



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Jake Mackenzie, Chair Scott Haggerty, Vice Chair

Wednesday, January 24, 2018

9:40 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:40 a.m. or immediately following the 9:35 a.m. Bay Area Infrastructure Financing Authority meeting.

1. Roll Call / Confirm Quorum

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

2. Chair's Report – Mackenzie

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director's Report – Heminger

5. Commissioner Comments

6. Consent Calendar:

6a. [18-0009](#) Minutes of the December 20, 2017 Meeting

Action: Commission Approval

Attachments: [6a Commission Meeting Minutes 12-20-2017.pdf](#)

Programming and Allocations Committee

6b. [18-0020](#) MTC Resolution 3712, Revised. Revision to Regional Measure 2 allocation condition for Sonoma-Marín Area Rail Transit (SMART) for the SMART Downtown San Rafael to Larkspur Extension.

Action: Commission Approval

Attachments: [6b PAC 2e Reso-3712 SMART.pdf](#)
[2e Reso-3712 SMART.pdf](#)

- 6c. [17-3094](#) MTC Resolution Number 4202, Revised. Revisions to the One Bay Area Grant 2 (OBAG 2) program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants and redirection of \$4.1 million within the Transportation Management System (TMS) program.

Action: Commission Approval

Attachments: [6c PAC 2c Reso-4202 OBAG2-IDEA-TMS.pdf](#)
[2c Reso-4202 OBAG2-IDEA-TMS.pdf](#)

- 6d. [17-3095](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-25.

Action: Commission Approval

Attachments: [6d PAC 2d Reso-4275 TIP Amend 2017-25.pdf](#)
[2d Reso-4275 TIP Amend 2017-25.pdf](#)

Committee Reports

7. Legislation Committee

- 7a. [17-2997](#) 2018 Final MTC / ABAG Joint Advocacy Program

Recommended state and federal legislative priorities for 2018.

Action: MTC Commission and ABAG Executive Board Approval

Attachments: [7a Legislation 8a 2018 Final Joint Advocacy Program.pdf](#)
[8a 2018 Final Joint Advocacy Program.pdf](#)

8. Planning Committee

- 8a. [17-3097](#) MTC Resolution No. 4316: Community-Based Transportation Planning (CBTP) Program Guidelines

Approval of MTC Resolution No. 4316 updates to program guidelines, first adopted per Resolution 3440 in 2002. Review of proposed distribution formula for Cycle 4 (2017-2021), which allocates \$1.5 million in funding to County Congestion Management Agencies (CMAs). Funding for the CBTP program is provided through the One Bay Area Grant Program (OBAG) 2.0.

Action: Commission Approval

Attachments: [8a Planning 3a MTC Res. No. 4316 CBTP.pdf](#)
[3a MTC Res. No. 4316 CBTP.pdf](#)

9. Programming and Allocations

- 9a. [17-3037](#) MTC Resolution No. 4309. Lifeline Transportation Program Cycle 5 Guidelines

Proposed Lifeline Transportation Program Guidelines for Cycle 5, FY 2016 - 17 and FY 2017 - 18. Approximately \$22 million is estimated to be available to Congestion Management Agencies (CMAs) for programming. Funding for the Lifeline Transportation Program is provided through Federal 5307 and State Transit Assistance (STA) funds.

Action: Commission Approval

Attachments: [9a PAC 3a Reso-4309 Lifeline Cycle5 Guidelines.pdf](#)
[3a Reso-4309 Lifeline Cycle5 Guidelines.pdf](#)

- 9b. [17-3096](#) MTC Resolution Nos. 4317 and 4318. Adoption of Regional Program of Applications for three Senate Bill 1 (SB 1) Competitive Programs.

Recommended projects for regional application support or endorsements for SB 1 Solutions for Congested Corridors, Trade Corridor Enhancement Program, and Transit and Intercity Rail Capital Program.

Action: Commission Approval

Attachments: [9b 7-PAC 4a Reso-4317-4318 SCC TCEP TIRCP.pdf](#)
[4a Reso-4317-4318 SCC TCEP TIRCP 1_.pdf](#)

10. Public Comment / Other Business

11. Adjournment / Next Meetings:

The next meeting of the Commission will be held on February 28, 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 Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0009 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 12/28/2017 **In control:** Metropolitan Transportation Commission
On agenda: 1/24/2018 **Final action:**
Title: Minutes of the December 20, 2017 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [6a Commission Meeting Minutes 12-20-2017.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the December 20, 2017 Meeting

Recommended Action:
Commission Approval

Attachments:



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

Meeting Minutes

Metropolitan Transportation Commission

Jake Mackenzie, Chair Scott Haggerty, Vice Chair

Wednesday, December 20, 2017

1:05 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 Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim, and Commissioner Slocum

Non-Voting Commissioner Present: Commissioner Giacomini

Non-Voting Commissioners Absent: Commissioner Azumbrado and Commissioner Sartipi

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

Upon the motion by Commissioner Cortese and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4307. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim and Commissioner Slocum

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

Action: Commission Approval

Upon the motion by Commissioner Worth and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution No. 4313. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim and Commissioner Slocum

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

Action: Commission Approval

Upon the motion by Commissioner Bruins and the second by Commissioner Worth, the Commission unanimously adopted MTC Resolution No. 4315. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim and Commissioner Slocum

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

Action: Commission Approval

Upon the motion by Commissioner Pedroza and the second by Commissioner Connolly, the Commission unanimously adopted MTC Resolution No. 4323. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim and Commissioner Slocum

3. Policy Advisory Council Report – Randi Kinman

4. Executive Director’s Report – Heminger

Roland Lebrun was called to speak.

5. Commissioner Comments

6. Consent Calendar:

Approval of the Consent Calendar

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

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim and Commissioner Slocum

6a. [17-3057](#) Minutes of the November 15, 2017 meeting

Action: Commission Approval

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

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

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

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

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

Committee Reports

7. Administration Committee – Glover

Zelda Brunstein was called to speak.

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

Upon the motion by Commissioner Glover and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No.4277, Revised. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim and Commissioner Slocum

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

Upon the motion by Commissioner Glover and the second by Commission Vice Chair Haggerty, the Commission unanimously adopted MTC Resolution No. 4280, Revised. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim and Commissioner Slocum

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

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Pierce, the Commission unanimously adopted MTC Resolution No. 4308, Revised. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim and Commissioner Slocum

- 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

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Pierce, the Commission unanimously adopted MTC Resolution No. 4202, Revised. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Sperling and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim and Commissioner Slocum

- 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

Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Pierce, the Commission unanimously adopted MTC Resolution Nos. 4169, Revised, 4202, Revised, 4242, Revised, 4262, Revised, 4263, Revised, 4272, Revised, and 4313. The motion carried by the following vote:

Aye: 14 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Glover, Commissioner Liccardo, Commissioner Pedroza, Commissioner Pierce, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Aguirre, Commissioner Josefowitz, Commissioner Kim and Commissioner Slocum

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	18-0020	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	1/3/2018	In control:		Programming and Allocations Committee	
On agenda:	1/10/2018	Final action:			
Title:	MTC Resolution 3712, Revised. Revision to Regional Measure 2 allocation condition for Sonoma-Marine Area Rail Transit (SMART) for the SMART Downtown San Rafael to Larkspur Extension.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6b PAC 2e Reso-3712 SMART.pdf 2e Reso-3712 SMART.pdf				

Date	Ver.	Action By	Action	Result
1/10/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution 3712, Revised. Revision to Regional Measure 2 allocation condition for Sonoma-Marine Area Rail Transit (SMART) for the SMART Downtown San Rafael to Larkspur Extension.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****January 10, 2018****Agenda Item 2e****MTC Resolution No. 3712, Revised**

Subject: Revision to Regional Measure 2 allocation condition for Sonoma-Marín Area Rail Transit (SMART) for the SMART Downtown San Rafael to Larkspur Extension.

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

SMART was allocated \$13.3 million in Regional Measure 2 funds for construction work for the Downtown San Rafael to Larkspur Rail Extension Project in April 2017. This project will construct the Larkspur station, track, crossings, and systems for the 2.1 mile extension connecting SMART's initial operating segment with ferry services at Larkspur. It will use existing rail right-of-way and run through the Cal Park Hill Tunnel, completed in 2010 using RM2 funds. Early construction is underway with a limited notice-to-proceed.

Small Starts Funding and Design/Build Contract

The project funding plan relies on \$20 million in Federal Transit Administration (FTA) Small Starts funds in addition to other Federal sources and RM2. SMART has secured a Letter of No Prejudice (LONP) from FTA for preliminary construction work. While Small Starts funds were included in the FY2016 federal budget, SMART has not yet received a Small Starts Grant Agreement (SSGA) securing the funds. To keep the project on schedule and avoid cost increases, SMART has requested a second LONP while awaiting its SSGA.

The April 2017 RM2 allocation included the following condition: "SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available (including this allocation of RM2), while waiting for the project's Small Starts Grant Agreement to be executed." Because SMART's requested LONP amount and subsequent Notice to Proceed would exceed presently available funding, the agency has requested to amend this condition.

Staff recommends revising this condition to read "SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available (including this allocation of RM2) *or allowed by federal Letter of No Prejudice*, while waiting for the project's Small Starts Grant Agreement to be executed."

Issues: If SMART succeeds in securing a second federal LONP, but does not later receive an SSGA, the project will still have a \$20 million funding gap and potential timing issues with any backfill funds that are secured.

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

Attachments: MTC Resolution No. 3712, Revised

Date: July 27, 2005
W.I.: 1255
Referred by: PAC
Revised: 04/25/07-C 03/26/08-C
04/28/10-C 09/28/11-C
10/26/11-DA 03/28/12-C
09/23/15-C 12/21/16-C
04/26/17-C 01/24/18-C

ABSTRACT

MTC Resolution No. 3712, Revised

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

This resolution includes the following attachments:

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3712, Revised

Page 2

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

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

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

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

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

This resolution was revised on January 24, 2018 to revise a condition on the previous allocation for the SMART Downtown San Rafael to Larkspur Rail Extension Project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated July 13, 2005, and the Programming and Allocation Committee Summary Sheets dated March 5, 2008, April 14, 2010, September 14, 2011, March 7, 2012, September 9, 2015, December 14, 2016, April 12, 2017, and January 10, 2018.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3712

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

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

**REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions**

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

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

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

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

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

On January 24, 2018, the third condition from the April 26, 2017 allocation was revised to read:

3. SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available (including this allocation of RM2) or allowed by federal Letter of No Prejudice, while waiting for the project's Small Starts Grant Agreement to be executed.

Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 2e

MTC Resolution No. 3712, Revised

Subject: Revision to Regional Measure 2 allocation condition for Sonoma-Marín Area Rail Transit (SMART) for the SMART Downtown San Rafael to Larkspur Extension.

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

SMART was allocated \$13.3 million in Regional Measure 2 funds for construction work for the Downtown San Rafael to Larkspur Rail Extension Project in April 2017. This project will construct the Larkspur station, track, crossings, and systems for the 2.1 mile extension connecting SMART's initial operating segment with ferry services at Larkspur. It will use existing rail right-of-way and run through the Cal Park Hill Tunnel, completed in 2010 using RM2 funds. Early construction is underway with a limited notice-to-proceed.

Small Starts Funding and Design/Build Contract

The project funding plan relies on \$20 million in Federal Transit Administration (FTA) Small Starts funds in addition to other Federal sources and RM2. SMART has secured a Letter of No Prejudice (LONP) from FTA for preliminary construction work. While Small Starts funds were included in the FY2016 federal budget, SMART has not yet received a Small Starts Grant Agreement (SSGA) securing the funds. To keep the project on schedule and avoid cost increases, SMART has requested a second LONP while awaiting its SSGA.

The April 2017 RM2 allocation included the following condition: "SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available (including this allocation of RM2), while waiting for the project's Small Starts Grant Agreement to be executed." Because SMART's requested LONP amount and subsequent Notice to Proceed would exceed presently available funding, the agency has requested to amend this condition.

Staff recommends revising this condition to read "SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available (including this allocation of RM2) *or allowed by federal Letter of No Prejudice*, while waiting for the project's Small Starts Grant Agreement to be executed."

Issues: If SMART succeeds in securing a second federal LONP, but does not later receive an SSGA, the project will still have a \$20 million funding gap and potential timing issues with any backfill funds that are secured.

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

Attachments: MTC Resolution No. 3712, Revised

Date: July 27, 2005
W.I.: 1255
Referred by: PAC
Revised: 04/25/07-C 03/26/08-C
04/28/10-C 09/28/11-C
10/26/11-DA 03/28/12-C
09/23/15-C 12/21/16-C
04/26/17-C 01/24/18-C

ABSTRACT

MTC Resolution No. 3712, Revised

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

This resolution includes the following attachments:

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3712, Revised

Page 2

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

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

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

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

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

This resolution was revised on January 24, 2018 to revise a condition on the previous allocation for the SMART Downtown San Rafael to Larkspur Rail Extension Project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated July 13, 2005, and the Programming and Allocation Committee Summary Sheets dated March 5, 2008, April 14, 2010, September 14, 2011, March 7, 2012, September 9, 2015, December 14, 2016, April 12, 2017, and January 10, 2018.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3712

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

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

**REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions**

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

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

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

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

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

On January 24, 2018, the third condition from the April 26, 2017 allocation was revised to read:

3. SMART shall only issue a Notice to Proceed for the design-build contract up to the amount of funding presently available (including this allocation of RM2) or allowed by federal Letter of No Prejudice, while waiting for the project's Small Starts Grant Agreement to be executed.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3094 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 12/8/2017 **In control:** Programming and Allocations Committee

On agenda: 1/10/2018 **Final action:**

Title: MTC Resolution Number 4202, Revised. Revisions to the One Bay Area Grant 2 (OBAG 2) program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants and redirection of \$4.1 million within the Transportation Management System (TMS) program.

Sponsors:

Indexes:

Code sections:

Attachments: [6c PAC 2c Reso-4202 OBAG2-IDEA-TMS.pdf](#)
[2c Reso-4202 OBAG2-IDEA-TMS.pdf](#)

Date	Ver.	Action By	Action	Result
1/10/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution Number 4202, Revised. Revisions to the One Bay Area Grant 2 (OBAG 2) program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants and redirection of \$4.1 million within the Transportation Management System (TMS) program.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Commission

DATE: January 17, 2018

FR: Executive Director


W.I. 1512

RE: MTC Resolution No. 4202, Revised – Revisions to the One Bay Area Grant 2 Program

At the Programming and Allocations Committee meeting on January 10, 2018, the Committee considered proposed revisions to the One Bay Area Grant 2 (OBAG 2) Regional Program related to the Innovative Deployment to Enhance Arterials (IDEA) grant program and MTC's Transportation Management Systems (TMS) program. At the meeting, staff requested that the Committee defer the adoption of the IDEA grant program to a future meeting date, and refer only the TMS program revisions to the full Commission for approval.

Staff requested this change to allow sufficient time to evaluate all application materials that had been submitted through the IDEA program solicitation process. Staff will return to the committee at a future date to recommend grant award distributions for the IDEA program.

Staff recommends approval of MTC Resolution No. 4202, Revised, which has been updated to reflect this change.



Steve Heminger

SH:ma

Attachment:

MTC Resolution No. 4202, Revised, Attachment B-1 (as revised, above)

J:\COMMITTEE\Commission\2018\01 Jan'2018 Commission\6c_ED_Memo to Commission IDEA.docx

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
01/24/18-C

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

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

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

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

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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

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

On January 24, 2018, Attachment B-1 was revised to ~~program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program and~~ redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, and January 10, 2018.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
January 2018 - REVISED

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 01/24/18-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 & EV Program Outreach (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				
Active Operational Management				
AOM Projects TBD	Regionwide	MTC		\$2,800,000
AOM Implementation	Regionwide	MTC	\$23,737,000	
Bay Area 511 Traveler Information				
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 (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
US 101/Marin Sonoma Narrows (MSN) 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 & Rehab.	Regionwide	MTC	\$1,840,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$8,100,000	
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	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
January 2018 - REVISED

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 01/24/18-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*
6. TRANSIT PRIORITIES		TOTAL:	\$189,283,000	
7. PRIORITY CONSERVATION AREA (PCA)				
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>				
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (fund exchange)	Sonoma	SCTA	\$8,200,000	
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC		\$8,200,000
<i>Local Northbay PCA Program</i>				
Marin PCA Program	Marin	TAM	\$2,050,000	
Napa PCA Program	Napa	NCTPA	\$2,050,000	
Solano PCA Program	Solano	STA	\$2,050,000	
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000	
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$16,400,000	\$8,200,000
8. LOCAL HOUSING PRODUCTION INCENTIVE				
Local Housing Production Incentive	TBD	TBD	\$30,000,000	
8. LOCAL HOUSING PRODUCTION INCENTIVE		TOTAL:	\$30,000,000	
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$475,905,000	\$11,000,000*

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

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2018

Agenda Item 2c

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant 2 (OBAG 2) program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants and redirection of \$4.1 million within the Transportation Management System (TMS) program.

Background: The OBAG 2 program adopted by the Commission establishes commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs from FY2017-18 through FY2021-22.

This month, staff recommends the following changes to the OBAG 2 regional programs:

1. Innovative Deployments to Enhance Arterials (IDEA)

Program \$13 million to near-term projects that deploy advanced technologies along arterials to enhance mobility, sustainability and safety. The core goals of the IDEA program are to improve travel time and travel time reliability along arterials for autos and transit vehicles, improve safety for all users, decrease emissions and fuel consumption, and improve knowledge of and proficiency in the use of advanced technologies for arterial operations.

In July 2017, MTC issued a call for projects for the IDEA Grant Program for projects that can provide operational improvements to signal systems, transit, and bicyclists and pedestrians. Example projects include Automated Traffic Signal Performance Measures (ATSPM), adaptive traffic signal control (ATSC), Transit Signal Priority (TSP), bus queue jump lanes/signals, advanced bicycle/pedestrian detection, etc. Projects may either deploy mature, commercially-available technologies (Category 1) or pilot emerging technologies that support regional readiness for a future connected/automated vehicle environment (Category 2).

MTC received 23 applications for Category 1 projects for grant requests totaling approximately \$20 million (see Attachment A) and 14 applications for Category 2 projects for grant requests totaling about \$10.5 million (see Attachment B). MTC staff convened an evaluation panel consisting of staff from MTC and Caltrans. Submissions were scored on: project concepts that can address identified needs, ability to implement within two to three years, project management capacity, stakeholder support, and potential to reduce emissions, travel time, and delays.

Staff recommends awarding \$7.2 million to nine Category 1 projects and \$4 million in grant funds to six Category 2 projects. The list of projects recommended for funding, along with all applications received, are provided in **Attachment A**.

ITS projects, such as those recommended for IDEA grant funding, are more likely than typical roadway projects to experience unanticipated challenges and risks during project development and delivery because they are experimenting with emerging technologies, and will likely require more hands-on project management

and more detailed systems engineering, software development and before/after evaluation studies. For these reasons, staff's recommendation also includes set-asides of \$789,000 in Technical Assistance for Category 1 projects, and \$1.1 million in Technical Assistance for Category 2 projects.

2. Transportation Management Systems

Redirect \$4.1 million from Performance-Based Intelligent Transportation Systems (ITS) Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures project, as the ITS device maintenance work will be completed with non-federal funding. The redirected \$4.1 million will be used to design and construct improved communications infrastructure on I-880.

Issues:

IDEA Implementation/Contingency:

Within the IDEA program, \$2 million is proposed for improvements in the Dumbarton Bridge corridor, to expand transit signal priority systems and make other related changes. AC Transit currently operates two RM2-funded routes in the corridor. Both routes have struggled to meet RM2 farebox recovery ratios in recent years. A report on the performance of all RM2 funded routes is typically provided to the Commission each spring, in conjunction with the recommendations for RM2 operating funds for the next fiscal year. Therefore, given the performance issues with the RM2 funded Dumbarton routes, the \$2 million is conditioned on the recommendations of routing, service, and operational improvements per the Dumbarton Forward study, and on the ability of the AC Transit service to meet RM2 performance standards or confirmation that the Dumbarton project has independent utility for other transit or carpool-type services.

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

Attachments: Attachment A – IDEA Category 1 and Category 2 Project Recommendations
MTC Resolution No. 4202, Revised, Attachment B-1

IDEA Category 1 Applications and Recommendations
Attachment A
Category 1: Deploy Mature, Commercially-available Advanced Technologies

	County	Agency	Project Corridor(s)	Project Description	Full Project Budget	Requested Grant Amount	Recommended Grant Amount
1	Multi-county	AC Transit	Dumbarton Express Route (SR84)	Expand existing TSP; implement bus queue jump lanes [a]	\$ 3,685,651	\$ 2,733,803	\$ 2,300,000
2	Alameda	City of Alameda	SR260 (Webster & Posey tubes), Park St.	Deploy ATSPM, bluetooth units, automated pedestrian detection	\$ 369,000	\$ 276,000	\$ 276,000
3	Contra Costa	City of Concord	Clayton Rd and Treat Blvd	Deploy ATSPM, fish-eye cameras	\$ 716,040	\$ 537,030	
4	Alameda	City of Dublin	Dublin Blvd, Dougherty Rd, Tassajara Rd	Deploy ATSPM and bike detection; expand adaptive traffic signal system	\$ 929,461	\$ 650,119	
5	Solano	City of Fairfield	Air Base Parkway, North Texas St, Peabody Rd	Deploy ASCT, CCTV cameras	\$ 1,712,500	\$ 1,284,375	
6	Alameda	City of Fremont	Citywide	Install new EVP system	\$ 625,000	\$ 468,750	
7	San Mateo	City of Menlo Park	Willow Rd, Marsh Rd, Bayfront Expressway	Implement signal timing plans for existing ASCT	\$ 275,000	\$ 250,000	
8	Alameda	City of Oakland	Bancroft Ave	Implement bicycle greenwave	\$ 403,300	\$ 306,000	\$ 310,000
9	Alameda	City of Pleasanton	Hacienda Dr, Hopyard Rd, Stoneridge Dr, Owens Dr, Foothill Blvd, Santa Rita Rd, W. Los Positas, Sunol Blvd, Vineyard Av	Deploy ATSPM; data integration	\$ 387,000	\$ 290,250	\$ 290,000
10	Sonoma	City of Rohnert Park	Rohnert Park Expwy, Golf Course Dr, Commerce Blvd	Deploy ASCT; expand existing EVP	\$ 797,900	\$ 542,200	
11	San Mateo	City of San Carlos	Citywide	Deploy ATSPM and video detection	\$ 661,000	\$ 434,600	
12	Santa Clara	City of San Jose	Citywide	Deploy ATSPM	\$ 2,158,750	\$ 1,619,062	\$ 1,400,000
13	Alameda	City of San Leandro	Marina Blvd, Hesperian Blvd	Expand existing ASCT; deploy ATSPM; install pedestrian detection	\$ 778,980	\$ 544,204	
14	Marin	City of San Rafael	Downtown San Rafael	Deploy ATSPM [b]	\$ 2,352,410	\$ 1,735,115	\$ 830,000
15	Contra Costa	City of San Ramon	Bollinger Canyon Rd, Crow Canyon Rd	Deploy ATSPM and fish-eye cameras; upgrade signal infrastructure	\$ 762,372	\$ 563,308	\$ 563,000
16	Santa Clara	City of Santa Clara	Great America Parkway	Deploy ASCT	\$ 404,000	\$ 299,000	
17	Santa Clara	County of Santa Clara	Lawrence Expwy, San Tomas Expwy, Foothill Expwy	Install bike/pedestrian detection	\$ 1,100,000	\$ 825,000	
18	Santa Clara	Santa Clara Valley Transit Authority	N. First St, Tasman Dr	Install advanced pedestrian crossing technology; implement archived video and video analytics	\$ 2,265,000	\$ 1,698,750	
19	San Mateo	City of South San Francisco	Airport Blvd, South Airport Blvd, Gateway Blvd, Oyster Pt Blvd, Forbes Blvd, East Grand Av	Deploy ATSPM; implement variable lane assignment	\$ 709,825	\$ 532,000	\$ 532,000
20	Santa Clara	City of Sunnyvale	Sunnyvale-Saratoga, Mathilda Av, Wolfe Rd, Fair Oaks Av, Homestead Rd, Maude Av, Caribbean Dr	Install video sensors, CCTV cameras, thermal imaging pedestrian detection	\$ 2,844,000	\$ 2,133,000	
21	Marin	Transportation Authority of Marin	Sir Francis Drake Blvd	Deploy ASCT, ATSPM, bicycle/pedestrian detection, TSP	\$ 1,255,000	\$ 930,000	
22	Alameda	City of Union City	Union City Blvd, Decoto Rd	Expand existing ASCT; deploy ATSPM, bicycle/pedestrian detection; upgrade signal infrastructure	\$ 1,098,265	\$ 709,765	\$ 710,000
23	Solano	City of Vallejo	Tennessee St, Georgia St, Broadway St	Install fish-eye cameras; deploy ATSPM	\$ 682,871	\$ 461,062	
24	Multi-county	MTC	Various	Technical Assistance			\$ 789,000
Total IDEA Category 1					\$ 26,973,325	\$ 19,823,393	\$ 8,000,000

Notes: [a] Final project scope will be determined in consultation with applicable stakeholders of MTC's Dumbarton Forward project.

