**	**189,868,677**	**12,129,280**
		Total Programmed	**212,806,052**	**208,918,677**	**12,129,280**
		Fund Balance	**24,313,937**	**125,460**	**2,490,208**

FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
		Estimated Apportionments	**228,462,093**	**210,941,101**	**13,116,782**
		Previous Year Carryover	**24,313,937**	**125,460**	**2,490,208**
		Funds Available for Programming	**252,776,030**	**211,066,561**	**15,606,990**
MTC Debt Service					
NEW	MTC	Debt Service	3,900,000	31,170,000	
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	4,099,329		
NEW	ACE	ADA Set-Aside	54,828		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,568,239		
SM-050040	Caltrain	ADA Set-Aside - For Rev. Veh. Rehab	38,890		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,283,884		
MRN110047	GGBHTD	ADA Set-Aside	186,356		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	363,231		
MRN110047	MCTD	ADA Paratransit Assistance	745,422		
NAP030004	Napa Vine	ADA Operating Assistance	67,183		
SON150007	Petaluma	ADA Set-Aside	95,863		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,885,096		
SON170003	Santa Rosa	ADA Operating Assistance	251,035		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,880,956		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	307,924		
SON110049	Sonoma County	SCT Replacment Bus Purchase	27,157		
CC-030035	ECCTA	ADA Operating Assistance	575,115		
ALA170039	Union City	ADA Set-Aside	142,720		
SCL050046	VTA	ADA Operating Set-Aside	3,990,795		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	274,646		
REG090057	WETA	Ferry Major Component Rehabilitation	8,260		
		Total Program Set-asides and Commitments	**29,327,367**	**31,170,000**	**-**
		Funds Available for Capital Programming	**223,448,663**	**179,896,561**	**15,606,990**
Capital Projects					
NEW	AC Transit	Replace (27) 40ft Urban Buses - Hybrid	7,464,518		6,935,646
ALA990052	AC Transit	Paratransit Van Capital Costs	1,523,374		
ALA170049	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,439,102	330,898	
NEW	ACE	Railcar Midlife Overhaul		2,800,000	
REG090037	BART	Railcar Replacement Program	72,840,313	48,870,273	
BRT97100B	BART	Rail,Way, and Structures Program		17,000,000	
BRT030005	BART	Traction Power		17,000,000	
BRT030004	BART	Train Control		10,000,000	
ALA090065	BART	Fare Collection Equipment		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	65,696,009		
SM-03006B	Caltrain	Systemwide Track Rehabilitation		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.		1,200,000	
SM-050040	Caltrain	Revenue Vehicle Rehab (ADA Set-Aside)		147,574	
NEW	Clipper	Clipper Next Gen Fare Collection System	14,764,642		
SOL010006	Fairfield	Operating Assistance	2,646,501		
SOL110041	Fairfield	Bus Replacement			286,830
NEW	GGBHTD	Replace 6 Fixed Route 45' Buses with 7 40' Hybrids	5,183,220		
MRN050025	GGBHTD	Facilities Rehab	3,750,000		
NEW	GGBHTD	Replace 2 Paratransit Vehicles	15,880		
MRN990017	GGBHTD	Ferry Dredging		17,000,000	
MRN030010	GGBHTD	Fixed Guideway Connectors		6,060,000	
NEW	MCTD	Replace Paratransit Vehicles	1,207,040		
NEW	MCTD	Replace Nine (9) Shuttle Vehicles	952,020		
NEW	MCTD	Replace 2- 35ft diesel vehicles	697,000		
NEW	MCTD	Preventative Maintenance	70,520		
NAP970010	Napa Vine	Operating Assistance	1,620,432		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			175,415
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528		
NEW	Petaluma	Purchase (2) Replacement Paratransit Vans	23,157		127,723
SM150011	SamTrans	Replacement of Cut-away Buses	1,375,140		
SON090023	Santa Rosa	Operating Assistance	1,535,279		
SON090024	Santa Rosa	Preventive Maintenance	636,242		

FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	**Operator**	**Project Description**	**FTA Section 5307**	**FTA Section 5337**	**FTA Section 5339**
SF-970170	SFMTA	Muni Rail Replacement		4,288,000	
SOL110040	SolTrans	Operating Assistance	2,217,638		
SOL070032	SolTrans	Preventive Maintenance	1,000,000		
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)			390,035
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000		
SON150013	Sonoma County	SCT Replacment Bus Purchase	474,265		
SON150013	Sonoma County	Replacement Bus Purchase			186,280
NEW	Union City	Replacement of Heavy-Duty Transit Vehicles	1,251,960		
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	16,919,979		3,080,021
NEW	VTA	Paratransit Fleet Program	4,800,000		
NEW	VTA	1% Security Project	405,558		
NEW	VTA	Non-Revenue Vehicle Procurement	320,000		
SCL050049	VTA	Rail Substation Rehab/Replacement		11,392,000	
SCL050002	VTA	Rail Replacement Program		10,992,255	
NEW	WestCAT	Replacement of 6 40' Revenue Vehicles	2,745,360		
NEW	WestCAT	Purchase of 6 Fast Fare Electronic Fareboxes	85,494		
REG090067	WETA	Ferry Fixed Guideway Connectors		6,000,000	
REG090057	WETA	Ferry Major Component Rehabilitation		3,554,140	
		Total Capital Projects	**215,921,170**	**176,039,140**	**11,181,950**
		Total Programmed	**245,248,538**	**207,209,140**	**11,181,950**
		Fund Balance	**7,527,493**	**3,857,421**	**4,425,040**