[b] Omits the ASCT element of the application due to justification of need.

Acronyms: ASCT = Adaptive Signal Control Technology; ATSPM = Automated Traffic Signal Performance Measures; CCTV = Closed Circuit Television;

EVP = Emergency Vehicle Preemption; TSP = Transit Signal Priority

IDEA Category 2 Applications and Recommendations

Category 2: Deploy and Pilot Connected and Automated Vehicle Technologies

	County	Agency	Project Corridor(s)	Project Description	Full Project Budget	Requested Grant Amount	Recommended Grant Amount
1	San Mateo	City of Belmont	Ralston Ave.	Deploy ASCT and CV EVP.	\$ 960,000	\$ 710,000	
2	San Mateo	City/County Association of Governments	State Route 82 (El Camino Real)	Deploy eco-driving application that recommends to auto drivers the optimal speed to drive to increase arrivals on green phases, to minimize intersection delay and stops.	\$ 1,312,240	\$ 984,180	
3	Contra Costa	Contra Costa Transportation Authority	Concord Blvd., Clayton Rd. and Willow Pass Rd.	Deploy next generation TSP, an eco-driving application that recommends a speed for transit vehicles to increase their arrivals on green phases; deploy a transit passenger application to improve the reliability of connections for riders transferring from BART.	\$ 747,271	\$ 560,453	\$ 560,000
4	Alameda	City of Dublin	Citywide	Deploy an SAV on city streets; implement pedestrian/bicycle and CV transit applications.[a]	\$ 650,133	\$ 443,433	\$ 385,000
5	Alameda	City of Emeryville	Powell, Shellmound, Christie and 40th St.	Deploy ATSPM and TSP; implement virtual bicycle detection technology that utilizes a mobile device application to increase bicycle arrivals on green phases.	\$ 1,099,251	\$ 784,313	\$ 785,000
6	Alameda	City of Fremont	Fremont Blvd., Auto Mall Parkway and Warren Ave.	Implement a mobile application for Tesla truck drivers to provide arrival time to manufacturing operators at Tesla's Fremont facility and deploy Freight Signal Priority using DSRC-enabled truck platoons.	\$ 625,000	\$ 468,750	
7	Contra Costa	City of Lafayette	Mt. Diablo Boulevard, Moraga Rd. and Pleasant Hill Rd.	Install video detection and CV roadside units to transmit SPaT data to facilitate improved signal timing.	\$ 385,020	\$ 269,901	
8	Santa Clara	Town of Los Gatos	Los Gatos Boulevard	Deploy ASCT, ATSPM, and a virtual bicycle detection application that utilizes a mobile device application to increase bicycle arrival on green phases.	\$ 1,075,600	\$ 698,500	\$ 700,000
9	Santa Clara	City of Mountain View	N.Rengstroff, W MiddleField and Charleston Rd.	Deploy ATSPM, ASCT, bicycle/pedestrian detection, bluetooth devices, CV TSP, dynamic transit routing, and DSRC-enabled bicycle safety system.	\$ 3,161,000	\$ 1,846,000	
10	Santa Clara	City of Palo Alto	Bryant, N. California and Embarcadero	Implement a system that provides real-time speed guidance to bicycles to increase their arrivals on green phases via dynamic signage and real-time route guidance.	\$ 939,000	\$ 704,200	
11	Alameda	City of Pleasanton	Citywide	Implement an application that provides safety and eco-driving notifications to automobiles and a predictive analytical tool using video data to gauge possible traffic conflicts.	\$ 1,491,390	\$ 1,118,543	
12	Santa Clara	Valley Transportation Authority	N. First Street Corridor and Tasman	Deploy and test a new vulnerable road user protection system where roadside detection directly alerts a CV of the presence of a bicyclist or pedestrian at the intersection.	\$ 361,012	\$ 274,762	
13	Santa Clara	Valley Transportation Authority	Veterans Administration Palo Alto Medical Center	Deploy an eAV that is accessible to persons with disabilities for deployment at Veterans Administration Palo Alto Medical Center.	\$ 1,112,020	\$ 829,316	\$ 830,000
14	Contra Costa	City of Walnut Creek	Olympic Blvd. S. California Blvd, and Newell Avenue	Deploy CV TSP and EVP, bicycle/pedestrian detection, bluetooth devices. [b]	\$ 1,121,000	\$ 836,000	\$ 600,000
15	Multi-county	MTC	Various	Technical Assistance			\$ 1,140,000
Total IDEA Category 2					\$ 15,039,937	\$ 10,528,351	\$ 5,000,000

Notes: [a] Omits the bikeshare station in the application, as it is an ineligible project under the IDEA Grant Program

[b] Omits the ASCT element of the application due to the proposed alignment of the corridor.

Acronyms: ASCT = Adaptive Signal Control Technology; ATSPM = Automated Traffic Signal Performance Measures; CV = Connected Vehicle; DSRC = Dedicated Short Range Communications;

eAV = Electric Automated Vehicle; EVP = Emergency Vehicle Preemption; SAV = Shared Autonomous Vehicle; TSP = Transit Signal Priority

MTC Resolution No. 4202, Revised and its Attachments have been updated and are attached to the Commission memo in this packet.

Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 2c

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant 2 (OBAG 2) program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants and redirection of \$4.1 million within the Transportation Management System (TMS) program.

Background: The OBAG 2 program adopted by the Commission establishes commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs from FY2017-18 through FY2021-22.

This month, staff recommends the following changes to the OBAG 2 regional programs:

1. Innovative Deployments to Enhance Arterials (IDEA)

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In July 2017, MTC issued a call for projects for the IDEA Grant Program for projects that can provide operational improvements to signal systems, transit, and bicyclists and pedestrians. Example projects include Automated Traffic Signal Performance Measures (ATSPM), adaptive traffic signal control (ATSC), Transit Signal Priority (TSP), bus queue jump lanes/signals, advanced bicycle/pedestrian detection, etc. Projects may either deploy mature, commercially-available technologies (Category 1) or pilot emerging technologies that support regional readiness for a future connected/automated vehicle environment (Category 2).

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Staff recommends awarding \$7.2 million to nine Category 1 projects and \$4 million in grant funds to six Category 2 projects. The list of projects recommended for funding, along with all applications received, are provided in **Attachment A**.

ITS projects, such as those recommended for IDEA grant funding, are more likely than typical roadway projects to experience unanticipated challenges and risks during project development and delivery because they are experimenting with emerging technologies, and will likely require more hands-on project management

and more detailed systems engineering, software development and before/after evaluation studies. For these reasons, staff's recommendation also includes set-asides of \$789,000 in Technical Assistance for Category 1 projects, and \$1.1 million in Technical Assistance for Category 2 projects.

2. Transportation Management Systems

Redirect \$4.1 million from Performance-Based Intelligent Transportation Systems (ITS) Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures project, as the ITS device maintenance work will be completed with non-federal funding. The redirected \$4.1 million will be used to design and construct improved communications infrastructure on I-880.

Issues:

IDEA Implementation/Contingency:

Within the IDEA program, \$2 million is proposed for improvements in the Dumbarton Bridge corridor, to expand transit signal priority systems and make other related changes. AC Transit currently operates two RM2-funded routes in the corridor. Both routes have struggled to meet RM2 farebox recovery ratios in recent years. A report on the performance of all RM2 funded routes is typically provided to the Commission each spring, in conjunction with the recommendations for RM2 operating funds for the next fiscal year. Therefore, given the performance issues with the RM2 funded Dumbarton routes, the \$2 million is conditioned on the recommendations of routing, service, and operational improvements per the Dumbarton Forward study, and on the ability of the AC Transit service to meet RM2 performance standards or confirmation that the Dumbarton project has independent utility for other transit or carpool-type services.

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

Attachments: Attachment A – IDEA Category 1 and Category 2 Project Recommendations
MTC Resolution No. 4202, Revised, Attachment B-1

IDEA Category 1 Applications and Recommendations
Attachment A
Category 1: Deploy Mature, Commercially-available Advanced Technologies

	County	Agency	Project Corridor(s)	Project Description	Full Project Budget	Requested Grant Amount	Recommended Grant Amount
1	Multi-county	AC Transit	Dumbarton Express Route (SR84)	Expand existing TSP; implement bus queue jump lanes [a]	\$ 3,685,651	\$ 2,733,803	\$ 2,300,000
2	Alameda	City of Alameda	SR260 (Webster & Posey tubes), Park St.	Deploy ATSPM, bluetooth units, automated pedestrian detection	\$ 369,000	\$ 276,000	\$ 276,000
3	Contra Costa	City of Concord	Clayton Rd and Treat Blvd	Deploy ATSPM, fish-eye cameras	\$ 716,040	\$ 537,030	
4	Alameda	City of Dublin	Dublin Blvd, Dougherty Rd, Tassajara Rd	Deploy ATSPM and bike detection; expand adaptive traffic signal system	\$ 929,461	\$ 650,119	
5	Solano	City of Fairfield	Air Base Parkway, North Texas St, Peabody Rd	Deploy ASCT, CCTV cameras	\$ 1,712,500	\$ 1,284,375	
6	Alameda	City of Fremont	Citywide	Install new EVP system	\$ 625,000	\$ 468,750	
7	San Mateo	City of Menlo Park	Willow Rd, Marsh Rd, Bayfront Expressway	Implement signal timing plans for existing ASCT	\$ 275,000	\$ 250,000	
8	Alameda	City of Oakland	Bancroft Ave	Implement bicycle greenwave	\$ 403,300	\$ 306,000	\$ 310,000
9	Alameda	City of Pleasanton	Hacienda Dr, Hopyard Rd, Stoneridge Dr, Owens Dr, Foothill Blvd, Santa Rita Rd, W. Los Positas, Sunol Blvd, Vineyard Av	Deploy ATSPM; data integration	\$ 387,000	\$ 290,250	\$ 290,000
10	Sonoma	City of Rohnert Park	Rohnert Park Expwy, Golf Course Dr, Commerce Blvd	Deploy ASCT; expand existing EVP	\$ 797,900	\$ 542,200	
11	San Mateo	City of San Carlos	Citywide	Deploy ATSPM and video detection	\$ 661,000	\$ 434,600	
12	Santa Clara	City of San Jose	Citywide	Deploy ATSPM	\$ 2,158,750	\$ 1,619,062	\$ 1,400,000
13	Alameda	City of San Leandro	Marina Blvd, Hesperian Blvd	Expand existing ASCT; deploy ATSPM; install pedestrian detection	\$ 778,980	\$ 544,204	
14	Marin	City of San Rafael	Downtown San Rafael	Deploy ATSPM [b]	\$ 2,352,410	\$ 1,735,115	\$ 830,000
15	Contra Costa	City of San Ramon	Bollinger Canyon Rd, Crow Canyon Rd	Deploy ATSPM and fish-eye cameras; upgrade signal infrastructure	\$ 762,372	\$ 563,308	\$ 563,000
16	Santa Clara	City of Santa Clara	Great America Parkway	Deploy ASCT	\$ 404,000	\$ 299,000	
17	Santa Clara	County of Santa Clara	Lawrence Expwy, San Tomas Expwy, Foothill Expwy	Install bike/pedestrian detection	\$ 1,100,000	\$ 825,000	
18	Santa Clara	Santa Clara Valley Transit Authority	N. First St, Tasman Dr	Install advanced pedestrian crossing technology; implement archived video and video analytics	\$ 2,265,000	\$ 1,698,750	
19	San Mateo	City of South San Francisco	Airport Blvd, South Airport Blvd, Gateway Blvd, Oyster Pt Blvd, Forbes Blvd, East Grand Av	Deploy ATSPM; implement variable lane assignment	\$ 709,825	\$ 532,000	\$ 532,000
20	Santa Clara	City of Sunnyvale	Sunnyvale-Saratoga, Mathilda Av, Wolfe Rd, Fair Oaks Av, Homestead Rd, Maude Av, Caribbean Dr	Install video sensors, CCTV cameras, thermal imaging pedestrian detection	\$ 2,844,000	\$ 2,133,000	
21	Marin	Transportation Authority of Marin	Sir Francis Drake Blvd	Deploy ASCT, ATSPM, bicycle/pedestrian detection, TSP	\$ 1,255,000	\$ 930,000	
22	Alameda	City of Union City	Union City Blvd, Decoto Rd	Expand existing ASCT; deploy ATSPM, bicycle/pedestrian detection; upgrade signal infrastructure	\$ 1,098,265	\$ 709,765	\$ 710,000
23	Solano	City of Vallejo	Tennessee St, Georgia St, Broadway St	Install fish-eye cameras; deploy ATSPM	\$ 682,871	\$ 461,062	
24	Multi-county	MTC	Various	Technical Assistance			\$ 789,000
Total IDEA Category 1					\$ 26,973,325	\$ 19,823,393	\$ 8,000,000

Notes: [a] Final project scope will be determined in consultation with applicable stakeholders of MTC's Dumbarton Forward project.

[b] Omits the ASCT element of the application due to justification of need.

Acronyms: ASCT = Adaptive Signal Control Technology; ATSPM = Automated Traffic Signal Performance Measures; CCTV = Closed Circuit Television;

EVP = Emergency Vehicle Preemption; TSP = Transit Signal Priority

IDEA Category 2 Applications and Recommendations

Category 2: Deploy and Pilot Connected and Automated Vehicle Technologies

	County	Agency	Project Corridor(s)	Project Description	Full Project Budget	Requested Grant Amount	Recommended Grant Amount
1	San Mateo	City of Belmont	Ralston Ave.	Deploy ASCT and CV EVP.	\$ 960,000	\$ 710,000	
2	San Mateo	City/County Association of Governments	State Route 82 (El Camino Real)	Deploy eco-driving application that recommends to auto drivers the optimal speed to drive to increase arrivals on green phases, to minimize intersection delay and stops.	\$ 1,312,240	\$ 984,180	
3	Contra Costa	Contra Costa Transportation Authority	Concord Blvd., Clayton Rd. and Willow Pass Rd.	Deploy next generation TSP, an eco-driving application that recommends a speed for transit vehicles to increase their arrivals on green phases; deploy a transit passenger application to improve the reliability of connections for riders transferring from BART.	\$ 747,271	\$ 560,453	\$ 560,000
4	Alameda	City of Dublin	Citywide	Deploy an SAV on city streets; implement pedestrian/bicycle and CV transit applications.[a]	\$ 650,133	\$ 443,433	\$ 385,000
5	Alameda	City of Emeryville	Powell, Shellmound, Christie and 40th St.	Deploy ATSPM and TSP; implement virtual bicycle detection technology that utilizes a mobile device application to increase bicycle arrivals on green phases.	\$ 1,099,251	\$ 784,313	\$ 785,000
6	Alameda	City of Fremont	Fremont Blvd., Auto Mall Parkway and Warren Ave.	Implement a mobile application for Tesla truck drivers to provide arrival time to manufacturing operators at Tesla's Fremont facility and deploy Freight Signal Priority using DSRC-enabled truck platoons.	\$ 625,000	\$ 468,750	
7	Contra Costa	City of Lafayette	Mt. Diablo Boulevard, Moraga Rd. and Pleasant Hill Rd.	Install video detection and CV roadside units to transmit SPaT data to facilitate improved signal timing.	\$ 385,020	\$ 269,901	
8	Santa Clara	Town of Los Gatos	Los Gatos Boulevard	Deploy ASCT, ATSPM, and a virtual bicycle detection application that utilizes a mobile device application to increase bicycle arrival on green phases.	\$ 1,075,600	\$ 698,500	\$ 700,000
9	Santa Clara	City of Mountain View	N.Rengstroff, W MiddleField and Charleston Rd.	Deploy ATSPM, ASCT, bicycle/pedestrian detection, bluetooth devices, CV TSP, dynamic transit routing, and DSRC-enabled bicycle safety system.	\$ 3,161,000	\$ 1,846,000	
10	Santa Clara	City of Palo Alto	Bryant, N. California and Embarcadero	Implement a system that provides real-time speed guidance to bicycles to increase their arrivals on green phases via dynamic signage and real-time route guidance.	\$ 939,000	\$ 704,200	
11	Alameda	City of Pleasanton	Citywide	Implement an application that provides safety and eco-driving notifications to automobiles and a predictive analytical tool using video data to gauge possible traffic conflicts.	\$ 1,491,390	\$ 1,118,543	
12	Santa Clara	Valley Transportation Authority	N. First Street Corridor and Tasman	Deploy and test a new vulnerable road user protection system where roadside detection directly alerts a CV of the presence of a bicyclist or pedestrian at the intersection.	\$ 361,012	\$ 274,762	
13	Santa Clara	Valley Transportation Authority	Veterans Administration Palo Alto Medical Center	Deploy an eAV that is accessible to persons with disabilities for deployment at Veterans Administration Palo Alto Medical Center.	\$ 1,112,020	\$ 829,316	\$ 830,000
14	Contra Costa	City of Walnut Creek	Olympic Blvd. S. California Blvd, and Newell Avenue	Deploy CV TSP and EVP, bicycle/pedestrian detection, bluetooth devices. [b]	\$ 1,121,000	\$ 836,000	\$ 600,000
15	Multi-county	MTC	Various	Technical Assistance			\$ 1,140,000
Total IDEA Category 2					\$ 15,039,937	\$ 10,528,351	\$ 5,000,000

Notes: [a] Omits the bikeshare station in the application, as it is an ineligible project under the IDEA Grant Program

[b] Omits the ASCT element of the application due to the proposed alignment of the corridor.

Acronyms: ASCT = Adaptive Signal Control Technology; ATSPM = Automated Traffic Signal Performance Measures; CV = Connected Vehicle; DSRC = Dedicated Short Range Communications;

eAV = Electric Automated Vehicle; EVP = Emergency Vehicle Preemption; SAV = Shared Autonomous Vehicle; TSP = Transit Signal Priority

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
01/24/18-C

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

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

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

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

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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

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

On January 24, 2018, Attachment B-1 was revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program and redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, and January 10, 2018.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
January 2018

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 01/24/18-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 & EV Program Outreach (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				
Active Operational Management				
AOM Projects TBD	Regionwide	MTC		\$2,800,000
AOM Implementation	Regionwide	MTC	\$23,737,000	
Bay Area 511 Traveler Information				
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 (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
US 101/Marin Sonoma Narrows (MSN) 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	
IDEA Category 1				
<u>AC Transit: Dumbarton Express Route (SR84)</u>	<u>Various</u>	<u>MTC</u>	<u>\$2,300,000</u>	
<u>Alameda: Webster & Posey Tubes (SR 260), Park St</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$276,000</u>	
<u>Oakland: Bancroft Ave</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$310,000</u>	
<u>Pleasanton: Various Locations</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$290,000</u>	
<u>Union City: Union City Blvd & Decoto Rd</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$710,000</u>	
<u>San Ramon: Bollinger Canyon Rd & Crow Canyon Rd</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$563,000</u>	
<u>San Rafael: Downtown San Rafael</u>	<u>Marin</u>	<u>MTC</u>	<u>\$830,000</u>	
<u>South San Francisco: Various Locations</u>	<u>San Mateo</u>	<u>MTC</u>	<u>\$532,000</u>	
<u>San Jose: Citywide</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$1,400,000</u>	
<u>Technical Assistance</u>	<u>Various</u>	<u>MTC</u>	<u>\$789,000</u>	
IDEA Category 2				
<u>Dublin: Citywide</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$385,000</u>	
<u>Emeryville: Powell, Shellmound, Christie & 40th St</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$785,000</u>	
<u>CCTA: Concord Blvd, Clayton Rd & Willow Pass Rd</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$560,000</u>	
<u>Walnut Creek: Various locations</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$600,000</u>	
<u>Los Gatos: Los Gatos Blvd</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$700,000</u>	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
January 2018

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 01/24/18-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*
<u>VTA: Veterans Admin. Palo Alto Medical Center</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$830,000</u>	
<u>Technical Assistance</u>	<u>Various</u>	<u>MTC</u>	<u>\$1,140,000</u>	
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 & Rehab.	Regionwide	MTC	\$1,840,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$8,100,000	
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)				
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>				
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (fund exchange)	Sonoma	SCTA	\$8,200,000	
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC		\$8,200,000
<i>Local Northbay PCA Program</i>				
Marin PCA Program	Marin	TAM	\$2,050,000	
Napa PCA Program	Napa	NCTPA	\$2,050,000	
Solano PCA Program	Solano	STA	\$2,050,000	
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000	
7. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$16,400,000	\$8,200,000
8. LOCAL HOUSING PRODUCTION INCENTIVE				
Local Housing Production Incentive	TBD	TBD	\$30,000,000	
8. LOCAL HOUSING PRODUCTION INCENTIVE			TOTAL: \$30,000,000	
OBAG 2 REGIONAL PROGRAMS			TOTAL: \$475,905,000	\$11,000,000*

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3095 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 12/8/2017 **In control:** Programming and Allocations Committee
On agenda: 1/10/2018 **Final action:**
Title: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-25.

Sponsors:

Indexes:

Code sections:

Attachments: [6d PAC 2d Reso-4275 TIP Amend 2017-25.pdf](#)
[2d Reso-4275 TIP Amend 2017-25.pdf](#)

Date	Ver.	Action By	Action	Result
1/10/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-25.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****January 10, 2017****Agenda Item 2d****MTC Resolution No. 4275, Revised**

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-25.

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

Amendment 2017-25 makes revisions to 134 projects with a net funding increase of approximately \$581 million. Among other changes, this revision:

- Amends six new Active Transportation Program (ATP) funded projects into the TIP and revises the funding plans of six existing ATP funded projects;
- Updates the funding plans and back-up listings of three grouped listings to reflect the latest information from Caltrans;
- Amends 103 new projects into the TIP and updates the funding plans of seven existing projects to reflect the adoption of the One Bay Area Grant 2 (OBAG2) County Program;
- Amends four new projects into the TIP to reflect recent changes to the OBAG2 Regional Active Operations Management and Climate Initiatives Programs;
- Amends three new projects into the TIP to reflect previously approved changes to the One Bay Area Grant 1 (OBAG1) Transit Performance Initiative and Climate Change Initiatives Programs; and
- Updates the funding plan of one project to reflect recent changes to the Transit Capital Priorities program.

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

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

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

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

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

Issues: None.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-25
MTC Resolution No. 4275, Revised

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview BikePed	Update the scope to include bike and safety improvements and update the funding plan to add \$8.3M in OBAG2-CMAQ, \$1M in OBAG2-STP, and \$4M in Local funds and reprogram Cycle 3 ATP from FY20 to FY19	\$13,350,000	71.3%
ALA130018	Alameda County	Alameda Co-Various Streets and Roads Preservation	Update the funding plan to add \$3.95M in STP-OBAG2 and \$590K in Other Local funds	\$4,540,000	211.5%
ALA170043	Oakland	Oakland - 14th Street Safe Routes in the City	Update the funding plan to reprogram \$1.2M in PSE ATP funds and \$279K in PSE Local funds from FY20 to FY19, and reprogram \$9.3M in CON ATP funds and \$2.4M in CON Local funds from FY21 to FY20	\$0	0.0%
ALA170051	Oakland	Fruitvale Alive Gap Closure Project	Update the funding plan to reprogram \$800K in PSE ATP funds and \$466K in PSE Local funds from FY20 to FY18, reprogram \$50K in ROW ATP funds from FY20 to FY18, and reprogram \$5M in CON ATP funds and \$2 in CON Local funds from FY21 to FY19	\$0	0.0%
ALA170054	Berkeley	John Muir Safe Routes to School	Update the funding plan to reprogram \$47K in ATP funds from PSE to CON, reprogram PSE from FY20 to FY17 and CON from FY21 to FY18, and add \$27K in PSE Local and \$11K in CON Local	\$38,080	11.3%
ALA170061	Newark	Thornton Avenue Pavement Rehabilitation	Amend a new exempt project into the TIP with \$592K in OBAG 2 and \$910 in Other Local funds	\$1,502,000	~%
ALA170062	Dublin	Dublin Blvd Rehabilitation	Amend a new exempt project to the TIP with \$661K in OBAG2-STP and \$339K in Other Local funds	\$1,000,000	~%
ALA170063	Oakland	Lakeside Family Streets	Amend new exempt project into the TIP with \$2.8M in OBAG2-CMAQ funds, \$1.9M in OBAG-STP and \$622K in Other local funds	\$5,415,000	~%
ALA170064	Oakland	Oakland LSR Paving	Amend new exempt project to the TIP with \$4.9M in OBAG 2 and \$636K in Other Local funds	\$5,531,000	~%
ALA170065	Hayward	Hayward - Main Street Complete Street	Amend a new exempt project to the TIP with \$1.7M in OBAG2-STP and \$550K in Other Local funds	\$2,225,000	~%
ALA170066	Hayward	Winton Ave Complete Street	Amend a new exempt project into the TIP with \$1.75M in OBAG2-STP and \$230K in Other Local funds	\$1,979,860	~%
ALA170067	Berkeley	Southside Complete Streets & Transit Improvement	Amend a new exempt project into the TIP with \$4.4M in OBAG2-CMAQ and \$2.7M in OBAG2-STP and \$2.3M in Other Local funds	\$9,414,997	~%
ALA170068	Livermore	Livermore Pavement Rehabilitation - MTS Routes	Amend new exempt project into the TIP with \$1.4M in OBAG2-STP and \$570K in Other Local funds	\$1,952,000	~%
ALA170069	Fremont	City of Fremont Pavement Rehabilitation	Amend new exempt project into the TIP with \$2.8M in OBAG2-STP and \$1.7M in Other Local funds	\$4,428,000	~%
ALA170070	Pleasanton	Pavement Rehabilitation Hacienda Business Park	Amend a new exempt project into the TIP with \$1.1M in OBAG 2 and \$870K in Other Local funds	\$1,965,000	~%
ALA170071	Union City	Union City-Dyer Street Pavement Rehabilitation	Amend a new exempt project to the TIP with \$872K in OBAG2 and \$168K in Other Local funds	\$1,040,000	~%
ALA170072	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint	Amend new exempt project into the TIP with \$225K in OBAG2-STP and \$45K in Other Local funds	\$270,000	~%
ALA170073	Alameda (City)	Clement Avenue Complete Streets	Amend a new exempt project into the TIP with \$3M in CMAQ-OBAG2, \$2M in STP-OBAG2 and \$652K in Other Local funds	\$5,670,000	~%

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170074	Alameda (City)	Alameda City-Wide Pavement Rehabilitation	Amend a new exempt project into the TIP with \$827K in STP-OBAG2 and \$232K in Other Local funds	\$1,059,000	~%
ALA170075	San Leandro	San Leandro Washington Avenue Rehabilitation	Amend a new exempt project into the TIP with \$1M in OBAG2-STP and \$137K in Other Local funds	\$1,185,000	~%
ALA170076	Fremont	Complete Streets Upgrade of Relinquished SR84	Amend a new exempt project to the TIP with \$4.2M in OBAG2-CMAQ, \$3.5M in OBAG2-STP and \$998K in Other Local funds	\$8,693,000	~%
ALA170078	Oakland	Oakland - Crossing to Safety	Amend a new exempt project into the TIP with \$1.9M in ATP and \$222K in Local funds	\$2,117,000	~%
CC-170027	Contra Costa County	Contra Costa Local Streets and Roads Preservation	Amend a new exempt project into the TIP with \$4.3M in OBAG2-STP and \$1.4M in Other Local funds	\$5,772,000	~%
CC-170028	Contra Costa County	Kirker Pass Road Open Grade Overlay	Amend a new exempt project into the TIP with \$1.3M in OBAG2-STP and \$1.1M in Other Local funds	\$2,395,000	~%
CC-170029	Contra Costa County	West County Walk and Bike Leaders	Amend a new exempt project into the TIP with \$561K in OBAG2-CMAQ and \$73K in Other Local funds	\$634,000	~%
CC-170030	El Cerrito	Carlson Blvd and Central Ave Pavement Rehab	Amend a new exempt project into the TIP with \$544K in OBAG2-STP and \$478K in Other Local funds	\$1,022,000	~%
CC-170031	San Pablo	San Pablo - Market Street Pavement Rehabilitation	Amend a new exempt project into the TIP with \$618K in OBAG2-STP and \$81K in Other Local funds	\$699,000	~%
CC-170032	Orinda	Orinda Way Pavement Rehabilitation	Amend a new exempt project into the TIP with \$620K in OBAG2-STP and \$130K in Other Local funds	\$750,000	~%
CC-170033	Lafayette	Pleasant Hill Rd Pavement Rehab & Maintenance	Amend a new exempt project into the TIP with \$579K in OBAG2-STP and \$77K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$656,000	~%
CC-170034	Brentwood	Brentwood Various Streets and Roads Preservation	Amend a new exempt project into the TIP with \$1.7M in OBAG2-STP and \$216K in Other Local funds, toll credits will be used in lieu of match for the federal funds	\$1,869,000	~%
CC-170035	Antioch	Antioch - L Street Pathway to Transit	Amend a new exempt project into the TIP with \$1.2M in OBAG2-CMAQ and \$1.8M in Other Local funds	\$3,000,000	~%
CC-170036	Antioch	Antioch Pavement Rehabilitation	Amend a new exempt project into the TIP with \$2.5M in OBAG 2-STP and \$726K in Other Local funds	\$3,200,000	~%
CC-170037	Concord	Concord Willow Pass Road Repaving and 6th St SRTS	Amend to add new exempt project into the TIP with \$1.1M in OBAG2-CMAQ, \$4.2M in OBAG2-STP, \$1.1M in Other Local and \$120K in Sales Tax funds, toll credits will be used in lieu of match for federal funds	\$6,517,000	~%
CC-170038	Walnut Creek	Ygancio Valley & Oak Grove Road Rehabilitation	Amend a new exempt project into the TIP with \$2.6M in OBAG2-STP and \$445K in Other Local funds	\$3,053,000	~%
CC-170040	Pittsburg	Pittsburg BART Pedestrian and Bicycle Connectivity	Amend a new exempt project into the TIP with \$3.9M in OBAG2-CMAQ, \$600K in Sales Tax, and \$50K in Other Local funds	\$4,520,000	~%
CC-170041	Oakley	Oakley Street Repair and Resurfacing	Amend a new exempt project into the TIP with \$969K in OBAG2-STP and \$622K in Local funds	\$1,591,000	~%
CC-170042	Pittsburg	City of Pittsburg Pavement Improvements	Amend a new exempt project into the TIP with \$1.4M in OBAG2-STP and \$180K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$1,565,000	~%

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-170043	Hercules	Hercules -Sycamore/Willow Pavement Rehabilitation	Amend a new exempt project into the TIP with \$492K in OBAG2-STP and \$148K in Other Local funds	\$640,000	~%
CC-170044	Pleasant Hill	Pleasant Hill Road Improvements	Amend new exempt project into the TIP with \$920K in OBAG2-STP, \$98K in Sales Tax, and \$2.7M in Other Local funds	\$3,745,000	~%
CC-170045	San Ramon	Alcosta Boulevard Pavement Rehab	Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP and \$1M in Other Local funds	\$2,200,000	~%
CC-170046	Moraga	Moraga Way and Canyon/Camino Pablo Improvements	Amend a new exempt project into the TIP with \$596K in OBAG2-STP, \$607K in OBAG2-CMAQ, \$822K in Other Local, and \$553K in Sales Tax funds	\$2,628,000	~%
CC-170047	Clayton	Clayton Neighborhood Street Rehab	Amend a new exempt project into the TIP with \$308K in OBAG2-STP and \$85K in Other Local funds	\$393,000	~%
CC-170049	Pittsburg	Pittsburg Active Transp. and Safe Routes Plan	Amend a new exempt project into the TIP with \$312K in ATP funds	\$312,000	~%
CC-170050	Concord	Downtown Corridors Bike/Pedestrian Improvements	Amend a new exempt project into the TIP with \$623K in ATP funds, and \$106K in Local funds	\$729,000	~%
MRN110010	Sausalito	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Update the funding plan to add \$250K in OBAG2-CMAQ and \$319K in Other Local funds	\$569,000	199.6%
MRN170019	Corte Madera	Corte Madera-Paradise Drive Multiuse Path	Amend a new exempt project into the TIP with \$595K in OBAG2-CMAQ and \$450K in Local funds	\$1,045,000	~%
MRN170020	San Anselmo	San Anselmo Bike Spine	Amend a new exempt project into the TIP with \$269K in OBAG2-CMAQ and \$35K in Other Local funds	\$303,900	~%
MRN170021	San Anselmo	Sir Francis Drake Blvd Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.1M in OBAG2-STP and \$147K in Other Local funds	\$1,281,100	~%
MRN170022	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.45M in OBAG2-STP and \$803K in Local funds	\$2,253,950	~%
MRN170023	Corte Madera	Central Marin Regional Pathway Gap Closure	Amend a new exempt project into the TIP with \$415K in ATP funds, and \$54K in Local funds	\$469,100	~%
NAP170004	Napa Valley Transportation Authority	Napa County Safe Routes to Schools	Update the funding plan to add \$437K in CON ATP funds to FY18	\$437,000	162.5%
SCL110108	Santa Clara County	Isabel Bridge Replacement (37C0089)	Update the funding plan to reprogram \$370K in PE HBP from FY17 to FY18 and \$4.8M in CON HBP from FY18 to FY17 and add \$30K in FY18 ROW HBP and \$1.8M in FY18 CON HBP; toll credits will be used in lieu of match for federal funds	\$1,436,662	24.2%
SCL170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Santa Clara	Update the funding plan to add \$4.8M in OBAG2-STP	\$4,822,000	50.8%
SCL170019	Santa Clara County	Uvas Road Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.7M in OBAG2-STP-FAS and \$220K in Other Local funds	\$1,921,439	~%
SCL170020	Sunnyvale	Bernardo Avenue Bicycle Underpass	Amend a new exempt project to the TIP with \$500K in OBAG2-CMAQ, \$633K in Other Local funds and \$8.7M in RTP-LRP funds	\$9,833,000	~%
SCL170021	Palo Alto	North Ventura Coordinated Area Plan	Amend a new exempt project into the TIP with \$638K in OBAG2-STP and \$112K in Other Local funds	\$750,000	~%



**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL170022	Sunnyvale	Java Dr Road Diet and Bike Lanes	Amend a new exempt project into the TIP with \$214K in OBAG2-CMAQ and \$419K in Other Local funds	\$633,000	~%
SCL170023	Sunnyvale	Peery Park Sense of Place Improvements	Amend a new exempt project into the TIP with \$1.2M in OBAG2-CMAQ and \$2.2M in Other Local funds	\$3,400,000	~%
SCL170024	Sunnyvale	East Sunnyvale Area Sense of Place	Amend a new exempt project to the TIP with \$1.3M in OBAG2-CMAQ and \$2.6M in Other Local funds	\$3,856,900	~%
SCL170025	Sunnyvale	Fair Oaks Avenue Bikeway - Phase 2	Amend a new exempt project into the TIP with \$335K in OBAG2-CMAQ and \$655K in Other Local funds	\$990,000	~%
SCL170026	Sunnyvale	Lawrence Station Area Sidewalks & Bike Facilities	Amend a new exempt project into the TIP with \$214K in OBAG2-CMAQ and \$419K in Other Local funds	\$633,000	~%
SCL170027	Sunnyvale	Sunnyvale Traffic Signal Upgrades/Replacements	Amend a new project into the TIP with \$2.6M in OBAG2-STP and \$333K in Other Local funds, toll credits will be used in lieu of match for CON federal funds	\$2,899,000	~%
SCL170032	Santa Clara County	McKean Rd Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP and \$149K in Other Local funds	\$1,300,125	~%
SCL170033	Santa Clara County	Capitol Expressway Pavement Rehabilitation	Amend a new exempt project into the TIP with \$5M in OBAG2-STP and \$648K in Other Local funds	\$5,647,804	~%
SCL170035	Campbell	Campbell - Winchester Blvd Overlay	Amend a new exempt project into the TIP with \$554K in OBAG2-STP and \$1.2M in Other Local funds	\$1,725,000	~%
SCL170036	Campbell	Eden Avenue Sidewalk Improvements	Amend a new exempt project into the TIP with \$555K in OBAG2-CMAQ and \$147K in Other Local funds	\$702,000	~%
SCL170037	Cupertino	Cupertino Pavement Maintenance Phase 2	Amend a new exempt project into the TIP with \$769K in OBAG2-STP and \$110K in Other Local funds	\$879,000	~%
SCL170039	Milpitas	Milpitas Street Resurfacing	Amend a new exempt project into the TIP with \$1.6M in OBAG2-STP and \$358K in Local funds	\$1,967,463	~%
SCL170040	Mountain View	West Middlefield Road Improvements	Amend a new exempt project into the TIP with \$1.1M in OBAG2-STP and \$414K in Other Local funds	\$1,550,000	~%
SCL170041	Palo Alto	Palo Alto Street Resurfacing	Amend a new exempt project into the TIP with \$1.0M in OBAG2-STP and \$170K in Other Local funds	\$1,179,000	~%
SCL170042	Santa Clara (City)	Santa Clara Streets and Roads Preservation	Amend a new exempt project into the TIP with \$2.4M in OBAG2-STP and \$1.1M in Other Local funds	\$3,413,000	~%
SCL170043	Sunnyvale	Homestead Rd at Homestead High School Improvements	Amend a new exempt project into the TIP with \$1M in OBAG2-CMAQ and \$265K in Other Local funds	\$1,265,000	~%
SCL170044	San Jose	San Jose Pavement Maintenance	Amend a new exempt project into the TIP with \$14.6M in OBAG2-STP and \$3.5M in Other Local funds	\$18,137,017	~%
SF-170017	San Francisco Municipal Transport Agency (SFMTA)	Vision Zero SF: Safer Intersections	Amend a new exempt project into the TIP with \$2M in ATP funds, and \$60K in Local funds	\$2,062,000	~%
SM-170002	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - San Mateo	Update the funding plan to add \$1.5M in OBAG2-STP	\$1,512,000	27.7%

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-170012	San Mateo County	Canada Road and Edgewood Road Resurfacing	Amend a new exempt project into the TIP with \$892K in OBAG2-STP-FAS and \$135K in Other Local funds	\$1,026,000	~%
SM-170013	Half Moon Bay	Half Moon Bay - Poplar Complete Streets	Amend a new exempt project into the TIP with \$1.2M in OBAG2-CMAQ and \$156K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$1,358,000	~%
SM-170014	San Mateo County	San Mateo Countywide Pavement Maintenance	Amend a new exempt project into the TIP with \$1.1M in OBAG2-STP and \$140K in Other Local funds	\$1,212,000	~%
SM-170015	Burlingame	Hoover School Area Sidewalk Impvts (Summit Dr.)	Amend a new exempt project into the TIP with \$700K in OBAG2-CMAQ and \$198K in Other Local funds	\$898,000	~%
SM-170017	San Bruno	Huntington Transit Corridor Bike/Ped Improvements	Amend a new exempt project to the TIP with \$914K in OBAG2-CMAQ and \$243K in Other Local funds	\$1,157,000	~%
SM-170018	Atherton	Atherton - Middlefield Road Class II Bike Lanes	Amend a new exempt project into the TIP with \$251K in OBAG2-CMAQ and \$709K in Other Local funds	\$960,000	~%
SM-170019	Brisbane	Brisbane - Tunnel Ave Rehabilitation	Amend a new exempt project into the TIP with \$137K in OBAG2-STP and \$29K in Other Local funds	\$166,000	~%
SM-170020	Burlingame	Burlingame: Broadway PDA Lighting Improvements	Amend a new exempt project into the TIP with \$720K in OBAG2-CMAQ and \$180K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$900,000	~%
SM-170021	Burlingame	Burlingame Street Resurfacing	Amend a new exempt project into the TIP with \$571K in OBAG2-STP and \$800K in Other Local funds	\$1,371,000	~%
SM-170022	Colma	Colma - Mission Road Bike/Ped Improvements	Amend a new exempt project into the TIP with \$625K in OBAG2-CMAQ and \$750K in Other Local funds	\$1,375,000	~%
SM-170023	Daly City	Daly City Pavement Preservation	Amend a new exempt project into the TIP with \$1.3M in OBAG2-STP and \$170K in Local funds, toll credits will be used in lieu of match for federal funds	\$1,480,000	~%
SM-170024	East Palo Alto	East Palo Alto Citywide Street Resurfacing	Amend a new exempt project into the TIP with \$416K in OBAG2-STP and \$478K in Other Local funds	\$894,000	~%
SM-170025	Foster City	Foster City - Pavement Rehabilitation	Amend a new exempt project into the TIP with \$441K in OBAG2-STP and \$1.5M in Other Local funds	\$1,901,000	~%
SM-170026	Hillsborough	Hillsborough Street Resurfacing	Amend a new exempt project into the TIP with \$408K in OBAG2-STP and \$53K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$461,000	~%
SM-170027	Menlo Park	Menlo Park - Santa Cruz and Middle Avenues Rehab	Amend a new exempt project into the TIP with \$647K in OBAG2-STP and \$330K in Other Local funds	\$977,000	~%
SM-170028	Millbrae	Millbrae Street Rehabilitation	Amend a new exempt project into the TIP with \$387K in OBAG2-STP and \$215K in Other Local funds	\$602,000	~%
SM-170029	Pacifica	Pacifica - Palmetto Sidewalk Extension	Amend a new exempt project into the TIP with \$330K in OBAG2-STP and \$83K in Other Local funds	\$413,000	~%
SM-170030	Pacifica	Pacifica Citywide Curb Ramps	Amend a new exempt project into the TIP with \$400K of OBAG2-STP and \$92K in Other Local funds	\$492,000	~%
SM-170031	Pacifica	Pacifica Pavement Rehabilitation	Amend a new exempt project into the TIP with \$671K in OBAG2-STP and \$87K in Other Local funds	\$758,000	~%

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-170032	Redwood City	Redwood City Pavement Preservation	Amend a new exempt project into the TIP with \$1.3M in OBAG2-STP and \$296K in Other Local funds	\$1,562,000	~%
SM-170033	San Bruno	San Bruno Street Rehabilitation	Amend a new exempt project into the TIP with \$673K in OBAG2-STP and \$158K in Other Local funds	\$831,000	~%
SM-170034	San Carlos	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	Amend a new exempt project into the TIP with \$500K in OBAG2-CMAQ and \$230K in Other Local funds	\$730,000	~%
SM-170035	San Carlos	Cedar and Brittan Ave Pavement Rehab	Amend a new exempt project into the TIP with \$575K in OBAG2-CMAQ and \$75K in Other Local funds	\$650,000	~%
SM-170036	South San Francisco	SSF Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.0M in OBAG2-STP and \$134K in Other Local funds	\$1,161,000	~%
SM-170037	Woodside	Woodside Road Rehabilitation	Amend a new exempt project into the TIP with \$242K in OBAG2-STP and \$233K in Other Local funds	\$475,000	~%
SM-170038	San Mateo (City)	North San Mateo Drive Sustainable Streets	Amend a new exempt project into the TIP with \$4M in local funds	\$3,963,600	~%
SOL110019	Solano Transportation Authority (STA)	Solano Safe Routes to School Program	Update the funding plan to add \$1.2M in OBAG2-CMAQ funds, toll credits will be used in lieu of match for federal funds	\$1,209,000	45.8%
SOL170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Solano	Update the funding plan to add \$3M in OBAG2-STP and \$394K in Local funds	\$3,433,000	68.7%
SOL170010	Fairfield	Grange Middle School Safe Routes to School	Amend a new exempt project into the TIP with \$260K in OBAG2-CMAQ funds	\$260,000	~%
SON170010	Sonoma County	Sonoma County - River Road Pavement Rehab	Amend a new exempt project into the TIP with \$3.3M in OBAG2-STP-FAS and \$423K in Other Local funds	\$3,687,000	~%
SON170011	Petaluma	Petaluma Blvd South Road Diet at E Street	Amend a new project into the TIP with \$2.3M in OBAG2-STP, \$583K in OBAG2-CMAQ, and \$397K in Other Local funds	\$3,295,100	~%
SON170012	Santa Rosa	Highway 101 Bicycle and Pedestrian Bridge	Amend a new exempt project into the TIP with \$1.4M in OBAG2-CMAQ, \$231K in TDA and \$13.9M in RTP-LRP funds	\$15,528,000	~%
SON170013	Sonoma County	Rehabilitaiton of Various Roads in Sonoma County	Amend a new exempt project into the TIP with \$2.6M in OBAG2-STP and \$329K in Other Local funds	\$2,929,000	~%
SON170014	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	Amend a new exempt project into the TIP with \$1.8M in OBAG2-CMAQ, \$402K in Other Local and \$1.28M in RTP-LRP funds	\$3,491,000	~%
SON170015	Cotati	E. Cotati Avenue Street Rehabilitation Project	Amend a new exempt project into the TIP with \$675K in STP and \$88K in Local funds. Toll credits will be used in lieu of match for CON funds.	\$763,000	~%
SON170016	Rohnert Park	Rohnert Park Various Streets Rehabilitation	Amend a new exempt project into the TIP with \$911K in OBAG2-STP, \$124K in OBAG2-CMAQ and \$791K in Other Local funds	\$1,826,000	~%
VAR170012	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan and back-up listing to reflect the latest information from Caltrans	\$183,950,393	34.0%
System: Public Lands/Trails					
CC-170014	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossing	Update the scope to remove the Crow Canyon Rd overcrossing; update the funding plan to change the source for \$12.4M in RTP-LRP to \$4.6M in local, \$2.9M in Sales Tax, and \$4.8M in CMAQ, remove \$10.7M in RTP-LRP and reprogram funds between years and phases	-\$10,739,000	-42.7%