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	FY17 Program is based on final apportionments. FY18-FY20 Program is based on estimated apportionments, and will be revised when final apportionments are issued by FTA. Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: $25,416,508 of BATA Project Savings and $7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects, proportionately, according to the CCCGP funding plan from FY2016-17 through FY2019-20. AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses ($3,003,000), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for $780,640.
3	Caltrain's FY17 FG cap reduced by $3,264,826 ($1,570,770 from FY16 and $1,694,056 from FY17) to $11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16. Programming of 5337 funds to the South San Francisco Station and Revenue Vehicle Rehab projects in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects. In July 2017, $5.2M of 5337 reprogrammed from Systemwide Track Rehab to the South San Francisco Station project to offset an equal reprogramming from the station project to track rehab in the FY15 program. Also, $5.2 million of 5337 reprogrammed from South San Francisco station project (to be replaced with San Mateo local funds) to the Revenue Vehicle Rehab project; there is no net decrease in funding to the station project from these actions.
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 ($45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	SFMTA: $12,741,300 of BATA Project Savings and $6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17 through FY2019-20. Additionally, CCCGP Funds totalling $152 million ($69,443,401 of AB 664 and $83,000,000 of BATA Project Savings) have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. Allocation of these funds will be committed upon the execution of financing. In FY17, SFMTA's FG reduced by $21,470,406 to $12,555,594 due to failure to meet grant spend-down goals in FY16.
7	WETA: $4,941,210 of FG caps voluntarily deferred in FY15 ($3,424,000) and FY16 ($1,517,210) are being restored through FY20.
8	VTA requested and was granted a waiver to program $5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.
9	GGBHTD: $23,628,000 of FG caps voluntarily deferred from FY11 through FY16 are being restored in FY19.
10	In FY20, MCTD will request less than bus list price for 2 35-ft diesel buses, and apply 1/12 of savings to a PM project.
11	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY15 to FY18 and another from FY16 to FY18. They are applying compensation to purchase a service vehicle in FY18 ($28,000). Petaluma is using compensation for deferred replacement of two paratransit vehicles from FY17 to FY20. They are applying compensation to Transit Yard Facility Project in FY20 ($90,528).
12	VTA and Caltrain are executing a local fund swap in FY18 and FY19, with VTA applying $300K of local sales tax funds on a Score 16 FG project for Caltrain and Caltrain directing $300K of FTA funds for a FG project for VTA. Caltrain's FY18 programming for Systemwide Track Rehab was reduced by $300K in the San Jose UZA, and VTA's FY19 programming for their Rail Replacement Program was increased by $300K.
13	WestCat is deferring replacement of 4 40-ft diesel buses from FY17 to FY19. They are applying compensation from deferred replacement to supplement funding for the replacement of 4 40-ft diesel buses with 4 40-ft TBD buses in FY19. The FY19 TCP program will need to be revised to specify the type of buses being procured before WestCAT includes these funds in an FTA grant.
14	WETA is exercising a fund swap, using local funds for ferry vessel replacement purchases and applying FTA funds in the same amount to Richmond Ferry Service expansion in FY18.
15	BART's FY18 FG cap reduced by $436,918 to $49,774,082 due to failure to meet grand spend-down goals in FY17.
16	Caltrain's FY18 FG cap reduced by $380,691 to $14,012,309 due to failure to meet grand spend-down goals in FY17.
17	SFMTA's FY18 FG cap reduced by $14,023,663 to $20,002,337 due to failure to meet grand spend-down goals in FY17.
18	FG Caps for FY19 to FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.

Date: December 20, 2017
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4313

This resolution adopts the allocations for the Caltrans transit State of Good Repair Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – FY2017-18 State of Good Repair Program
Attachment B – State of Good Repair Program Recipient Certifications and Assurances

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated December 13, 2017.