**TIP Revision Summary
2017-25**

Attachment 1

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CC-170039	Concord	Monument Boulevard Class I Path	Amend a new exempt project into the TIP with \$4.4M in OBAG2-CMAQ and \$961K in Other Local funds	\$5,329,000	~%
SCL170028	Los Gatos	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	Amend a new exempt project into the TIP with \$343K in OBAG2-CMAQ and \$44K in Other Local funds	\$4,387,440	~%
SCL170045	Santa Clara (City)	Saratoga Creek Trail Phase 1	Amend a new exempt project into the TIP with \$2.7M in OBAG2-CMAQ and \$1.6M in Other Local funds	\$4,326,000	~%
SOL170007	Suisun City	McCoy Creek Trail - Phase 2	Update the funding plan to change the source for \$498K from RTP-LRP to ATP, and for \$582K from Local to ATP; add \$1.3M in ATP and reprogram funds between years and phases	\$1,287,000	42.9%
System: Regional					
ALA170077	East Bay Regional Park District (EBRPD)	Doolittle Drive Bay Trail	Amend a new exempt project into the TIP with \$4.3M in Local funds, \$4M in ATP funds, and \$2.8M in Salestax funds	\$11,100,000	~%
CC-170048	Pinole	Pinole - San Pablo Avenue Rehabilitation	Amend a new exempt project into the TIP with \$586K in OBAG2-STP and \$77K in Other Local, toll credits will be used in lieu of match for federal funds	\$663,000	~%
REG170019	Bay Area Air Quality Management District (BAAQMD)	Spare the Air	Amend a new exempt project into the TIP with \$5M in CMAQ funds, toll credits will be used in lieu of match for federal funds	\$5,000,000	~%
REG170020	Bay Area Air Quality Management District (BAAQMD)	Electric Vehicle Programs and Outreach	Amend a new exempt project into the TIP with \$10M in OBAG2-CMAQ funds, toll credits will be used in lieu of match for federal funds	\$5,000,000	~%
REG170021	Bay Area Air Quality Management District (BAAQMD)	Electric Vehicle Infrastructure/Vehicle Buyback	Amend a new exempt project into the TIP with \$7M in TFCA and \$3M in CARB funds	\$10,000,000	~%
SCL170038	Los Altos	Fremont Avenue Preservation	Amend a new exempt project into the TIP with \$336K in OBAG2-STP and \$179K in Other Local funds	\$515,000	~%
VAR170024	Metropolitan Transportation Commission (MTC)	Bike Share Capital Program	Amend a new exempt project into the TIP with \$2.6M in CMAQ and \$355K in Other Local funds	\$2,919,000	~%
System: State Highway					
ALA050079	Alameda County Transportation Commission (ACTC)	I-80 Gilman Interchange Reconfiguration	Update the funding plan to change the source for \$3.4M from Sales Tax to RTP-LRP and for \$12K from Other State to RTP-LRP, and add \$960K in Other Local, \$4.2M in ATP and \$11.9M in RTP-LRP, and reprogram funds between years and phases; update sponsor	\$17,022,139	65.1%
NAP170005	Saint Helena	Main Street St. Helena Pedestrian Improvements	Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP and \$187K in Other Local	\$1,393,000	~%
REG170018	Metropolitan Transportation Commission (MTC)	Connected & Automated Vehicles	Amend in new project funded with \$2.5M in OBAG2-STP funds; toll credits applied in lieu of match	\$2,500,000	~%
SM-170016	South San Francisco	SSF Grand Boulevard (Phase III)	Amend a new project into the TIP with \$1M in OBAG2-CMAQ and \$275K in Other Local funds	\$1,275,000	~%



TIP Revision Summary 2017-25

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
VAR170006	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$19.9M in SHOPP funds	\$19,911,000	2.8%
VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$30.8M in SHOPP funds	\$30,765,000	7.4%
System: Transit					
NAP050009	Napa Valley Transportation Authority	Park & Ride Lots in Napa County	Amend a project back into the TIP, update the scope to include improvements to existing parking and ride lots and update the funding plan to add \$507K in STP and \$200K in Other Local funds	\$707,131	14.1%
REG090054	Water Emergency Transportation Authority (WETA)	WETA: Ferry Channel & Berth Dredging	Update the funding plan to add \$2.48M in FY18 5337 and \$620K in FY18 Bridge Toll funds	\$3,100,000	94.1%
SF-170016	Bay Area Rapid Transit District (BART)	Embarcadero Stn: New North-Side Platform Elevator	Amend a new exempt project into the TIP with \$2M in OBAG2-STP and \$13M in local funds	\$15,000,000	~%
SOL170009	Solano Transportation Authority (STA)	Solano Mobility Call Center	Amend a new exempt project into the TIP with \$1.5M in OBAG2-CMAQ and \$199K in Other Local funds	\$1,736,000	~%
Total Funding Change:				\$581,480,200	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$533,606,559	\$1,148,842,551	\$2,350,000	\$114,164,081	\$1,798,963,191	\$1,316,887,293
Proposed:	\$798,204,952	\$1,219,769,770	\$9,970,000	\$352,498,669	\$2,380,443,391	\$1,712,247,541
Delta:	\$264,598,393	\$70,927,219	\$7,620,000	\$238,334,588	\$581,480,200	\$395,360,248

Date: September 28, 2016
 W.I.: 1512
 Referred by: PAC
 Revised: 12/21/16-C 02/22/17-C 03/22/17-C
 04/26/17-C 06/28/17-C 07/26/17-C
 09/27/17-C 11/15/17-C 01/24/18-C

ABSTRACT

Resolution No. 4275, Revised

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

Further discussion of the 2017 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 14, 2016, December 14, 2016, February 8, 2017, March 8, 2017, April 12, 2017, June 14, 2017, and July 12, 2017, the Planning Committee summary sheet dated July 14, 2017 and the Programming & Allocations Committee summary sheet dated September 13, 2017, November 8, 2017 and January 10, 2017. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2017 TIP'.

2017 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-01	Admin. Mod.	61	-\$3,823,767	12/21/2016	12/21/2016
17-02	Admin. Mod.	6	\$544,852	1/31/2017	1/31/2017
17-03	Amendment	69	\$819,826,956	12/21/2016	2/8/2017
17-04	Admin. Mod.	15	-\$111,504	3/6/2017	3/6/2017
17-05	Admin. Mod.	12	\$22,741,790	4/5/2017	4/5/2017
17-06	Amendment	11	\$68,189,237	2/22/2017	3/14/2017
17-07	Admin. Mod.	15	-\$8,341,530	4/28/2017	4/28/2017
17-08	Amendment	73	\$840,375,166	3/22/2017	4/14/2017
17-09	Admin. Mod.	24	\$17,810,414	6/9/2017	6/9/2017
17-10	Amendment	14	\$101,213,635	4/26/2017	6/8/2017
17-11	Admin. Mod.	4	-\$1,360,312	7/6/2017	7/6/2017
17-12	Admin. Mod.	20	-\$6,802,149	8/2/2017	8/2/2017
17-13	Amendment	48	\$221,344,142	6/28/2017	8/3/2017
17-14	Amendment	61	\$3,846,016,088	7/26/2017	8/23/2017

ABSTRACT

MTC Resolution No. 4275, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-15	Admin. Mod.	16	\$12,222,653	9/20/2017	9/20/2017
17-16	Amendment	13	\$19,557,138	7/26/2017	9/5/2017
17-17	Admin. Mod.	20	-\$336,931	10/12/2017	10/12/2017
17-18	Admin. Mod.	5	-\$466,894	11/6/2017	11/6/2017
17-19	Amendment	31	\$4,412,223,691	9/27/2017	10/25/2017
17-20	Admin. Mod.	18	\$4,097,482	11/21/2017	11/21/2017
17-21	Admin. Mod.	Pending	Pending	Pending	Pending
17-22	Amendment	19	\$66,639,566	11/15/2017	Pending
17-23	Admin. Mod.	Pending	Pending	Pending	Pending
17-24	Admin. Mod.	Pending	Pending	Pending	Pending
17-25	Amendment	134	\$581,480,200	1/24/2018	Pending
Net Funding Change		689	\$11,013,039,923		
Absolute Funding Change			\$11,055,526,097		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-C
04/26/17-C 06/28/17-C 07/26/17-C
09/27/17-C 11/15/17-C 01/24/18-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 11

Revisions to the 2017 TIP

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

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

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

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

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

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

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

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

- Amends four exempt and four non-exempt, not regionally significant projects into the TIP to reflect the adoption of the Bay Bridge Forward Program;
- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent project to reflect additional funding commitments, including the addition of \$40 million in Highway Bridge Program (HBP) funds, \$40 million in Surface Transportation Block Grant Program funds and \$40 million in Golden Gate Bridge toll funds;
- Updates the funding plans of six additional individually-listed HBP funded projects, updates the funding plan and back-up listing of the HBP funded grouped listing, and combines one individually-listed HBP funded project with the grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$109 million in HBP funds;
- Deletes two projects and updates the funding plans of two other projects to reflect the repurposing of prior year federal earmark funds;
- Adds one new State Highway Operations and Protection Program (SHOPP) funded grouped listing and updates the funding plans and back-up listings of five existing SHOPP funded grouped listings to reflect the latest information from Caltrans, including the addition of approximately \$369 million in SHOPP funds;
- Adds one new Recreational Trails Program funded grouped listing into the TIP;
- Carries forward two exempt and one non-exempt project into the 2017 TIP from the 2015 TIP as these projects were not originally included in the 2017 TIP as adopted;
- Adds one new exempt project to the TIP and updates the scope and funding for an existing project to reflect the award of Federal Transit Administration (FTA) discretionary funds through the FTA Section 5339 Discretionary Program and Transit Oriented Development Planning Pilot Program;

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

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

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

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

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

Revision 17-05 is an administrative modification that revises 12 projects with a net funding increase of \$22.7 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 5, 2017. Among other changes, this revision:

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

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

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

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

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

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

Revision 17-07 is an administrative modification that revises 15 projects with a net funding decrease of \$8.3 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 28, 2017. Among other changes, this revision:

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

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

Revision 17-08 is an amendment that revises 73 projects with a net funding increase of approximately \$840 million. The revision was referred by the Programming and Allocations Committee on March 8, 2017, and approved by the MTC Commission on March 22, 2017. Caltrans approval was received on March 29, 2017, and final federal approval was received on April 14, 2017. Among other changes, this revision:

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

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

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

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

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

Revision 17-10 is an amendment that revises 14 projects with a net funding increase of approximately \$101 million. The revision was referred by the Programming and Allocations Committee on April 12, 2017, and approved by the MTC Commission on April 26, 2017.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Revision 17-15 is an administrative modification that revises 15 projects with a net funding increase of \$12.2 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on September 20, 2017. Among other changes, this revision:

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

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

Revision 17-16 is an amendment that revises 13 projects with a net funding increase of approximately \$20 million. The revision was referred by the Programming and Allocations Committee on July 12, 2017, and approved by the MTC Commission on July 26, 2017. Caltrans approval was received on August 7, 2017, and final federal approval was received on September 5, 2017. Among other changes, this revision:

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

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

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

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

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

Revision 17-18 is an administrative modification that revises five projects with a net funding decrease of \$466,894. The revision was approved into the Federal-Statewide TIP by the deputy executive director on November 6, 2017. Among other changes, this revision:

- Updates the funding plans of four federal earmark funded projects to reflect the repurposing of earmarked funds; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of \$208,500 in HSIP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$208,500 in HSIP funds and \$69,840 in repurposed federal earmarked funds. MTC's 2017 TIP, as revised with Revision No. 2017-18, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-19 is an amendment that revises 31 projects with a net funding increase of approximately \$4.4 billion. The revision was referred by the Programming and Allocations Committee on September 13, 2017, and approved by the MTC Commission on September 27, 2017. Caltrans approval was received on October 9, 2017, and final federal approval was received on October 25, 2017. Among other changes, this revision:

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

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

Revision 17-20 is an administrative modification that revises 18 projects with a net funding increase of \$4 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on November 21, 2017. Among other changes, this revision:

- Updates the funding plans of 11 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan of one federal earmark funded project to reflect the latest programming decisions;
- Updates the funding plans of four individually-listed Federal Highway Bridge Program (HBP) funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the HBP funded grouped listing to reflect changes to Contra Costa County's Marsh Creek Rd bridge replacement project, including the addition of \$2.2 million in HBP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2.1 million in HBP funds to reflect the net change in HBP funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-21 is a pending administrative modification.

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

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

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

Revision 17-23 is a pending administrative modification.

Revision 17-24 is a pending administrative modification.

Revision 17-25 is an amendment that revises 134 projects with a net funding increase of approximately \$581 million. The revision was referred by the Programming and Allocations Committee on January 10, 2018, and approved by the MTC Commission on January 24, 2018. Caltrans approval is expected in mid-February, 2018, and final federal approval is expected in mid-March, 2018. Among other changes, this revision:

- Amends six new Active Transportation Program (ATP) funded projects into the TIP and revises the funding plans of six existing ATP funded projects;
- Updates the funding plans and back-up listings of three grouped listings to reflect the latest information from Caltrans;
- Amends 103 new projects into the TIP and updates the funding plans of seven existing projects to reflect the adoption of the One Bay Area Grant 2 (OBAG2) County Program;
- Amends four new projects into the TIP to reflect recent changes to the OBAG2 Regional Arterial Operations Management and Climate Initiatives Programs;
- Amends three new projects into the TIP to reflect previously approved changes to the One Bay Area Grant 1 (OBAG1) Transit Performance Initiative and Climate Change Initiative Programs; and
- Updates the funding plan of one project to reflect recent changes to the Transit Capital Priorities program.

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

Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2017

Agenda Item 2d

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-25.

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

Amendment 2017-25 makes revisions to 134 projects with a net funding increase of approximately \$581 million. Among other changes, this revision:

- Amends six new Active Transportation Program (ATP) funded projects into the TIP and revises the funding plans of six existing ATP funded projects;
- Updates the funding plans and back-up listings of three grouped listings to reflect the latest information from Caltrans;
- Amends 103 new projects into the TIP and updates the funding plans of seven existing projects to reflect the adoption of the One Bay Area Grant 2 (OBAG2) County Program;
- Amends four new projects into the TIP to reflect recent changes to the OBAG2 Regional Active Operations Management and Climate Initiatives Programs;
- Amends three new projects into the TIP to reflect previously approved changes to the One Bay Area Grant 1 (OBAG1) Transit Performance Initiative and Climate Change Initiatives Programs; and
- Updates the funding plan of one project to reflect recent changes to the Transit Capital Priorities program.

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

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

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

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

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

Issues: None.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-25
MTC Resolution No. 4275, Revised

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview BikePed	Update the scope to include bike and safety improvements and update the funding plan to add \$8.3M in OBAG2-CMAQ, \$1M in OBAG2-STP, and \$4M in Local funds and reprogram Cycle 3 ATP from FY20 to FY19	\$13,350,000	71.3%
ALA130018	Alameda County	Alameda Co-Various Streets and Roads Preservation	Update the funding plan to add \$3.95M in STP-OBAG2 and \$590K in Other Local funds	\$4,540,000	211.5%
ALA170043	Oakland	Oakland - 14th Street Safe Routes in the City	Update the funding plan to reprogram \$1.2M in PSE ATP funds and \$279K in PSE Local funds from FY20 to FY19, and reprogram \$9.3M in CON ATP funds and \$2.4M in CON Local funds from FY21 to FY20	\$0	0.0%
ALA170051	Oakland	Fruitvale Alive Gap Closure Project	Update the funding plan to reprogram \$800K in PSE ATP funds and \$466K in PSE Local funds from FY20 to FY18, reprogram \$50K in ROW ATP funds from FY20 to FY18, and reprogram \$5M in CON ATP funds and \$2 in CON Local funds from FY21 to FY19	\$0	0.0%
ALA170054	Berkeley	John Muir Safe Routes to School	Update the funding plan to reprogram \$47K in ATP funds from PSE to CON, reprogram PSE from FY20 to FY17 and CON from FY21 to FY18, and add \$27K in PSE Local and \$11K in CON Local	\$38,080	11.3%
ALA170061	Newark	Thornton Avenue Pavement Rehabilitation	Amend a new exempt project into the TIP with \$592K in OBAG 2 and \$910 in Other Local funds	\$1,502,000	~%
ALA170062	Dublin	Dublin Blvd Rehabilitation	Amend a new exempt project to the TIP with \$661K in OBAG2-STP and \$339K in Other Local funds	\$1,000,000	~%
ALA170063	Oakland	Lakeside Family Streets	Amend new exempt project into the TIP with \$2.8M in OBAG2-CMAQ funds, \$1.9M in OBAG-STP and \$622K in Other local funds	\$5,415,000	~%
ALA170064	Oakland	Oakland LSR Paving	Amend new exempt project to the TIP with \$4.9M in OBAG 2 and \$636K in Other Local funds	\$5,531,000	~%
ALA170065	Hayward	Hayward - Main Street Complete Street	Amend a new exempt project to the TIP with \$1.7M in OBAG2-STP and \$550K in Other Local funds	\$2,225,000	~%
ALA170066	Hayward	Winton Ave Complete Street	Amend a new exempt project into the TIP with \$1.75M in OBAG2-STP and \$230K in Other Local funds	\$1,979,860	~%
ALA170067	Berkeley	Southside Complete Streets & Transit Improvement	Amend a new exempt project into the TIP with \$4.4M in OBAG2-CMAQ and \$2.7M in OBAG2-STP and \$2.3M in Other Local funds	\$9,414,997	~%
ALA170068	Livermore	Livermore Pavement Rehabilitation - MTS Routes	Amend new exempt project into the TIP with \$1.4M in OBAG2-STP and \$570K in Other Local funds	\$1,952,000	~%
ALA170069	Fremont	City of Fremont Pavement Rehabilitation	Amend new exempt project into the TIP with \$2.8M in OBAG2-STP and \$1.7M in Other Local funds	\$4,428,000	~%
ALA170070	Pleasanton	Pavement Rehabilitation Hacienda Business Park	Amend a new exempt project into the TIP with \$1.1M in OBAG 2 and \$870K in Other Local funds	\$1,965,000	~%
ALA170071	Union City	Union City-Dyer Street Pavement Rehabilitation	Amend a new exempt project to the TIP with \$872K in OBAG2 and \$168K in Other Local funds	\$1,040,000	~%
ALA170072	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint	Amend new exempt project into the TIP with \$225K in OBAG2-STP and \$45K in Other Local funds	\$270,000	~%
ALA170073	Alameda (City)	Clement Avenue Complete Streets	Amend a new exempt project into the TIP with \$3M in CMAQ-OBAG2, \$2M in STP-OBAG2 and \$652K in Other Local funds	\$5,670,000	~%

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
ALA170074	Alameda (City)	Alameda City-Wide Pavement Rehabilitation	Amend a new exempt project into the TIP with \$827K in STP-OBAG2 and \$232K in Other Local funds	\$1,059,000	~%
ALA170075	San Leandro	San Leandro Washington Avenue Rehabilitation	Amend a new exempt project into the TIP with \$1M in OBAG2-STP and \$137K in Other Local funds	\$1,185,000	~%
ALA170076	Fremont	Complete Streets Upgrade of Relinquished SR84	Amend a new exempt project to the TIP with \$4.2M in OBAG2-CMAQ, \$3.5M in OBAG2-STP and \$998K in Other Local funds	\$8,693,000	~%
ALA170078	Oakland	Oakland - Crossing to Safety	Amend a new exempt project into the TIP with \$1.9M in ATP and \$222K in Local funds	\$2,117,000	~%
CC-170027	Contra Costa County	Contra Costa Local Streets and Roads Preservation	Amend a new exempt project into the TIP with \$4.3M in OBAG2-STP and \$1.4M in Other Local funds	\$5,772,000	~%
CC-170028	Contra Costa County	Kirker Pass Road Open Grade Overlay	Amend a new exempt project into the TIP with \$1.3M in OBAG2-STP and \$1.1M in Other Local funds	\$2,395,000	~%
CC-170029	Contra Costa County	West County Walk and Bike Leaders	Amend a new exempt project into the TIP with \$561K in OBAG2-CMAQ and \$73K in Other Local funds	\$634,000	~%
CC-170030	El Cerrito	Carlson Blvd and Central Ave Pavement Rehab	Amend a new exempt project into the TIP with \$544K in OBAG2-STP and \$478K in Other Local funds	\$1,022,000	~%
CC-170031	San Pablo	San Pablo - Market Street Pavement Rehabilitation	Amend a new exempt project into the TIP with \$618K in OBAG2-STP and \$81K in Other Local funds	\$699,000	~%
CC-170032	Orinda	Orinda Way Pavement Rehabilitation	Amend a new exempt project into the TIP with \$620K in OBAG2-STP and \$130K in Other Local funds	\$750,000	~%
CC-170033	Lafayette	Pleasant Hill Rd Pavement Rehab & Maintenance	Amend a new exempt project into the TIP with \$579K in OBAG2-STP and \$77K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$656,000	~%
CC-170034	Brentwood	Brentwood Various Streets and Roads Preservation	Amend a new exempt project into the TIP with \$1.7M in OBAG2-STP and \$216K in Other Local funds, toll credits will be used in lieu of match for the federal funds	\$1,869,000	~%
CC-170035	Antioch	Antioch - L Street Pathway to Transit	Amend a new exempt project into the TIP with \$1.2M in OBAG2-CMAQ and \$1.8M in Other Local funds	\$3,000,000	~%
CC-170036	Antioch	Antioch Pavement Rehabilitation	Amend a new exempt project into the TIP with \$2.5M in OBAG 2-STP and \$726K in Other Local funds	\$3,200,000	~%
CC-170037	Concord	Concord Willow Pass Road Repaving and 6th St SRTS	Amend to add new exempt project into the TIP with \$1.1M in OBAG2-CMAQ, \$4.2M in OBAG2-STP, \$1.1M in Other Local and \$120K in Sales Tax funds, toll credits will be used in lieu of match for federal funds	\$6,517,000	~%
CC-170038	Walnut Creek	Ygancio Valley & Oak Grove Road Rehabilitation	Amend a new exempt project into the TIP with \$2.6M in OBAG2-STP and \$445K in Other Local funds	\$3,053,000	~%
CC-170040	Pittsburg	Pittsburg BART Pedestrian and Bicycle Connectivity	Amend a new exempt project into the TIP with \$3.9M in OBAG2-CMAQ, \$600K in Sales Tax, and \$50K in Other Local funds	\$4,520,000	~%
CC-170041	Oakley	Oakley Street Repair and Resurfacing	Amend a new exempt project into the TIP with \$969K in OBAG2-STP and \$622K in Local funds	\$1,591,000	~%
CC-170042	Pittsburg	City of Pittsburg Pavement Improvements	Amend a new exempt project into the TIP with \$1.4M in OBAG2-STP and \$180K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$1,565,000	~%

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-170043	Hercules	Hercules -Sycamore/Willow Pavement Rehabilitation	Amend a new exempt project into the TIP with \$492K in OBAG2-STP and \$148K in Other Local funds	\$640,000	~%
CC-170044	Pleasant Hill	Pleasant Hill Road Improvements	Amend new exempt project into the TIP with \$920K in OBAG2-STP, \$98K in Sales Tax, and \$2.7M in Other Local funds	\$3,745,000	~%
CC-170045	San Ramon	Alcosta Boulevard Pavement Rehab	Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP and \$1M in Other Local funds	\$2,200,000	~%
CC-170046	Moraga	Moraga Way and Canyon/Camino Pablo Improvements	Amend a new exempt project into the TIP with \$596K in OBAG2-STP, \$607K in OBAG2-CMAQ, \$822K in Other Local, and \$553K in Sales Tax funds	\$2,628,000	~%
CC-170047	Clayton	Clayton Neighborhood Street Rehab	Amend a new exempt project into the TIP with \$308K in OBAG2-STP and \$85K in Other Local funds	\$393,000	~%
CC-170049	Pittsburg	Pittsburg Active Transp. and Safe Routes Plan	Amend a new exempt project into the TIP with \$312K in ATP funds	\$312,000	~%
CC-170050	Concord	Downtown Corridors Bike/Pedestrian Improvements	Amend a new exempt project into the TIP with \$623K in ATP funds, and \$106K in Local funds	\$729,000	~%
MRN110010	Sausalito	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Update the funding plan to add \$250K in OBAG2-CMAQ and \$319K in Other Local funds	\$569,000	199.6%
MRN170019	Corte Madera	Corte Madera-Paradise Drive Multiuse Path	Amend a new exempt project into the TIP with \$595K in OBAG2-CMAQ and \$450K in Local funds	\$1,045,000	~%
MRN170020	San Anselmo	San Anselmo Bike Spine	Amend a new exempt project into the TIP with \$269K in OBAG2-CMAQ and \$35K in Other Local funds	\$303,900	~%
MRN170021	San Anselmo	Sir Francis Drake Blvd Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.1M in OBAG2-STP and \$147K in Other Local funds	\$1,281,100	~%
MRN170022	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.45M in OBAG2-STP and \$803K in Local funds	\$2,253,950	~%
MRN170023	Corte Madera	Central Marin Regional Pathway Gap Closure	Amend a new exempt project into the TIP with \$415K in ATP funds, and \$54K in Local funds	\$469,100	~%
NAP170004	Napa Valley Transportation Authority	Napa County Safe Routes to Schools	Update the funding plan to add \$437K in CON ATP funds to FY18	\$437,000	162.5%
SCL110108	Santa Clara County	Isabel Bridge Replacement (37C0089)	Update the funding plan to reprogram \$370K in PE HBP from FY17 to FY18 and \$4.8M in CON HBP from FY18 to FY17 and add \$30K in FY18 ROW HBP and \$1.8M in FY18 CON HBP; toll credits will be used in lieu of match for federal funds	\$1,436,662	24.2%
SCL170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Santa Clara	Update the funding plan to add \$4.8M in OBAG2-STP	\$4,822,000	50.8%
SCL170019	Santa Clara County	Uvas Road Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.7M in OBAG2-STP-FAS and \$220K in Other Local funds	\$1,921,439	~%
SCL170020	Sunnyvale	Bernardo Avenue Bicycle Underpass	Amend a new exempt project to the TIP with \$500K in OBAG2-CMAQ, \$633K in Other Local funds and \$8.7M in RTP-LRP funds	\$9,833,000	~%
SCL170021	Palo Alto	North Ventura Coordinated Area Plan	Amend a new exempt project into the TIP with \$638K in OBAG2-STP and \$112K in Other Local funds	\$750,000	~%

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL170022	Sunnyvale	Java Dr Road Diet and Bike Lanes	Amend a new exempt project into the TIP with \$214K in OBAG2-CMAQ and \$419K in Other Local funds	\$633,000	~%
SCL170023	Sunnyvale	Peery Park Sense of Place Improvements	Amend a new exempt project into the TIP with \$1.2M in OBAG2-CMAQ and \$2.2M in Other Local funds	\$3,400,000	~%
SCL170024	Sunnyvale	East Sunnyvale Area Sense of Place	Amend a new exempt project to the TIP with \$1.3M in OBAG2-CMAQ and \$2.6M in Other Local funds	\$3,856,900	~%
SCL170025	Sunnyvale	Fair Oaks Avenue Bikeway - Phase 2	Amend a new exempt project into the TIP with \$335K in OBAG2-CMAQ and \$655K in Other Local funds	\$990,000	~%
SCL170026	Sunnyvale	Lawerence Station Area Sidewalks & Bike Facilities	Amend a new exempt project into the TIP with \$214K in OBAG2-CMAQ and \$419K in Other Local funds	\$633,000	~%
SCL170027	Sunnyvale	Sunnyvale Traffic Signal Upgrades/Replacements	Amend a new project into the TIP with \$2.6M in OBAG2-STP and \$333K in Other Local funds, toll credits will be used in lieu of match for CON federal funds	\$2,899,000	~%
SCL170032	Santa Clara County	McKean Rd Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP and \$149K in Other Local funds	\$1,300,125	~%
SCL170033	Santa Clara County	Capitol Expressway Pavement Rehabilitation	Amend a new exempt project into the TIP with \$5M in OBAG2-STP and \$648K in Other Local funds	\$5,647,804	~%
SCL170035	Campbell	Campbell - Winchester Blvd Overlay	Amend a new exempt project into the TIP with \$554K in OBAG2-STP and \$1.2M in Other Local funds	\$1,725,000	~%
SCL170036	Campbell	Eden Avenue Sidewalk Improvements	Amend a new exempt project into the TIP with \$555K in OBAG2-CMAQ and \$147K in Other Local funds	\$702,000	~%
SCL170037	Cupertino	Cupertino Pavement Maintenance Phase 2	Amend a new exempt project into the TIP with \$769K in OBAG2-STP and \$110K in Other Local funds	\$879,000	~%
SCL170039	Milpitas	Milpitas Street Resurfacing	Amend a new exempt project into the TIP with \$1.6M in OBAG2-STP and \$358K in Local funds	\$1,967,463	~%
SCL170040	Mountain View	West Middlefield Road Improvements	Amend a new exempt project into the TIP with \$1.1M in OBAG2-STP and \$414K in Other Local funds	\$1,550,000	~%
SCL170041	Palo Alto	Palo Alto Street Resurfacing	Amend a new exempt project into the TIP with \$1.0M in OBAG2-STP and \$170K in Other Local funds	\$1,179,000	~%
SCL170042	Santa Clara (City)	Santa Clara Streets and Roads Preservation	Amend a new exempt project into the TIP with \$2.4M in OBAG2-STP and \$1.1M in Other Local funds	\$3,413,000	~%
SCL170043	Sunnyvale	Homestead Rd at Homestead High School Improvements	Amend a new exempt project into the TIP with \$1M in OBAG2-CMAQ and \$265K in Other Local funds	\$1,265,000	~%
SCL170044	San Jose	San Jose Pavement Maintenance	Amend a new exempt project into the TIP with \$14.6M in OBAG2-STP and \$3.5M in Other Local funds	\$18,137,017	~%
SF-170017	San Francisco Municipal Transport Agency (SFMTA)	Vision Zero SF: Safer Intersections	Amend a new exempt project into the TIP with \$2M in ATP funds, and \$60K in Local funds	\$2,062,000	~%
SM-170002	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - San Mateo	Update the funding plan to add \$1.5M in OBAG2-STP	\$1,512,000	27.7%

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-170012	San Mateo County	Canada Road and Edgewood Road Resurfacing	Amend a new exempt project into the TIP with \$892K in OBAG2-STP-FAS and \$135K in Other Local funds	\$1,026,000	~%
SM-170013	Half Moon Bay	Half Moon Bay - Poplar Complete Streets	Amend a new exempt project into the TIP with \$1.2M in OBAG2-CMAQ and \$156K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$1,358,000	~%
SM-170014	San Mateo County	San Mateo Countywide Pavement Maintenance	Amend a new exempt project into the TIP with \$1.1M in OBAG2-STP and \$140K in Other Local funds	\$1,212,000	~%
SM-170015	Burlingame	Hoover School Area Sidewalk Impvts (Summit Dr.)	Amend a new exempt project into the TIP with \$700K in OBAG2-CMAQ and \$198K in Other Local funds	\$898,000	~%
SM-170017	San Bruno	Huntington Transit Corridor Bike/Ped Improvements	Amend a new exempt project to the TIP with \$914K in OBAG2-CMAQ and \$243K in Other Local funds	\$1,157,000	~%
SM-170018	Atherton	Atherton - Middlefield Road Class II Bike Lanes	Amend a new exempt project into the TIP with \$251K in OBAG2-CMAQ and \$709K in Other Local funds	\$960,000	~%
SM-170019	Brisbane	Brisbane - Tunnel Ave Rehabilitation	Amend a new exempt project into the TIP with \$137K in OBAG2-STP and \$29K in Other Local funds	\$166,000	~%
SM-170020	Burlingame	Burlingame: Broadway PDA Lighting Improvements	Amend a new exempt project into the TIP with \$720K in OBAG2-CMAQ and \$180K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$900,000	~%
SM-170021	Burlingame	Burlingame Street Resurfacing	Amend a new exempt project into the TIP with \$571K in OBAG2-STP and \$800K in Other Local funds	\$1,371,000	~%
SM-170022	Colma	Colma - Mission Road Bike/Ped Improvements	Amend a new exempt project into the TIP with \$625K in OBAG2-CMAQ and \$750K in Other Local funds	\$1,375,000	~%
SM-170023	Daly City	Daly City Pavement Preservation	Amend a new exempt project into the TIP with \$1.3M in OBAG2-STP and \$170K in Local funds, toll credits will be used in lieu of match for federal funds	\$1,480,000	~%
SM-170024	East Palo Alto	East Palo Alto Citywide Street Resurfacing	Amend a new exempt project into the TIP with \$416K in OBAG2-STP and \$478K in Other Local funds	\$894,000	~%
SM-170025	Foster City	Foster City - Pavement Rehabilitation	Amend a new exempt project into the TIP with \$441K in OBAG2-STP and \$1.5M in Other Local funds	\$1,901,000	~%
SM-170026	Hillsborough	Hillsborough Street Resurfacing	Amend a new exempt project into the TIP with \$408K in OBAG2-STP and \$53K in Other Local funds, toll credits will be used in lieu of match for federal funds	\$461,000	~%
SM-170027	Menlo Park	Menlo Park - Santa Cruz and Middle Avenues Rehab	Amend a new exempt project into the TIP with \$647K in OBAG2-STP and \$330K in Other Local funds	\$977,000	~%
SM-170028	Millbrae	Millbrae Street Rehabilitation	Amend a new exempt project into the TIP with \$387K in OBAG2-STP and \$215K in Other Local funds	\$602,000	~%
SM-170029	Pacifica	Pacifica - Palmetto Sidewalk Extension	Amend a new exempt project into the TIP with \$330K in OBAG2-STP and \$83K in Other Local funds	\$413,000	~%
SM-170030	Pacifica	Pacifica Citywide Curb Ramps	Amend a new exempt project into the TIP with \$400K of OBAG2-STP and \$92K in Other Local funds	\$492,000	~%
SM-170031	Pacifica	Pacifica Pavement Rehabilitation	Amend a new exempt project into the TIP with \$671K in OBAG2-STP and \$87K in Other Local funds	\$758,000	~%

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-170032	Redwood City	Redwood City Pavement Preservation	Amend a new exempt project into the TIP with \$1.3M in OBAG2-STP and \$296K in Other Local funds	\$1,562,000	~%
SM-170033	San Bruno	San Bruno Street Rehabilitation	Amend a new exempt project into the TIP with \$673K in OBAG2-STP and \$158K in Other Local funds	\$831,000	~%
SM-170034	San Carlos	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	Amend a new exempt project into the TIP with \$500K in OBAG2-CMAQ and \$230K in Other Local funds	\$730,000	~%
SM-170035	San Carlos	Cedar and Brittan Ave Pavement Rehab	Amend a new exempt project into the TIP with \$575K in OBAG2-CMAQ and \$75K in Other Local funds	\$650,000	~%
SM-170036	South San Francisco	SSF Pavement Rehabilitation	Amend a new exempt project into the TIP with \$1.0M in OBAG2-STP and \$134K in Other Local funds	\$1,161,000	~%
SM-170037	Woodside	Woodside Road Rehabilitation	Amend a new exempt project into the TIP with \$242K in OBAG2-STP and \$233K in Other Local funds	\$475,000	~%
SM-170038	San Mateo (City)	North San Mateo Drive Sustainable Streets	Amend a new exempt project into the TIP with \$4M in local funds	\$3,963,600	~%
SOL110019	Solano Transportation Authority (STA)	Solano Safe Routes to School Program	Update the funding plan to add \$1.2M in OBAG2-CMAQ funds, toll credits will be used in lieu of match for federal funds	\$1,209,000	45.8%
SOL170001	Metropolitan Transportation Commission (MTC)	Regional Planning Activities and PPM - Solano	Update the funding plan to add \$3M in OBAG2-STP and \$394K in Local funds	\$3,433,000	68.7%
SOL170010	Fairfield	Grange Middle School Safe Routes to School	Amend a new exempt project into the TIP with \$260K in OBAG2-CMAQ funds	\$260,000	~%
SON170010	Sonoma County	Sonoma County - River Road Pavement Rehab	Amend a new exempt project into the TIP with \$3.3M in OBAG2-STP-FAS and \$423K in Other Local funds	\$3,687,000	~%
SON170011	Petaluma	Petaluma Blvd South Road Diet at E Street	Amend a new project into the TIP with \$2.3M in OBAG2-STP, \$583K in OBAG2-CMAQ, and \$397K in Other Local funds	\$3,295,100	~%
SON170012	Santa Rosa	Highway 101 Bicycle and Pedestrian Bridge	Amend a new exempt project into the TIP with \$1.4M in OBAG2-CMAQ, \$231K in TDA and \$13.9M in RTP-LRP funds	\$15,528,000	~%
SON170013	Sonoma County	Rehabilitaiton of Various Roads in Sonoma County	Amend a new exempt project into the TIP with \$2.6M in OBAG2-STP and \$329K in Other Local funds	\$2,929,000	~%
SON170014	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	Amend a new exempt project into the TIP with \$1.8M in OBAG2-CMAQ, \$402K in Other Local and \$1.28M in RTP-LRP funds	\$3,491,000	~%
SON170015	Cotati	E. Cotati Avenue Street Rehabilitation Project	Amend a new exempt project into the TIP with \$675K in STP and \$88K in Local funds. Toll credits will be used in lieu of match for CON funds.	\$763,000	~%
SON170016	Rohnert Park	Rohnert Park Various Streets Rehabilitation	Amend a new exempt project into the TIP with \$911K in OBAG2-STP, \$124K in OBAG2-CMAQ and \$791K in Other Local funds	\$1,826,000	~%
VAR170012	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan and back-up listing to reflect the latest information from Caltrans	\$183,950,393	34.0%
System: Public Lands/Trails					
CC-170014	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossing	Update the scope to remove the Crow Canyon Rd overcrossing; update the funding plan to change the source for \$12.4M in RTP-LRP to \$4.6M in local, \$2.9M in Sales Tax, and \$4.8M in CMAQ, remove \$10.7M in RTP-LRP and reprogram funds between years and phases	-\$10,739,000	-42.7%

**TIP Revision Summary
2017-25**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
CC-170039	Concord	Monument Boulevard Class I Path	Amend a new exempt project into the TIP with \$4.4M in OBAG2-CMAQ and \$961K in Other Local funds	\$5,329,000	~%
SCL170028	Los Gatos	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	Amend a new exempt project into the TIP with \$343K in OBAG2-CMAQ and \$44K in Other Local funds	\$4,387,440	~%
SCL170045	Santa Clara (City)	Saratoga Creek Trail Phase 1	Amend a new exempt project into the TIP with \$2.7M in OBAG2-CMAQ and \$1.6M in Other Local funds	\$4,326,000	~%
SOL170007	Suisun City	McCoy Creek Trail - Phase 2	Update the funding plan to change the source for \$498K from RTP-LRP to ATP, and for \$582K from Local to ATP; add \$1.3M in ATP and reprogram funds between years and phases	\$1,287,000	42.9%
System: Regional					
ALA170077	East Bay Regional Park District (EBRPD)	Doolittle Drive Bay Trail	Amend a new exempt project into the TIP with \$4.3M in Local funds, \$4M in ATP funds, and \$2.8M in Salestax funds	\$11,100,000	~%
CC-170048	Pinole	Pinole - San Pablo Avenue Rehabilitation	Amend a new exempt project into the TIP with \$586K in OBAG2-STP and \$77K in Other Local, toll credits will be used in lieu of match for federal funds	\$663,000	~%
REG170019	Bay Area Air Quality Management District (BAAQMD)	Spare the Air	Amend a new exempt project into the TIP with \$5M in CMAQ funds, toll credits will be used in lieu of match for federal funds	\$5,000,000	~%
REG170020	Bay Area Air Quality Management District (BAAQMD)	Electric Vehicle Programs and Outreach	Amend a new exempt project into the TIP with \$10M in OBAG2-CMAQ funds, toll credits will be used in lieu of match for federal funds	\$5,000,000	~%
REG170021	Bay Area Air Quality Management District (BAAQMD)	Electric Vehicle Infrastructure/Vehicle Buyback	Amend a new exempt project into the TIP with \$7M in TFCA and \$3M in CARB funds	\$10,000,000	~%
SCL170038	Los Altos	Fremont Avenue Preservation	Amend a new exempt project into the TIP with \$336K in OBAG2-STP and \$179K in Other Local funds	\$515,000	~%
VAR170024	Metropolitan Transportation Commission (MTC)	Bike Share Capital Program	Amend a new exempt project into the TIP with \$2.6M in CMAQ and \$355K in Other Local funds	\$2,919,000	~%
System: State Highway					
ALA050079	Alameda County Transportation Commission (ACTC)	I-80 Gilman Interchange Reconfiguration	Update the funding plan to change the source for \$3.4M from Sales Tax to RTP-LRP and for \$12K from Other State to RTP-LRP, and add \$960K in Other Local, \$4.2M in ATP and \$11.9M in RTP-LRP, and reprogram funds between years and phases; update sponsor	\$17,022,139	65.1%
NAP170005	Saint Helena	Main Street St. Helena Pedestrian Improvements	Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP and \$187K in Other Local	\$1,393,000	~%
REG170018	Metropolitan Transportation Commission (MTC)	Connected & Automated Vehicles	Amend in new project funded with \$2.5M in OBAG2-STP funds; toll credits applied in lieu of match	\$2,500,000	~%
SM-170016	South San Francisco	SSF Grand Boulevard (Phase III)	Amend a new project into the TIP with \$1M in OBAG2-CMAQ and \$275K in Other Local funds	\$1,275,000	~%



TIP Revision Summary 2017-25

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
VAR170006	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$19.9M in SHOPP funds	\$19,911,000	2.8%
VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$30.8M in SHOPP funds	\$30,765,000	7.4%
System: Transit					
NAP050009	Napa Valley Transportation Authority	Park & Ride Lots in Napa County	Amend a project back into the TIP, update the scope to include improvements to existing parking and ride lots and update the funding plan to add \$507K in STP and \$200K in Other Local funds	\$707,131	14.1%
REG090054	Water Emergency Transportation Authority (WETA)	WETA: Ferry Channel & Berth Dredging	Update the funding plan to add \$2.48M in FY18 5337 and \$620K in FY18 Bridge Toll funds	\$3,100,000	94.1%
SF-170016	Bay Area Rapid Transit District (BART)	Embarcadero Stn: New North-Side Platform Elevator	Amend a new exempt project into the TIP with \$2M in OBAG2-STP and \$13M in local funds	\$15,000,000	~%
SOL170009	Solano Transportation Authority (STA)	Solano Mobility Call Center	Amend a new exempt project into the TIP with \$1.5M in OBAG2-CMAQ and \$199K in Other Local funds	\$1,736,000	~%
Total Funding Change:				\$581,480,200	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$533,606,559	\$1,148,842,551	\$2,350,000	\$114,164,081	\$1,798,963,191	\$1,316,887,293
Proposed:	\$798,204,952	\$1,219,769,770	\$9,970,000	\$352,498,669	\$2,380,443,391	\$1,712,247,541
Delta:	\$264,598,393	\$70,927,219	\$7,620,000	\$238,334,588	\$581,480,200	\$395,360,248

Date: September 28, 2016
 W.I.: 1512
 Referred by: PAC
 Revised: 12/21/16-C 02/22/17-C 03/22/17-C
 04/26/17-C 06/28/17-C 07/26/17-C
 09/27/17-C 11/15/17-C 01/24/18-C

ABSTRACT

Resolution No. 4275, Revised

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

Further discussion of the 2017 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 14, 2016, December 14, 2016, February 8, 2017, March 8, 2017, April 12, 2017, June 14, 2017, and July 12, 2017, the Planning Committee summary sheet dated July 14, 2017 and the Programming & Allocations Committee summary sheet dated September 13, 2017, November 8, 2017 and January 10, 2017. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2017 TIP'.