Date: December 20, 2017
W.I.: 1515
Referred by: PAC

RE: Caltrans Transit State of Good Repair Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4313

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

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

WHEREAS, the Plan includes a $14 billion anticipated reserve from anticipated future state and federal funding; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, the SGR Program will provide approximately $105 million annually to transit operators in California for eligible transit maintenance and capital projects; and

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

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

WHEREAS, funds allocated per Public Utilities Code § 99313 shall be allocated to projects in the region based on the local needs; and

WHEREAS, the allocation of population-based SGR Program funds to MTC in Fiscal Year 2017-18 is estimated to be $10,247,507 by the State Controller's Office as of November 3, 2017; and

WHEREAS, the State Department of Transportation (Caltrans) is responsible for administering the SGR Program; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing SGR Program funds to eligible project sponsors; and

WHEREAS, MTC has established the Core Capacity Challenge Grant Program (Core Capacity Program) to provide funding for transit capital replacement and rehabilitation needs as well as for key transit infrastructure enhancements needed to support future transit service expansion; and

WHEREAS, the Core Capacity Program targets federal, state and regional funds to high-priority transit capital projects; and

WHEREAS, staff has prepared a SGR Program population-based funding allocation request list, Attachment A, for submittal to Caltrans, said attachment attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the Fiscal Year 2017-18 SGR Program population-based funding allocation request list, attached hereto as Attachment A, and finds it consistent with the Plan; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations, guidelines, and Certifications and Assurances, attached hereto as Attachment B, for all SGR Program funded transit projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the SGR Program population-based funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that should the final Fiscal Year 2017-18 amount differ from the State Controller's Office estimate, any amount above or below the estimate will be allocated to the projects listed in Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make minor changes to Attachment A to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

FY 2017-18 State of Good Repair Program

Agency	Project(s)	FY 2017-18 State of Good Repair Population-Based Funding	Date
BART	Railcar Procurement Project	$ 10,247,507	12/20/17
TOTAL		**$ 10,247,507**	

Available amount based on State Controller's Office Letter dated 11/3/2017

State Transit Assistance State of Good Repair Program

Recipient Certifications and Assurances

Recipient: **Metropolitan Transportation Commission**

Effective Date: **December 20, 2017**

In order to receive State of Good Repair Program (SGR) funds from the California Department of Transportation (Department), recipients must agree to following terms and conditions:

A. General

(1) The recipient agrees to abide by the State of Good Repair Guidelines as may be updated from time to time.

(2) The potential recipient must submit to the Department a State of Good Repair Program Project List annually, listing all projects proposed to be funded by the SGR program. The project list should include the estimated SGR share assigned to each project along with the total estimated cost of each project..

(3) The recipient must submit a signed Authorized Agent form designating the representative who can submit documents on behalf of the recipient and a copy of the board resolution authorizing the agent.

B. Project Administration

(1) The recipient certifies that required environmental documentation will be completed prior to expending SGR funds. The recipient assures that each project approved for SGR funding comply with Public Resources Code § 21100 and § 21150.

(2) The recipient certifies that SGR funds will be used for transit purposes and SGR funded projects will be completed and remain in operation for the estimated useful lives of the assets or improvements.

(3) The recipient certifies that it has the legal, financial, and technical capacity to deliver the projects, including the safety and security aspects of each project.

(4) The recipient certifies that there is no pending litigation, dispute, or negative audit findings related to any SGR project at the time an SGR project is submitted in the annual list.

(5) Recipient agrees to notify the Department immediately if litigation is filed or disputes arise after submission of the annual project list and to notify the Department of any negative audit findings related to any project using SGR funds.

(6) The recipient must maintain satisfactory continuing control over the use of project equipment and/or facilities and will adequately maintain project equipment and/or facilities for the estimated useful life of each project.

(7) Any and all interest the recipient earns on SGR funds must be reported to the Department and may only be used on approved SGR projects or returned to the Department.

(8) The recipient must notify the Department of any proposed changes to an approved project list by submitting an amended project list.

(9) Funds will be expended in a timely manner.

C. Reporting

(1) Per Public Utilities Code § 99312.1 (e) and (f), the recipient must submit the following SGR reports:

a. Annual Expenditure Reports within six months of the close of the fiscal year (by December 31st) of each year.

b. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of SGR funds. A copy of the audit report must be submitted to the Department within six months of the close of each fiscal year in which SGR funds have been received or expended.

D. Cost Principles

(1) The recipient agrees to comply with Title 2 of the Code of Federal Regulations Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

(2) The recipient agrees, and will assure that its contractors and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition

Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items and (b) those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

(3) Any project cost for which the recipient has received payment that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, are subject to repayment by the recipient to the State of California (State). Should the recipient fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the recipient from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

(1) The recipient agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the recipient, its contractors and subcontractors connected with SGR funding shall be maintained for a minimum of three (3) years from the date of final payment and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the recipient, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the recipient's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.

(2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the recipient's contracts with third parties pursuant to Government Code § 8546.7, the recipient, its contractors and subcontractors and the Department shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits,

examinations, excerpts, and transactions, and the recipient shall furnish copies thereof if requested.

(3) The recipient, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

(1) Recipient acknowledges that if a project list is not submitted timely, the recipient forfeits its apportionment for that fiscal year.

(2) Recipients with delinquent expenditure reports may risk future eligibility for future SGR funding.

(3) Recipient acknowledges that the Department shall have the right to perform an audit and/or request detailed project information of the recipient's SGR funded projects at the Department's discretion from SGR award through 3 years after the completion and final billing of any SGR funded project.. Recipient agrees to provide any requested project information.

I certify all of these conditions will be met.

METROPOLITAN TRANSPORTATION COMMISSION

BY: _____

STEVE HEMINGER, Executive Director
Metropolitan Transportation Commission