2017 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-01	Admin. Mod.	61	-\$3,823,767	12/21/2016	12/21/2016
17-02	Admin. Mod.	6	\$544,852	1/31/2017	1/31/2017
17-03	Amendment	69	\$819,826,956	12/21/2016	2/8/2017
17-04	Admin. Mod.	15	-\$111,504	3/6/2017	3/6/2017
17-05	Admin. Mod.	12	\$22,741,790	4/5/2017	4/5/2017
17-06	Amendment	11	\$68,189,237	2/22/2017	3/14/2017
17-07	Admin. Mod.	15	-\$8,341,530	4/28/2017	4/28/2017
17-08	Amendment	73	\$840,375,166	3/22/2017	4/14/2017
17-09	Admin. Mod.	24	\$17,810,414	6/9/2017	6/9/2017
17-10	Amendment	14	\$101,213,635	4/26/2017	6/8/2017
17-11	Admin. Mod.	4	-\$1,360,312	7/6/2017	7/6/2017
17-12	Admin. Mod.	20	-\$6,802,149	8/2/2017	8/2/2017
17-13	Amendment	48	\$221,344,142	6/28/2017	8/3/2017
17-14	Amendment	61	\$3,846,016,088	7/26/2017	8/23/2017

ABSTRACT

MTC Resolution No. 4275, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
17-15	Admin. Mod.	16	\$12,222,653	9/20/2017	9/20/2017
17-16	Amendment	13	\$19,557,138	7/26/2017	9/5/2017
17-17	Admin. Mod.	20	-\$336,931	10/12/2017	10/12/2017
17-18	Admin. Mod.	5	-\$466,894	11/6/2017	11/6/2017
17-19	Amendment	31	\$4,412,223,691	9/27/2017	10/25/2017
17-20	Admin. Mod.	18	\$4,097,482	11/21/2017	11/21/2017
17-21	Admin. Mod.	Pending	Pending	Pending	Pending
17-22	Amendment	19	\$66,639,566	11/15/2017	Pending
17-23	Admin. Mod.	Pending	Pending	Pending	Pending
17-24	Admin. Mod.	Pending	Pending	Pending	Pending
17-25	Amendment	134	\$581,480,200	1/24/2018	Pending
Net Funding Change		689	\$11,013,039,923		
Absolute Funding Change			\$11,055,526,097		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-C
04/26/17-C 06/28/17-C 07/26/17-C
09/27/17-C 11/15/17-C 01/24/18-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 11

Revisions to the 2017 TIP

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

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

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

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

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

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

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

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

- Amends four exempt and four non-exempt, not regionally significant projects into the TIP to reflect the adoption of the Bay Bridge Forward Program;
- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent project to reflect additional funding commitments, including the addition of \$40 million in Highway Bridge Program (HBP) funds, \$40 million in Surface Transportation Block Grant Program funds and \$40 million in Golden Gate Bridge toll funds;
- Updates the funding plans of six additional individually-listed HBP funded projects, updates the funding plan and back-up listing of the HBP funded grouped listing, and combines one individually-listed HBP funded project with the grouped listing to reflect the latest information from Caltrans, including the addition of approximately \$109 million in HBP funds;
- Deletes two projects and updates the funding plans of two other projects to reflect the repurposing of prior year federal earmark funds;
- Adds one new State Highway Operations and Protection Program (SHOPP) funded grouped listing and updates the funding plans and back-up listings of five existing SHOPP funded grouped listings to reflect the latest information from Caltrans, including the addition of approximately \$369 million in SHOPP funds;
- Adds one new Recreational Trails Program funded grouped listing into the TIP;
- Carries forward two exempt and one non-exempt project into the 2017 TIP from the 2015 TIP as these projects were not originally included in the 2017 TIP as adopted;
- Adds one new exempt project to the TIP and updates the scope and funding for an existing project to reflect the award of Federal Transit Administration (FTA) discretionary funds through the FTA Section 5339 Discretionary Program and Transit Oriented Development Planning Pilot Program;

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

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

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

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

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

Revision 17-05 is an administrative modification that revises 12 projects with a net funding increase of \$22.7 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 5, 2017. Among other changes, this revision:

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

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

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

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

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

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

Revision 17-07 is an administrative modification that revises 15 projects with a net funding decrease of \$8.3 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on April 28, 2017. Among other changes, this revision:

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

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

Revision 17-08 is an amendment that revises 73 projects with a net funding increase of approximately \$840 million. The revision was referred by the Programming and Allocations Committee on March 8, 2017, and approved by the MTC Commission on March 22, 2017. Caltrans approval was received on March 29, 2017, and final federal approval was received on April 14, 2017. Among other changes, this revision:

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

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

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

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

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

Revision 17-10 is an amendment that revises 14 projects with a net funding increase of approximately \$101 million. The revision was referred by the Programming and Allocations Committee on April 12, 2017, and approved by the MTC Commission on April 26, 2017.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Revision 17-15 is an administrative modification that revises 15 projects with a net funding increase of \$12.2 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on September 20, 2017. Among other changes, this revision:

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

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

Revision 17-16 is an amendment that revises 13 projects with a net funding increase of approximately \$20 million. The revision was referred by the Programming and Allocations Committee on July 12, 2017, and approved by the MTC Commission on July 26, 2017. Caltrans approval was received on August 7, 2017, and final federal approval was received on September 5, 2017. Among other changes, this revision:

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

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

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

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

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

Revision 17-18 is an administrative modification that revises five projects with a net funding decrease of \$466,894. The revision was approved into the Federal-Statewide TIP by the deputy executive director on November 6, 2017. Among other changes, this revision:

- Updates the funding plans of four federal earmark funded projects to reflect the repurposing of earmarked funds; and
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) grouped listing to reflect the latest information from Caltrans, including the addition of \$208,500 in HSIP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$208,500 in HSIP funds and \$69,840 in repurposed federal earmarked funds. MTC's 2017 TIP, as revised with Revision No. 2017-18, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-19 is an amendment that revises 31 projects with a net funding increase of approximately \$4.4 billion. The revision was referred by the Programming and Allocations Committee on September 13, 2017, and approved by the MTC Commission on September 27, 2017. Caltrans approval was received on October 9, 2017, and final federal approval was received on October 25, 2017. Among other changes, this revision:

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

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

Revision 17-20 is an administrative modification that revises 18 projects with a net funding increase of \$4 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on November 21, 2017. Among other changes, this revision:

- Updates the funding plans of 11 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan of one federal earmark funded project to reflect the latest programming decisions;
- Updates the funding plans of four individually-listed Federal Highway Bridge Program (HBP) funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the HBP funded grouped listing to reflect changes to Contra Costa County's Marsh Creek Rd bridge replacement project, including the addition of \$2.2 million in HBP funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$2.1 million in HBP funds to reflect the net change in HBP funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 17-21 is a pending administrative modification.

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

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

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

Revision 17-23 is a pending administrative modification.

Revision 17-24 is a pending administrative modification.

Revision 17-25 is an amendment that revises 134 projects with a net funding increase of approximately \$581 million. The revision was referred by the Programming and Allocations Committee on January 10, 2018, and approved by the MTC Commission on January 24, 2018. Caltrans approval is expected in mid-February, 2018, and final federal approval is expected in mid-March, 2018. Among other changes, this revision:

- Amends six new Active Transportation Program (ATP) funded projects into the TIP and revises the funding plans of six existing ATP funded projects;
- Updates the funding plans and back-up listings of three grouped listings to reflect the latest information from Caltrans;
- Amends 103 new projects into the TIP and updates the funding plans of seven existing projects to reflect the adoption of the One Bay Area Grant 2 (OBAG2) County Program;
- Amends four new projects into the TIP to reflect recent changes to the OBAG2 Regional Arterial Operations Management and Climate Initiatives Programs;
- Amends three new projects into the TIP to reflect previously approved changes to the One Bay Area Grant 1 (OBAG1) Transit Performance Initiative and Climate Change Initiative Programs; and
- Updates the funding plan of one project to reflect recent changes to the Transit Capital Priorities program.

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

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 17-2997 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 11/2/2017 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee
On agenda: 12/8/2017 **Final action:**
Title: 2018 Final MTC / ABAG Joint Advocacy Program

Recommended state and federal legislative priorities for 2018.

Sponsors:

Indexes:

Code sections:

Attachments: [7a Legislation 8a 2018 Final Joint Advocacy Program.pdf](#)
[8a 2018 Final Joint Advocacy Program.pdf](#)

Date	Ver.	Action By	Action	Result
1/12/2018	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

Subject:
2018 Final MTC / ABAG Joint Advocacy Program

Recommended state and federal legislative priorities for 2018.

Presenter:

Randy Rentschler

Recommended Action:

MTC Commission and ABAG Executive Board Approval

Attachments:



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
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San Francisco, CA 94105
TEL 415.778.6700
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Memorandum

TO: Commission

DATE: January 17, 2018

FR: Executive Director

W.I. 1131

RE: 2018 Final MTC/ABAG Joint Advocacy Program

At the January 12, 2018 Joint MTC Legislation Committee and ABAG Legislation Committee, there was extensive discussion of Item 5, Improve HOV Lane Performance. In response to the discussion, staff offered to revise the proposal prior to final adoption of the advocacy program. That proposed revision is included in italics in the attached draft 2018 Joint Advocacy Program and is as follows:

Improve HOV and Express Lane Performance

Sponsor legislation to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements. The legislation will include one or more of the following components applicable to both HOV and express lanes:

- (1) Authorization to deploy technology, on a pilot basis, to enforce vehicle occupancy requirements.
- (2) Establishment of a dedicated vehicle occupancy enforcement unit within California Highway Patrol (CHP).
- (3) Authorization for regional agencies to contract with local law enforcement or other entities to enforce vehicle occupancy requirements.
- (4) Financial penalties for CHP if they are out of compliance with the agreed-upon contract terms for using overtime hours for enhanced enforcement.

A blue ink signature of Steve Heminger is written over a horizontal line.

Steve Heminger

Attachment:

- Attachment A: Draft 2018 Joint Advocacy Program



METROPOLITAN
TRANSPORTATION
COMMISSION

Draft 2018 Joint Advocacy Program (Revised, 1/12/2018)



Association of
Bay Area Governments

STATE		
Issue	Goal	Strategy
1. Transportation Funding	A. Defend Senate Bill 1 (Beall)	Oppose any statewide ballot measure that proposes to repeal the new fuel taxes and registration fees enacted by Senate Bill 1 (Beall, 2017). Collaborate with local, regional, and statewide organizations to highlight the benefits SB 1 is providing to improve the condition of local streets and roads and the state highway system, support public transit systems and implement bicycle and pedestrian improvement projects across the region.
	B. Secure passage of <i>Provide Public Information Regarding</i> Regional Measure 3	Assuming placement of Regional Measure 3 on the ballot in 2018, staff will develop public information materials <i>and support partner agencies in their efforts to help</i> inform the public about the benefits of the proposed toll increase and how the expenditure plan <i>to will</i> improve mobility within the Bay Area's seven state-owned bridge corridors.
	C. Cap and Trade Funding	In collaboration with other statewide organizations, defend the existing transportation and housing programs funded by cap and trade and seek opportunities to direct additional cap and trade funds towards these purposes. Support administrative and/or legislative efforts to streamline funding applications and simplify program administration.
	D. Definition of Disadvantaged Communities	Monitor legislation related to the definition of disadvantaged communities (DACs) as it relates to a local jurisdiction being able to qualify for certain cap and trade funding and other relevant funding programs. Seek opportunities to broaden the <i>state's</i> definition of <i>DACs</i> so that it includes all socio-economically disadvantaged communities <i>and is better aligned with MTC's communities of concern</i> . Monitor and engage in any administrative efforts related to updating the CalEnviroScreen, the state's current DAC screening tool developed by the Office of Environmental Health Hazard Assessment (OEHHA).

Issue	Goal	Strategy
2. Housing Supply/ Affordability	A. CASA implementation	Consistent with <i>Plan Bay Area 2040's (Plan)</i> Action Plan, work with Bay Area regional partners to evaluate, and where appropriate, help implement CASA's state legislative recommendations to advance the <i>Plan's</i> housing performance targets. CASA recommendations are expected to address increasing housing supply, improving housing affordability, and strengthening preservation and anti-displacement measures.
	B. Housing funding	Support and pursue efforts to augment state funding for housing and related infrastructure, including resources to help local jurisdictions plan for new housing. Collaborate with local, regional and state partners to highlight the potential benefits of the \$4 billion housing bond authorized by SB 3 (Beall, 2017). Monitor and engage in legislative or administrative efforts related to allocating state housing resources to maximize funding to Bay Area communities.
	C. Incentivize production	<i>Support efforts to incentivize increased housing supply, especially compact, mixed-use development in Bay Area locally-designated priority development areas (PDAs), housing element sites and job centers with access to high-quality transit service.</i> Pursue opportunities to reward local jurisdictions that <i>preserve existing affordable housing stock and produce new housing</i> and preserve the existing affordable housing stock with additional state funds. Incentives could include augmented resources for parks, infrastructure, schools or other investments that support complete, sustainable communities in growing jurisdictions.
	D. Reform state housing law	Engage in efforts anticipated to be led by Senator Wiener regarding ways to update the Regional Housing Needs Allocation (RHNA) process. Potential areas for legislative action include changing <i>expanding</i> the types of units that the State Housing & Community Development Department deems eligible to be counted as part of its RHNA review and modifying the methodology by which the state develops its overall estimate of total housing units for each region so that it incorporates economic and demographic factors that fuel demand for housing.
	E. Lower housing construction costs and facilitate greater housing production	Partner with Bay Area and statewide affordable housing organizations, the Bay Area Council, Silicon Valley Leadership Group, and other interested parties to pursue opportunities to lower the cost of housing construction and facilitate increased production of market-rate and affordable housing units.

Issue	Goal	Strategy
	F. North Bay Wildfires	Work with local partners to advocate for state funding, resources, and other emergency relief measures to aid and support rebuilding and recovery efforts following the devastating 2017 North Bay wildfires.
3. Climate Change & Energy	A. Accelerate the transition to a low carbon future	Support legislation to accelerate the transition to a low carbon future through changes to the vehicle fleet as well as incentives for low carbon buildings. <i>Advocate for consideration of resilience and redundancy in electric vehicle charging infrastructure deployment.</i>
	B. Improve energy and water efficiency	Support legislation designed to enhance the energy and water efficiency of buildings, including commercial, multifamily and single-family homes. Also support proposals to boost the use of renewable energy and electrification of energy.
4. Resilience	A. Protect existing and future housing stock from natural hazards, such as earthquake and fire	Support efforts to expand the retrofit of existing residential housing, with a focus on multifamily developments, while also strengthening standards for new construction beyond “life safety” to “shelter in place” so that new housing can better withstand a major earthquake. Focus on opportunities to retrofit affordable housing through preservation projects funded from newly-augmented state housing revenues. Engage in efforts at a state and regional/local level to pursue additional funding to support the retrofit of existing properties.
	B. Relieve congestion and mitigate the effects of sea level rise on S.R. 37	In partnership with the State Route 37 Policy Committee and its representative agencies, support legislation and other efforts to address sea level rise, reduce congestion and improve safety on State Route 37.
5. HOV Lanes	Improve HOV lane performance (See proposed revision on next page)	Pursue administrative and legislative options and potentially legislation to improve the performance of high occupancy vehicle (HOV) lanes by ensuring greater compliance with passenger occupancy requirements. Explore various options, including but not limited to securing additional state funding for dedicated HOV lane enforcement units, whether staffed by California Highway Patrol or local law enforcement; a web or app-based citizen reporting system line, similar to the HERO program established over 30 years ago in the State of Washington; and pilot programs to test the benefits deployment of technology based enforcement. Ensure MTC and other regional transportation agencies have a decision-making role in the selection of HOV segments to prioritize for additional enforcement efforts to ensure cost effectiveness. Explore and pursue other creative options to improve compliance and performance of the lanes.——“

Issue	Goal	Strategy
5. HOV Lanes (cont'd)	Improve HOV and Express Lane performance	<p><i>Sponsor legislation to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements. The legislation will include one or more of the following components applicable to both HOV and express lanes:</i></p> <ul style="list-style-type: none"> <i>(1) Authorization to deploy technology, on a pilot basis, to enforce vehicle occupancy requirements.</i> <i>(2) Establishment of a dedicated vehicle occupancy enforcement unit within California Highway Patrol (CHP).</i> <i>(3) Authorization for regional agencies to contract with local law enforcement or other entities to enforce vehicle occupancy requirements.</i> <i>(4) Financial penalties for CHP if they are out of compliance with the agreed-upon contract terms for using overtime hours for enhanced enforcement.</i>
6. Bus Service	Authorize “bus-on-shoulder”	<p>Support efforts to expand authorization of authorize buses to use the highway shoulder, known as “bus-on-shoulder” during periods of heavy traffic. This is currently allowed in the Santa Cruz/Monterey area and 13 12 other metropolitan areas in the U.S., (including Seattle, San Diego, Miami, Minneapolis/ St. Paul, Atlanta, and the Washington, D.C. area), to help speed up bus service in highly-congested corridors. Require collaboration with the California Highway Patrol in the development of guidelines to determine which roadways qualify to ensure public safety.</p>
7. Active Transportation	Improve roadway safety for all users	<p>In partnership with the City and County of San Francisco, San Francisco Municipal Transportation Agency, the City of San Jose and others, continue to support legislation to help achieve Vision Zero — aimed at eliminating all traffic-related serious injuries and fatalities. Support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists, including proposals to authorize automated speed enforcement on a pilot program basis, such as provided for in AB 342 (Chiu, 2017).</p>
8. Shared Mobility	Support policies that enable technological innovations to improve mobility, while protecting the public’s interest	<p>Monitor legislation and regulations related to shared mobility, such as transportation network companies and real-time carpooling, to ensure that mobility benefits are maximized, and access to critical data for transportation and land-use planning and operational purposes is assured.</p>

9. Connected and Autonomous Vehicles	Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles	In partnership with Bay Area cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to <i>facilitating the deployment of</i> connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity and economic benefits, <i>including opportunities to support improved transit acces</i> . Similar to the “shared mobility” strategy, support access to critical data for transportation and land use planning and operational purposes. <i>In addition, support Bay area jurisdictions’ efforts to test and deploy these new technologies.</i>
10 Project Delivery	A. Speed up the design and construction of transportation projects	Support legislation to expedite transportation project delivery by increasing contracting and financing options, including increased flexibility in the Caltrans design review process and broad authority for the use of design-build and public-private partnerships by Caltrans and regional transportation agencies. Support opportunities to establish requirements that would provide greater certainty and oversight of Caltrans reimbursement expenses for locally-sponsored projects on the state highway system.
	B. Update CEQA to curb its abuse by project opponents and speed up the environmental review process	Monitor legislation related to the California Environmental Quality Act (CEQA) to seek opportunities to expedite transportation and multifamily housing projects and avoid litigation and delay for key regional priorities, such as projects to expand public transit and build affordable housing <i>in locally-designated priority development areas with access to high-quality transit.</i>
11. Statewide Bond for Parks/Water	<i>Ensure the Bay Area receives a fair share of funding from statewide bond for parks, water/drought and flood protection on the June 2018 ballot</i>	<i>Last year the Legislature enacted SB 5 (DeLeon), placing on the June 2018 ballot a \$4 billion bond for parks, water conservation, and flood protection. If the bond proposal passes, there is likely to be additional implementing legislation proposed. Effort will be needed to be sure that the Bay Area receives its fair share of the funding, given the language in the bond which gives preference to “disadvantaged communities” for many of the funding programs.</i>
12. Natural and Agricultural Lands	<i>Encourage the protection and stewardship of Bay Area natural and agricultural land</i>	<i>Support legislation to protect and steward the Bay Area's natural and agricultural landscapes and support funding to effectively restore and manage critical habitat and to provide outdoor recreation opportunities.</i>

FEDERAL		
Issue	Goal	Strategy
1. Transportation and Housing Funding	A. Defend fiscal year 2018 and 2019 appropriations	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress appropriates funding in fiscal year 2018 and fiscal year 2019 consistent with amounts authorized in the Fixing America's Surface Transportation (FAST) Act. Likewise, work to defend federal affordable housing funds and programs, such as Section 8 housing vouchers, the HOME Investment Partnership Program and the Community Development Block Grant Program.
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area 2040</i> Projects	Work with regional, state and national partners to advocate for both funding and implementation of the Capital Investment Grant (CIG) Program as authorized by the FAST Act. Support federal appropriations consistent with the full funding grant agreements approved for the San Francisco Third Street Light Rail/Central Subway project, BART to Berryessa extension and Caltrain Peninsula Corridor Electrification project. Seek to advance through the CIG process the Bay Area's next generation of transit expansion projects, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX), BART to Silicon Valley: Phase 2, and the Transbay Corridor Core Capacity project. Support transit operator requests for Small Starts funding for projects consistent with <i>Plan Bay Area 2040</i> .
	C. Protect federal transportation and housing investments in the Bay Area	Oppose efforts to withhold federal transportation or housing funds from jurisdictions not in compliance with federal Immigration and Customs Enforcement law, or from "sanctuary" jurisdictions. Withholding these funds would be extremely harmful to Bay Area residents and businesses, as well as the state's ability to achieve its air quality and climate change goals.
	D. Disaster recovery	With local and state partners to advocate for emergency relief appropriations and federal agency resources to support rebuilding and recovery efforts following the devastating 2017 North Bay wildfires.

Issue	Goal	Strategy
2. Infrastructure Initiative	Increase federal transportation and housing investment in metropolitan regions under any new infrastructure funding initiative	Urge Congress and the Administration to make transportation and housing infrastructure in the nation's metropolitan regions a national funding priority. Work with partners across the country to support an investment package with funding and financing tools that work for metropolitan regions, including Build America Bonds. Support new revenues for major transit, congestion relief and goods movement projects, a new metro-mobility formula program and increased funding for existing authorized programs, including the Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement programs. In conjunction, support growing federal resources for affordable housing, including the Low Income Housing Tax Credit program.
3. Tax Reform	Support housing affordability	Support state and national partners' efforts to protect and strengthen federal tax tools that help make housing affordable for households across the income spectrum, including the Low Income Housing Tax Credit program.
	Protect and expand transportation fringe benefits	Work with regional and national partners to defend the commuter benefit under any tax reform proposal. In addition, Advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services. This change would support the now-permanent Bay Area Commuter Benefits program by expanding federal tax incentives to carpool and bike to work, in addition to taking transit and vanpooling.
	Marketplace Fairness Act	Support any renewed efforts to advance in tax reform the Marketplace Fairness Act (MFA), which seeks to apply state and local sales tax rates to e-commerce transactions. The MFA has the prospect of increasing infrastructure funding in the Bay Area as a result of increased revenue from local sales taxes that fund transportation and housing, the Transportation Development Act (TDA) funds — a key source of transit operating funding — and AB 1107, the permanent ½ cent sales tax for BART (applicable in Alameda, San Francisco and Contra Costa counties).

Issue	Goal	Strategy
4. Climate Change and Resiliency	Strengthen federal partnership to support resiliency and climate change preparedness	Support regional agency partners in efforts to protect existing federal resources that support the Bay Area's efforts to plan for and combat climate change. Monitor legislative proposals related to climate change adaptation and mitigation. Engage on efforts that could support the region in improving resiliency, responding to new or worsening environmental hazards and meeting the <i>Plan Bay Area 2040</i> climate goal.
5. Connected Vehicles and Autonomous Vehicles	Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles	In partnership with Bay Area cities and counties, the business community, state and national transportation organizations, engage in regulatory and legislative efforts with the goal of accelerating safety, mobility, environmental, equity and economic benefits. Support strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.

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Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: January 5, 2018

FR: Executive Director

1131

RE: 2018 Final MTC/ABAG Joint Advocacy Program

Attached is an updated draft of the 2018 Joint Advocacy Program for ABAG and MTC. The comments in italics reflect changes made from the original version presented to the joint committee in November. These changes are based on feedback staff received at the MTC Policy Advisory Council, a statewide meeting of Regional Transportation Planning Agencies that MTC hosts each fall, and the December meeting of the ABAG Regional Planning Committee, as well as other input staff has received while further researching the proposals. Staff seeks your approval of this document, incorporating any final comments you may have at your meeting, which would then be forwarded to both boards for adoption at their January meetings.

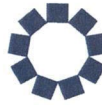


Steve Heminger

Attachment:

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**Cwcej o gpv'C'j cu'been updated and k attached to the
Commission memo in this packet.**



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METROPOLITAN
TRANSPORTATION
COMMISSION

Draft 2018 Joint Advocacy Program



Association of
Bay Area Governments

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FEDERAL		
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Issue	Goal	Strategy
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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3097 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 12/8/2017 **In control:** Planning Committee
On agenda: 1/12/2018 **Final action:**
Title: MTC Resolution No. 4316: Community-Based Transportation Planning (CBTP) Program Guidelines

Approval of MTC Resolution No. 4316 updates to program guidelines, first adopted per Resolution 3440 in 2002. Review of proposed distribution formula for Cycle 4 (2017-2021), which allocates \$1.5 million in funding to County Congestion Management Agencies (CMAs). Funding for the CBTP program is provided through the One Bay Area Grant Program (OBAG) 2.0.

Sponsors:

Indexes:

Code sections:

Attachments: [8a Planning 3a MTC Res. No. 4316 CBTP.pdf](#)
[3a MTC Res. No. 4316 CBTP.pdf](#)

Date	Ver.	Action By	Action	Result
1/12/2018	1	Planning Committee		

Subject:

MTC Resolution No. 4316: Community-Based Transportation Planning (CBTP) Program Guidelines

Approval of MTC Resolution No. 4316 updates to program guidelines, first adopted per Resolution 3440 in 2002. Review of proposed distribution formula for Cycle 4 (2017-2021), which allocates \$1.5 million in funding to County Congestion Management Agencies (CMAs). Funding for the CBTP program is provided through the One Bay Area Grant Program (OBAG) 2.0.

Presenter:

Vikrant Sood

Recommended Action:

Commission Approval

Attachments:



Commission Agenda Item 8a

METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Planning Committee

DATE: January 5, 2018

FR: Executive Director

W.I. 1311

RE: MTC Resolution No. 4316: Community-Based Transportation Planning (CBTP) Program Guidelines

Based on feedback at last month's Planning Committee meeting, the committee deferred action on this item until January to address some questions and better align the CBTP Program with the Lifeline Transportation Program, also slated for Commission consideration this month.

Background

Launched in 2002, the CBTP Program evolved out of two regional studies completed in 2001: one on the Lifeline Transportation Network (LTN), and the other on Environmental Justice (EJ). The LTN study identified travel needs and challenges in low-income communities, and recommended establishing a regional program to fund community-based planning in disadvantaged communities. Similarly, the EJ study identified the need for MTC to support local planning efforts in low-income communities.

Since 2002, the CBTP Program has provided roughly \$2.6 million in funding for over 40 collaborative planning processes in low-income communities¹ across the region. These processes have:

- Meaningfully engaged residents and other stakeholders, including community and faith-based organizations, local jurisdictions, transit operators, county Congestion Management Agencies (CMAs) and MTC; and
- Resulted in plans that include locally-identified transportation needs, solutions and priorities.

Each plan reflects the following three goals and objectives of the regional program:

- Emphasize resident participation in the plan development process;
- Foster collaboration between residents, community organizations, local jurisdictions, transit operators, CMAs and MTC; and
- Build local capacity by engaging community-based organizations throughout the process.

¹ MTC defined low-income communities as Communities of Concern even though the CoCs are identified using many other factors such as race/ethnicity, age (over 65 years), disability, rent burden, linguistic isolation, and vehicle ownership.

Planning Grants

MTC has funded multiple cycles of CBTP grants. Starting in the 2002-2003 cycle, MTC funded five CBTPs,² as a pilot. CMAs received \$60,000 in State Transit Assistance (STA) funds for each CBTP for resident engagement, needs assessment, and developing a priority list of projects within the planning area. Projects identified in CBTPs were eligible to compete for funding through MTC's Lifeline Transportation Program.³ Over two more cycles, MTC funded 35 CBTPs at \$60,000 each⁴.

In November 2015, the MTC Commission set aside \$1.5 million from the second round of the One Bay Area Grant (OBAG) Program for a fourth cycle of CBTPs.

Draft guidelines for the 2017-2021 cycle of the CBTP Program are included as Attachment A of MTC Resolution No. 4316 for review and comment. A summary of the key elements and revisions to the guidelines include:

- Funding distributed by low-income population to each county with a minimum of \$75,000 and a maximum of \$300,000;
- More flexibility to coordinate with other planning efforts, and develop CBTPs across multiple CoCs;
- New use it or lose it provisions to ensure plans are delivered in a timely manner;
- New requirements for local match and set asides for community engagement;
- More flexibility for CMAs to designate additional disadvantaged communities for CBTP activity to reflect local conditions after consideration and approval by MTC;
- New requirement for CMAs to establish a steering committee to include social service agency and CBOs or non-profits to ensure a collaboration and inclusive CBTP planning process; and
- New requirements for CMAs to update the needs assessment components of CBTPs every five years and to track and report progress on implementation of projects and programs identified in CBTPs.

The CBTP Guidelines reflect strategies that incorporate public feedback related to community engagement, steering committee, and reporting requirements. This includes incorporation of: inclusive engagement to low-income populations including recommended financial incentives, a new steering committee requirement, and enhanced monitoring and evaluation to better track implementation of CBTP priorities. The Commission will be considering guidelines in January for both the Lifeline Transportation Program and the CBTP Program, with the Lifeline Transportation Program guidelines on the Programming and Allocations Committee agenda.

2 The 2001 Regional Transportation Plan (RTP) designated forty one CoCs.

3 For more information on MTC's Lifeline Transportation Program, see: <https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/lifeline-transportation>

4 TAM funded the CBTP in Novato, as it is not an MTC-designated CoC.

A map of CoCs from PBA 2040 is included in Attachment A of MTC Resolution No. 4316. The map reflects 2014 American Community Survey (ACS) data on the individual functions that contribute to CoCs, which was the most current data available when the map was prepared for PBA 2040. ACS 2016 data was recently released and the map has not yet been updated to reflect this most recent data. Staff will report back to the Planning Committee with an updated map showing the 2016 data at a future meeting. The list of CBTPs funded through the previous three cycles is included as Attachment B to this memo.

Next Steps

Staff is requesting the Planning Committee refer MTC Resolution No. 4316 – the draft guidelines, for the 2017-2021 cycle of the CBTP Program, included in Attachment A of MTC Resolution No. 4316 – to the Commission for approval.



Steve Heminger

Attachments:

- Attachment A: Public Comment Received
- Attachment B: List of Funded and Completed CBTPs (2002 to 2017)
- MTC Resolution No. 4316, 2017-2021 CBTP Program Guidelines
- Presentation

SH:kk/vs

J:\COMMITTEE\Planning Committee\2018\01_PLNG_Jan 2018\3ai_CBTP Guidelines_v6.docx

Proposed Key Changes to Lifeline Guidelines

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

Principles

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

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

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

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

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

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

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

Specific Recommendations

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

Lifeline Guidelines

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

CBTP Guidelines

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

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

Attachment: List of Funded and Completed CBTPs

	<i>Community of Concern</i>	<i>County CMA</i>	<i>Year Funded</i>	<i>Amount</i>	<i>Year Completed</i>
1	Ashland/Cherryland	ACTC	2002-01	\$60,000	2004
2	Richmond/San Pablo	CCTA	2002-01	\$60,000	2004
3	Napa	NVTA	2002-01	\$60,000	2004
4	East Palo Alto	C/CAG	2002-01	\$60,000	2004
5	Dixon	STA	2002-01	\$60,000	2004
6	West Oakland	ACTC	2004-05	\$60,000	2007
7	Monument Corridor Concord	CCTA	2004-05	\$60,000	2007
8	Canal District/San Rafael	TAM	2004-05	\$60,000	2007
9	Gilroy	VTA	2004-05	\$60,000	2007
10	South/West Berkeley	ACTC	2004-05	\$60,000	2007
11	East Oakland	ACTC	2004-05	\$60,000	2007
12	Pittsburg/Bay Point	CCTA	2004-05	\$60,000	2007
13	Tenderloin/Little Saigon	SFCTA	2004-05	\$60,000	2007
14	Mission/Geneva	SFCTA	2004-05	\$60,000	2007
15	Roseland-Santa Rosa	SCTA	2004-05	\$60,000	2007
16	Daly City/Bayshore	C/CAG	2004-05	\$60,000	2008
17	Cordelia	STA	2004-05	\$60,000	2008
18	Vallejo	STA	2004-05	\$60,000	2008
19	Downtown Martinez	CCTA	2004-05	\$60,000	2009
20	Marin City	TAM	2004-05	\$60,000	2009
21	Milpitas	VTA	2004-05	\$60,000	2009
22	East San Jose	VTA	2004-05	\$60,000	2009
23	Bayview/Hunters Point	SFCTA	2004-05	\$60,000	2010
24	Alameda	ACTC	2008-09	\$60,000	2009
25	Southwest Healdsburg	SCTA	2008-09	\$60,000	2009
26	Guerneville/Monte Rio	SCTA	2008-09	\$60,000	2009
27	North Vacaville	STA	2008-09	\$60,000	2010
28	Central Sonoma Valley	SCTA	2008-09	\$60,000	2010
29	North Central San Mateo	C/CAG	2008-09	\$60,000	2011
30	South of Market	SFCTA	2008-09	\$60,000	2012
31	S. San Francisco/San Bruno	C/CAG	2008-09	\$60,000	2012
32	Central/East Fairfield	STA	2008-09	\$60,000	2012
33	Alviso/Shoreline/Sunnyvale	VTA	2008-09	\$60,000	2013
34	Potrero Hill/Inner Mission	SFCTA	2008-09	\$60,000	2015
35	Chinatown/North Beach/Treasure Island	SFCTA	2008-09	\$60,000	2015
36	Novato ¹	TAM	-	\$0	2015
37	Rodeo/Crocket/Hercules	CCTA	2008-09	\$60,000	2017
38	Western Addition/Fillmore	SFCTA	2008-09	\$60,000	2017
39	East Santa Clara	VTA	2008-09	\$60,000	2019
40	East Brentwood	CCTA	2008-09	\$60,000	Not started
41	Mountain View	VTA	2008-09	\$60,000	Not started
42	South San Jose/Morgan Hill	VTA	2008-09	\$60,000	Not started
Total				\$2.6 M	

¹ Funded by TAM through OBAG. Not an MTC-designated CoC.

Date: January 24, 2018
W.I.: 1311
Referred by: Planning

ABSTRACT

Resolution No. 4316

This Resolution adopts program guidelines for the 2017-2021 cycle of the Community-based Transportation Planning Program.

Date: January 24, 2018
W.I.: 1311
Referred by: Planning

RE: Community-based Transportation Planning Program Guidelines - 2017-2021 Cycle

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4316

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

WHEREAS, the Lifeline Transportation Network and the Environmental Justice Reports as components of the 2001 Regional Transportation Plan, identify transit needs in economically disadvantaged communities throughout the San Francisco Bay Area and recommend the initiation of community-based transportation planning as a first step to address them; and

WHEREAS, MTC established guidelines to launch and implement the Community-based Transportation Planning (CBTP) Program in 2002 in response to the recommendations outlined in the Lifeline Transportation Network and the Environmental Justice Report; and

WHEREAS, the CBTP Program has provided roughly \$2.5 million in funding for over 40 collaborative planning processes in low-income communities¹ across the region since 2002; and

WHEREAS, lessons learned through the CBTP Program since the guidelines were first established in 2002 warrant updating the guidelines in advance of a new CBTP funding cycle; now therefore be it

RESOLVED, that MTC approves the guidelines for the 2017-2021 cycle of the CBTP Program, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that Attachment A of this Resolution may be amended from time to time.

¹ MTC defined low-income communities as Communities of Concern even though the CoCs are identified using many other factors such as race/ethnicity, age (over 65 years), disability, rent burden, linguistic isolation, and vehicle ownership.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was adopted by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on January 24, 2018.

Community-Based Transportation Planning Program Guidelines - 2017-2021 Cycle

The following guidelines shall apply to the 2017-2021 Community-Based Transportation Planning (CBTP) Program:

1. **Program Goals** – in developing the CBTPs, the County Congestion Management Agencies (CMAs) must address the following two goals of the regional program:
 - Improve access and mobility for low-income communities, for commute as well as non-commute trips; and
 - Engage residents and community organizations in conducting the analysis and shaping the recommendations.

In addition, CMAs are encouraged to consider non-traditional solutions to meet travel needs of low-income communities. Non-traditional solutions may include car share, bike share, ride-sharing, van- and/or car-pooling, and on-demand, flex-route transit, among others.

2. **Funding allocation** – each county shall receive a CBTP planning grant based on its share of the region's low-income population² (U.S. Census American Community Survey, 2015). The grants shall be limited to a maximum funding amount equal to 20 percent of the total funds, or \$300,000, and a minimum of \$75,000. The total funding available for the CBTP program is \$1.5 million through the second round of the One Bay Area Grant Program (OBAG 2.0). Of this total, \$35,000 shall be set aside by MTC for conducting a program evaluation in 2021. County allocations are laid out in the table below.

Table 1: Proposed CBTP Funding Allocation

County	Population – Low-Income Share	Low-Income – Share in Region	Low-Income Population	Funding Proportional to Low-Income Population	Adjusted CBTP Grants (max. \$300,000 and min. \$75,000 per county)	
Alameda	27%	23%	426,642	\$337,987	\$300,000	20%
Contra Costa	25%	15%	272,721	\$216,051	\$215,000	14%
Marin	20%	3%	49,052	\$38,859	\$75,000	5%
Napa	28%	2%	38,553	\$30,542	\$75,000	5%
San Francisco	27%	12%	225,756	\$178,845	\$175,000	12%
San Mateo	21%	8%	155,274	\$123,009	\$120,000	8%
Santa Clara	23%	22%	415,848	\$329,436	\$300,000	20%
Solano	30%	7%	122,735	\$97,231	\$95,000	6%
Sonoma	29%	8%	142,693	\$113,042	\$110,000	7%
Bay Area	25%	100%	1,849,272	\$1,465,000	\$1,465,000	100%

Source: U.S. Census American Community Survey, 2011-2015, 5-year average, MTC analysis

² Population in households earning less than 200 percent of the federal poverty level in 2015.

3. ***Coordination with other planning efforts*** – CMAs may combine CBTPs for more than one CoC, or develop a countywide plan for all CoCs. CBTPs may be developed as part of an existing planning effort (for e.g., planning for Priority Development Areas, county-wide investment and growth strategy, county-wide transportation program, or local jurisdiction general or specific plan). All program guidelines for the 2017-2021 CBTP Program shall still apply to the CBTP component of these planning efforts. If developing standalone CBTPs per CoC, CMAs may spend no more than \$100,000 of the planning grant on each plan.
4. ***Steering Committee*** - CMAs must establish a steering committee that includes social service agency and CBO and/or non-profit representatives to ensure a collaborative and inclusive CBTP planning process.
5. ***Use it or lose it provision*** – CMAs shall administer the CBTP program and must initiate the planning process for each plan within nine months of executing a grant agreement (or MoU amendment) with MTC, and adopt the plan within three years of initiating the planning process. Any funds not used within this time period shall be repurposed by MTC at its discretion for other CBTPs.
6. ***Local match*** – CMAs must provide a ten percent match for the CBTP planning grants, which may be in the form of in-kind staff time (source of CBTP funding is the State Transit Assistance program).
7. ***Incentives for community engagement*** – CMAs are highly encouraged to set aside up to 10 percent of the planning grant towards direct financial support to local community-based organizations (CBOs). This funding may be used by the CBO(s) to provide services (for e.g., translation, outreach or meeting coordination) and/or to participate in the planning process (for e.g., as stipends).
8. ***Eligible uses*** – eligible uses for CBTP planning grants include, consultant services, direct costs or stipends associated with plan development and adoption, stakeholders engagement, and, if applicable, an implementation plan. The individual plans must be developed for MTC-designated CoCs (see map of CoCs below). CMAs may designate additional transportation disadvantaged areas (TDAs), which would also be eligible for CBTP planning grants after consideration and approval by MTC staff. The criteria for identifying additional TDAs must include at least one of the following three demographic characteristic: income, age (youth or seniors) and disability. In the North Bay, CMAs may designate areas affected by recent wildfires as a TDA. CMAs must designate TDAs before executing a grant agreement (or MoU amendment) with MTC.
9. ***Prioritizing planning areas*** – CMAs are encouraged to prioritize CBTPs for areas that do not currently have a plan, areas where the plan is more than 5 years old, and areas that have the highest concentration of low-income populations.
10. ***Key components and deliverables*** – CBTPs must include key components and deliverables identified in Table 2 below. Some components may be rolled into a broader effort (for e.g., outreach and engagement for a general plan update could count towards component A.). All components may or may not be completed at the same scale (for e.g., a countywide baseline conditions analysis and needs assessment for all CoCs may be followed by separate recommendations for each CoC).

Table 2: Key Components and Deliverables for CBTP Plans

<i>Plan Components</i>	<i>Guidance and Description</i>
<i>A. Outreach and Engagement</i>	Identify key stakeholders (for e.g., partner agencies, CBOs and disadvantaged/ under-represented populations), describe outreach activities (for e.g., interviews, workshops, forums, focus groups, surveys, and polls), develop multi-lingual collateral materials (for e.g., newsletters, flyers, and website), and document residents and community feedback.
<i>B. Baseline Conditions</i>	Create a map of the planning area (showing community facilities and amenities, major transportation infrastructure, regional context, CoCs, and if applicable TDAs), summarize demographic characteristics (current conditions and recent trends, if relevant), document existing transportation services (by mode, spatial distribution and temporal characteristics), etc.
<i>C. Needs Assessment</i>	Identify key local, sub-regional and regional destinations for residents and workers in CoCs and TDAs (for e.g., job centers, medical and community facilities, grocery stores, etc.), gaps in existing transportation services and infrastructure to access these destinations, and barriers to filling these gaps, etc.
<i>D. Recommendations</i>	Identify potential solutions, innovative approaches, or best practices from other regions; address the role of emerging technologies; and develop a prioritized list of initiatives, projects and/or programs, etc.
<i>E. Implementation</i>	Develop an implementation plan for key recommendations, as needed.
<i>F. Monitoring and Evaluation</i>	Develop a process and institute a mechanism to track progress and funding provided for implementation (for each initiative, project and/or program), establish monitoring protocols, etc.

Plan Bay Area 2040 Communities of Concern Map



An aerial photograph of a region, possibly a coastal or mountainous area, with a white outline highlighting a specific sub-region. The text is overlaid on the left side of the image.

Community-Based Transportation Planning Program

Planning Committee

January 12, 2018

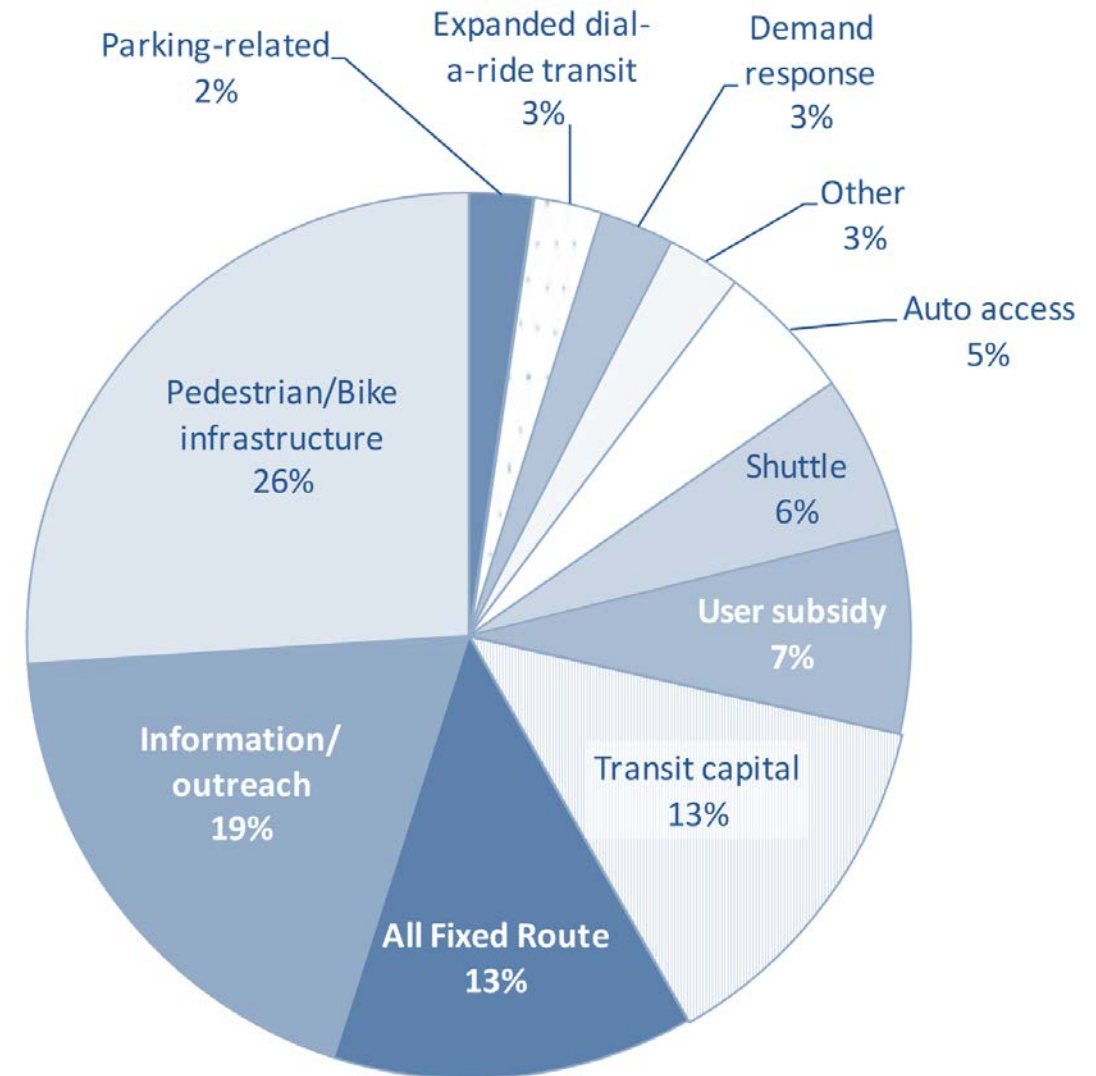
Background

- Established in 2002 along with the Lifeline Transportation Program.
- Funds planning in MTC-designated Communities of Concern.
- Emphasizes meaningful community outreach and engagement.
- Identifies projects/programs that improve access and mobility for low-income residents.
- Administered by CMAs.



Accomplishments

- Funded plans in over 40 communities, with approximately \$2.6 million in grants.
- Improved understanding of access and mobility needs of low-income residents.
- Built capacity among partners to plan for and deliver improved services.
- Informed funding allocation for the Lifeline Transportation Program.



Areas for Improvement

- *Funding* – the program provided \$60,000 per plan though most cost more than \$75,000.
- *Flexibility* – CMAs/cities were not able to integrate CBTPs into local planning initiatives such as PDA plans.
- *Resident Engagement* – community-based organizations could have played a stronger role in outreach activities.
- *Defining CoCs* – CMAs were not able to designate additional disadvantaged communities to reflect local conditions.
- *Understanding Needs* – some CBTPs did not tackle the broader access and mobility needs of low-income residents.
- *Timeline* – six plans took more than five years to complete while three have not yet started.
- *Tracking Implementation* – county plans only reference CBTPs.

Updated Guidelines

- Clearer and simpler program goals;
- Flexibility to coordinate with other planning efforts;
- Flexibility to combine CBTPs across multiple CoCs;
- Steering committee to include social service and CBO/non-profit representation;
- Use it or lose it provision;
- 10 percent local match requirement;
- 10 percent set aside for community engagement;
- Ability to designate additional disadvantaged areas after consideration and approval by MTC (including fire-affected areas in the North Bay);
- Commitment to regularly update the needs assessment component; and
- Commitment to track project/program implementation.



Source: East Bay Times



Source: Safe Routes to School, Marin

Funding Allocation

County	Population – Low-Income Share	Low-Income – Share in Region	Low-Income Population	Funding Proportional to Low-Income Population	Adjusted Grants (max. \$300,000 and min. \$75,000)	
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Bay Area	25%	100%	1,849,272	\$1,465,000	\$1,465,000	100%

Source: U.S. Census American Community Survey, 2011-2015, 5-year average, MTC analysis

Next Steps

<i>Milestones</i>	<i>Timeline</i>
Programming and Allocations Committee considers Lifeline Transportation program	January 10, 2018
Planning Committee (review)	January 12, 2018
MTC Commission (approval) (also related Lifeline Transportation Program)	January 24, 2018
Funding Available (per OBAG 2)	October 2018
Anticipated Start Date	January 2019
Anticipated Completion Date	December 2020





METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Planning Committee

DATE: January 5, 2018

FR: Executive Director

W.I. 1311

RE: MTC Resolution No. 4316: Community-Based Transportation Planning (CBTP) Program Guidelines

Based on feedback at last month's Planning Committee meeting, the committee deferred action on this item until January to address some questions and better align the CBTP Program with the Lifeline Transportation Program, also slated for Commission consideration this month.

Background

Launched in 2002, the CBTP Program evolved out of two regional studies completed in 2001: one on the Lifeline Transportation Network (LTN), and the other on Environmental Justice (EJ). The LTN study identified travel needs and challenges in low-income communities, and recommended establishing a regional program to fund community-based planning in disadvantaged communities. Similarly, the EJ study identified the need for MTC to support local planning efforts in low-income communities.

Since 2002, the CBTP Program has provided roughly \$2.6 million in funding for over 40 collaborative planning processes in low-income communities¹ across the region. These processes have:

- Meaningfully engaged residents and other stakeholders, including community and faith-based organizations, local jurisdictions, transit operators, county Congestion Management Agencies (CMAs) and MTC; and
- Resulted in plans that include locally-identified transportation needs, solutions and priorities.

Each plan reflects the following three goals and objectives of the regional program:

- Emphasize resident participation in the plan development process;
- Foster collaboration between residents, community organizations, local jurisdictions, transit operators, CMAs and MTC; and
- Build local capacity by engaging community-based organizations throughout the process.

¹ MTC defined low-income communities as Communities of Concern even though the CoCs are identified using many other factors such as race/ethnicity, age (over 65 years), disability, rent burden, linguistic isolation, and vehicle ownership.

Planning Grants

MTC has funded multiple cycles of CBTP grants. Starting in the 2002-2003 cycle, MTC funded five CBTPs,² as a pilot. CMAs received \$60,000 in State Transit Assistance (STA) funds for each CBTP for resident engagement, needs assessment, and developing a priority list of projects within the planning area. Projects identified in CBTPs were eligible to compete for funding through MTC's Lifeline Transportation Program.³ Over two more cycles, MTC funded 35 CBTPs at \$60,000 each⁴.

In November 2015, the MTC Commission set aside \$1.5 million from the second round of the One Bay Area Grant (OBAG) Program for a fourth cycle of CBTPs.

Draft guidelines for the 2017-2021 cycle of the CBTP Program are included as Attachment A of MTC Resolution No. 4316 for review and comment. A summary of the key elements and revisions to the guidelines include:

- Funding distributed by low-income population to each county with a minimum of \$75,000 and a maximum of \$300,000;
- More flexibility to coordinate with other planning efforts, and develop CBTPs across multiple CoCs;
- New use it or lose it provisions to ensure plans are delivered in a timely manner;
- New requirements for local match and set asides for community engagement;
- More flexibility for CMAs to designate additional disadvantaged communities for CBTP activity to reflect local conditions after consideration and approval by MTC;
- New requirement for CMAs to establish a steering committee to include social service agency and CBOs or non-profits to ensure a collaboration and inclusive CBTP planning process; and
- New requirements for CMAs to update the needs assessment components of CBTPs every five years and to track and report progress on implementation of projects and programs identified in CBTPs.

The CBTP Guidelines reflect strategies that incorporate public feedback related to community engagement, steering committee, and reporting requirements. This includes incorporation of: inclusive engagement to low-income populations including recommended financial incentives, a new steering committee requirement, and enhanced monitoring and evaluation to better track implementation of CBTP priorities. The Commission will be considering guidelines in January for both the Lifeline Transportation Program and the CBTP Program, with the Lifeline Transportation Program guidelines on the Programming and Allocations Committee agenda.

2 The 2001 Regional Transportation Plan (RTP) designated forty one CoCs.

3 For more information on MTC's Lifeline Transportation Program, see: <https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/lifeline-transportation>

4 TAM funded the CBTP in Novato, as it is not an MTC-designated CoC.

A map of CoCs from PBA 2040 is included in Attachment A of MTC Resolution No. 4316. The map reflects 2014 American Community Survey (ACS) data on the individual functions that contribute to CoCs, which was the most current data available when the map was prepared for PBA 2040. ACS 2016 data was recently released and the map has not yet been updated to reflect this most recent data. Staff will report back to the Planning Committee with an updated map showing the 2016 data at a future meeting. The list of CBTPs funded through the previous three cycles is included as Attachment B to this memo.

Next Steps

Staff is requesting the Planning Committee refer MTC Resolution No. 4316 – the draft guidelines, for the 2017-2021 cycle of the CBTP Program, included in Attachment A of MTC Resolution No. 4316 – to the Commission for approval.



Steve Heminger

Attachments:

- Attachment A: Public Comment Received
- Attachment B: List of Funded and Completed CBTPs (2002 to 2017)
- MTC Resolution No. 4316, 2017-2021 CBTP Program Guidelines
- Presentation

SH:kk/vs

J:\COMMITTEE\Planning Committee\2018\01_PLNG_Jan 2018\3ai_CBTP Guidelines_v6.docx

Proposed Key Changes to Lifeline Guidelines

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

Principles

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

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

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

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

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

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

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

Specific Recommendations

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

Lifeline Guidelines

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

CBTP Guidelines

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

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

Attachment: List of Funded and Completed CBTPs

	<i>Community of Concern</i>	<i>County CMA</i>	<i>Year Funded</i>	<i>Amount</i>	<i>Year Completed</i>
1	Ashland/Cherryland	ACTC	2002-01	\$60,000	2004
2	Richmond/San Pablo	CCTA	2002-01	\$60,000	2004
3	Napa	NVTA	2002-01	\$60,000	2004
4	East Palo Alto	C/CAG	2002-01	\$60,000	2004
5	Dixon	STA	2002-01	\$60,000	2004
6	West Oakland	ACTC	2004-05	\$60,000	2007
7	Monument Corridor Concord	CCTA	2004-05	\$60,000	2007
8	Canal District/San Rafael	TAM	2004-05	\$60,000	2007
9	Gilroy	VTA	2004-05	\$60,000	2007
10	South/West Berkeley	ACTC	2004-05	\$60,000	2007
11	East Oakland	ACTC	2004-05	\$60,000	2007
12	Pittsburg/Bay Point	CCTA	2004-05	\$60,000	2007
13	Tenderloin/Little Saigon	SFCTA	2004-05	\$60,000	2007
14	Mission/Geneva	SFCTA	2004-05	\$60,000	2007
15	Roseland-Santa Rosa	SCTA	2004-05	\$60,000	2007
16	Daly City/Bayshore	C/CAG	2004-05	\$60,000	2008
17	Cordelia	STA	2004-05	\$60,000	2008
18	Vallejo	STA	2004-05	\$60,000	2008
19	Downtown Martinez	CCTA	2004-05	\$60,000	2009
20	Marin City	TAM	2004-05	\$60,000	2009
21	Milpitas	VTA	2004-05	\$60,000	2009
22	East San Jose	VTA	2004-05	\$60,000	2009
23	Bayview/Hunters Point	SFCTA	2004-05	\$60,000	2010
24	Alameda	ACTC	2008-09	\$60,000	2009
25	Southwest Healdsburg	SCTA	2008-09	\$60,000	2009
26	Guerneville/Monte Rio	SCTA	2008-09	\$60,000	2009
27	North Vacaville	STA	2008-09	\$60,000	2010
28	Central Sonoma Valley	SCTA	2008-09	\$60,000	2010
29	North Central San Mateo	C/CAG	2008-09	\$60,000	2011
30	South of Market	SFCTA	2008-09	\$60,000	2012
31	S. San Francisco/San Bruno	C/CAG	2008-09	\$60,000	2012
32	Central/East Fairfield	STA	2008-09	\$60,000	2012
33	Alviso/Shoreline/Sunnyvale	VTA	2008-09	\$60,000	2013
34	Potrero Hill/Inner Mission	SFCTA	2008-09	\$60,000	2015
35	Chinatown/North Beach/Treasure Island	SFCTA	2008-09	\$60,000	2015
36	Novato ¹	TAM	-	\$0	2015
37	Rodeo/Crocket/Hercules	CCTA	2008-09	\$60,000	2017
38	Western Addition/Fillmore	SFCTA	2008-09	\$60,000	2017
39	East Santa Clara	VTA	2008-09	\$60,000	2019
40	East Brentwood	CCTA	2008-09	\$60,000	Not started
41	Mountain View	VTA	2008-09	\$60,000	Not started
42	South San Jose/Morgan Hill	VTA	2008-09	\$60,000	Not started
Total				\$2.6 M	

¹ Funded by TAM through OBAG. Not an MTC-designated CoC.

Date: January 24, 2018
W.I.: 1311
Referred by: Planning

ABSTRACT

Resolution No. 4316

This Resolution adopts program guidelines for the 2017-2021 cycle of the Community-based Transportation Planning Program.

Date: January 24, 2018
W.I.: 1311
Referred by: Planning

RE: Community-based Transportation Planning Program Guidelines - 2017-2021 Cycle

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4316

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

WHEREAS, the Lifeline Transportation Network and the Environmental Justice Reports as components of the 2001 Regional Transportation Plan, identify transit needs in economically disadvantaged communities throughout the San Francisco Bay Area and recommend the initiation of community-based transportation planning as a first step to address them; and

WHEREAS, MTC established guidelines to launch and implement the Community-based Transportation Planning (CBTP) Program in 2002 in response to the recommendations outlined in the Lifeline Transportation Network and the Environmental Justice Report; and

WHEREAS, the CBTP Program has provided roughly \$2.5 million in funding for over 40 collaborative planning processes in low-income communities¹ across the region since 2002; and

WHEREAS, lessons learned through the CBTP Program since the guidelines were first established in 2002 warrant updating the guidelines in advance of a new CBTP funding cycle; now therefore be it

RESOLVED, that MTC approves the guidelines for the 2017-2021 cycle of the CBTP Program, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that Attachment A of this Resolution may be amended from time to time.

¹ MTC defined low-income communities as Communities of Concern even though the CoCs are identified using many other factors such as race/ethnicity, age (over 65 years), disability, rent burden, linguistic isolation, and vehicle ownership.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was adopted by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on January 24, 2018.

Community-Based Transportation Planning Program Guidelines - 2017-2021 Cycle

The following guidelines shall apply to the 2017-2021 Community-Based Transportation Planning (CBTP) Program:

1. **Program Goals** – in developing the CBTPs, the County Congestion Management Agencies (CMAs) must address the following two goals of the regional program:
 - Improve access and mobility for low-income communities, for commute as well as non-commute trips; and
 - Engage residents and community organizations in conducting the analysis and shaping the recommendations.

In addition, CMAs are encouraged to consider non-traditional solutions to meet travel needs of low-income communities. Non-traditional solutions may include car share, bike share, ride-sharing, van- and/or car-pooling, and on-demand, flex-route transit, among others.

2. **Funding allocation** – each county shall receive a CBTP planning grant based on its share of the region's low-income population² (U.S. Census American Community Survey, 2015). The grants shall be limited to a maximum funding amount equal to 20 percent of the total funds, or \$300,000, and a minimum of \$75,000. The total funding available for the CBTP program is \$1.5 million through the second round of the One Bay Area Grant Program (OBAG 2.0). Of this total, \$35,000 shall be set aside by MTC for conducting a program evaluation in 2021. County allocations are laid out in the table below.

Table 1: Proposed CBTP Funding Allocation

County	Population – Low-Income Share	Low-Income – Share in Region	Low-Income Population	Funding Proportional to Low-Income Population	Adjusted CBTP Grants (max. \$300,000 and min. \$75,000 per county)	
Alameda	27%	23%	426,642	\$337,987	\$300,000	20%
Contra Costa	25%	15%	272,721	\$216,051	\$215,000	14%
Marin	20%	3%	49,052	\$38,859	\$75,000	5%
Napa	28%	2%	38,553	\$30,542	\$75,000	5%
San Francisco	27%	12%	225,756	\$178,845	\$175,000	12%
San Mateo	21%	8%	155,274	\$123,009	\$120,000	8%
Santa Clara	23%	22%	415,848	\$329,436	\$300,000	20%
Solano	30%	7%	122,735	\$97,231	\$95,000	6%
Sonoma	29%	8%	142,693	\$113,042	\$110,000	7%
Bay Area	25%	100%	1,849,272	\$1,465,000	\$1,465,000	100%

Source: U.S. Census American Community Survey, 2011-2015, 5-year average, MTC analysis

² Population in households earning less than 200 percent of the federal poverty level in 2015.

3. ***Coordination with other planning efforts*** – CMAs may combine CBTPs for more than one CoC, or develop a countywide plan for all CoCs. CBTPs may be developed as part of an existing planning effort (for e.g., planning for Priority Development Areas, county-wide investment and growth strategy, county-wide transportation program, or local jurisdiction general or specific plan). All program guidelines for the 2017-2021 CBTP Program shall still apply to the CBTP component of these planning efforts. If developing standalone CBTPs per CoC, CMAs may spend no more than \$100,000 of the planning grant on each plan.
4. ***Steering Committee*** - CMAs must establish a steering committee that includes social service agency and CBO and/or non-profit representatives to ensure a collaborative and inclusive CBTP planning process.
5. ***Use it or lose it provision*** – CMAs shall administer the CBTP program and must initiate the planning process for each plan within nine months of executing a grant agreement (or MoU amendment) with MTC, and adopt the plan within three years of initiating the planning process. Any funds not used within this time period shall be repurposed by MTC at its discretion for other CBTPs.
6. ***Local match*** – CMAs must provide a ten percent match for the CBTP planning grants, which may be in the form of in-kind staff time (source of CBTP funding is the State Transit Assistance program).
7. ***Incentives for community engagement*** – CMAs are highly encouraged to set aside up to 10 percent of the planning grant towards direct financial support to local community-based organizations (CBOs). This funding may be used by the CBO(s) to provide services (for e.g., translation, outreach or meeting coordination) and/or to participate in the planning process (for e.g., as stipends).
8. ***Eligible uses*** – eligible uses for CBTP planning grants include, consultant services, direct costs or stipends associated with plan development and adoption, stakeholders engagement, and, if applicable, an implementation plan. The individual plans must be developed for MTC-designated CoCs (see map of CoCs below). CMAs may designate additional transportation disadvantaged areas (TDAs), which would also be eligible for CBTP planning grants after consideration and approval by MTC staff. The criteria for identifying additional TDAs must include at least one of the following three demographic characteristic: income, age (youth or seniors) and disability. In the North Bay, CMAs may designate areas affected by recent wildfires as a TDA. CMAs must designate TDAs before executing a grant agreement (or MoU amendment) with MTC.
9. ***Prioritizing planning areas*** – CMAs are encouraged to prioritize CBTPs for areas that do not currently have a plan, areas where the plan is more than 5 years old, and areas that have the highest concentration of low-income populations.
10. ***Key components and deliverables*** – CBTPs must include key components and deliverables identified in Table 2 below. Some components may be rolled into a broader effort (for e.g., outreach and engagement for a general plan update could count towards component A.). All components may or may not be completed at the same scale (for e.g., a countywide baseline conditions analysis and needs assessment for all CoCs may be followed by separate recommendations for each CoC).

Table 2: Key Components and Deliverables for CBTP Plans

<i>Plan Components</i>	<i>Guidance and Description</i>
<i>A. Outreach and Engagement</i>	Identify key stakeholders (for e.g., partner agencies, CBOs and disadvantaged/ under-represented populations), describe outreach activities (for e.g., interviews, workshops, forums, focus groups, surveys, and polls), develop multi-lingual collateral materials (for e.g., newsletters, flyers, and website), and document residents and community feedback.
<i>B. Baseline Conditions</i>	Create a map of the planning area (showing community facilities and amenities, major transportation infrastructure, regional context, CoCs, and if applicable TDAs), summarize demographic characteristics (current conditions and recent trends, if relevant), document existing transportation services (by mode, spatial distribution and temporal characteristics), etc.
<i>C. Needs Assessment</i>	Identify key local, sub-regional and regional destinations for residents and workers in CoCs and TDAs (for e.g., job centers, medical and community facilities, grocery stores, etc.), gaps in existing transportation services and infrastructure to access these destinations, and barriers to filling these gaps, etc.
<i>D. Recommendations</i>	Identify potential solutions, innovative approaches, or best practices from other regions; address the role of emerging technologies; and develop a prioritized list of initiatives, projects and/or programs, etc.
<i>E. Implementation</i>	Develop an implementation plan for key recommendations, as needed.
<i>F. Monitoring and Evaluation</i>	Develop a process and institute a mechanism to track progress and funding provided for implementation (for each initiative, project and/or program), establish monitoring protocols, etc.

Plan Bay Area 2040 Communities of Concern Map



An aerial photograph of a region, possibly a coastal or mountainous area, with a white outline highlighting a specific sub-region. The text is overlaid on the left side of the image.

Community-Based Transportation Planning Program

Planning Committee

January 12, 2018



METROPOLITAN TRANSPORTATION COMMISSION

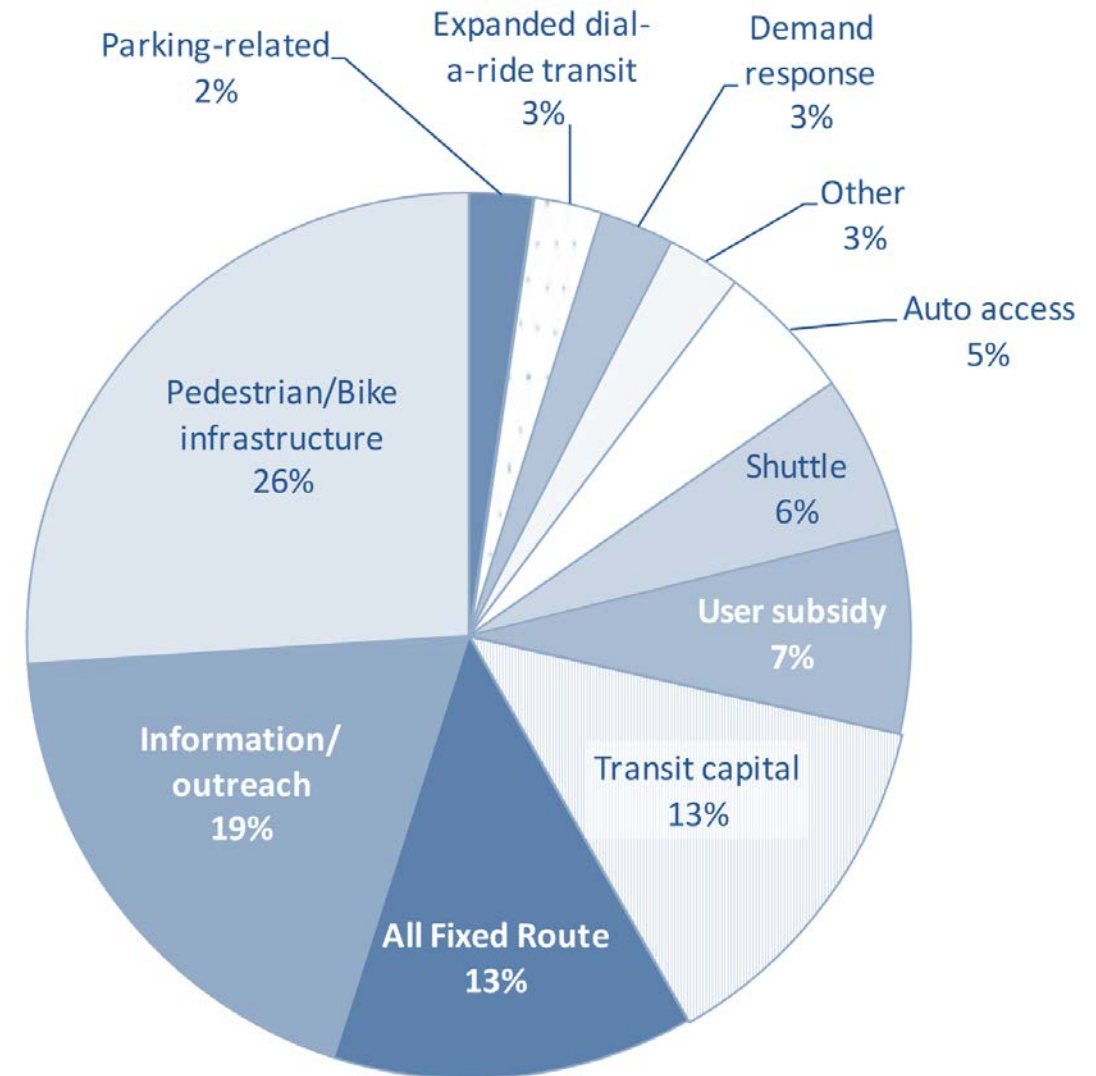
Background

- Established in 2002 along with the Lifeline Transportation Program.
- Funds planning in MTC-designated Communities of Concern.
- Emphasizes meaningful community outreach and engagement.
- Identifies projects/programs that improve access and mobility for low-income residents.
- Administered by CMAs.



Accomplishments

- Funded plans in over 40 communities, with approximately \$2.6 million in grants.
- Improved understanding of access and mobility needs of low-income residents.
- Built capacity among partners to plan for and deliver improved services.
- Informed funding allocation for the Lifeline Transportation Program.



Areas for Improvement

- *Funding* – the program provided \$60,000 per plan though most cost more than \$75,000.
- *Flexibility* – CMAs/cities were not able to integrate CBTPs into local planning initiatives such as PDA plans.
- *Resident Engagement* – community-based organizations could have played a stronger role in outreach activities.
- *Defining CoCs* – CMAs were not able to designate additional disadvantaged communities to reflect local conditions.
- *Understanding Needs* – some CBTPs did not tackle the broader access and mobility needs of low-income residents.
- *Timeline* – six plans took more than five years to complete while three have not yet started.
- *Tracking Implementation* – county plans only reference CBTPs.

Updated Guidelines

- Clearer and simpler program goals;
- Flexibility to coordinate with other planning efforts;
- Flexibility to combine CBTPs across multiple CoCs;
- Steering committee to include social service and CBO/non-profit representation;
- Use it or lose it provision;
- 10 percent local match requirement;
- 10 percent set aside for community engagement;
- Ability to designate additional disadvantaged areas after consideration and approval by MTC (including fire-affected areas in the North Bay);
- Commitment to regularly update the needs assessment component; and
- Commitment to track project/program implementation.



Source: East Bay Times



Source: Safe Routes to School, Marin

Funding Allocation

County	Population – Low-Income Share	Low-Income – Share in Region	Low-Income Population	Funding Proportional to Low-Income Population	Adjusted Grants (max. \$300,000 and min. \$75,000)	
Alameda	27%	23%	426,642	\$337,987	\$300,000	20%
Contra Costa	25%	15%	272,721	\$216,051	\$215,000	14%
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Bay Area	25%	100%	1,849,272	\$1,465,000	\$1,465,000	100%

Source: U.S. Census American Community Survey, 2011-2015, 5-year average, MTC analysis

Next Steps

<i>Milestones</i>	<i>Timeline</i>
Programming and Allocations Committee considers Lifeline Transportation program	January 10, 2018
Planning Committee (review)	January 12, 2018
MTC Commission (approval) (also related Lifeline Transportation Program)	January 24, 2018
Funding Available (per OBAG 2)	October 2018
Anticipated Start Date	January 2019
Anticipated Completion Date	December 2020





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3037 **Version:** 1 **Name:**
Type: Report **Status:** Regional
File created: 11/9/2017 **In control:** Programming and Allocations Committee
On agenda: 1/10/2018 **Final action:**
Title: MTC Resolution No. 4309. Lifeline Transportation Program Cycle 5 Guidelines

Proposed Lifeline Transportation Program Guidelines for Cycle 5, FY 2016 - 17 and FY 2017 - 18. Approximately \$22 million is estimated to be available to Congestion Management Agencies (CMAs) for programming. Funding for the Lifeline Transportation Program is provided through Federal 5307 and State Transit Assistance (STA) funds.

Sponsors:

Indexes:

Code sections:

Attachments: [9a PAC 3a Reso-4309 Lifeline Cycle5 Guidelines.pdf](#)
[3a Reso-4309 Lifeline Cycle5 Guidelines.pdf](#)

Date	Ver.	Action By	Action	Result
1/10/2018	1	Programming and Allocations Committee		
12/13/2017	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4309. Lifeline Transportation Program Cycle 5 Guidelines

Proposed Lifeline Transportation Program Guidelines for Cycle 5, FY 2016 - 17 and FY 2017 - 18. Approximately \$22 million is estimated to be available to Congestion Management Agencies (CMAs) for programming. Funding for the Lifeline Transportation Program is provided through Federal 5307 and State Transit Assistance (STA) funds.

Presenter:

Judis Santos

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 3a

MTC Resolution No. 4309

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

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

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

Fund sources

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

Guidelines

Highlights of the proposed guidelines are summarized below.

- **Evaluation Criteria.** Overall, the proposed criteria are similar to Cycle 4, with the exception of a modification to the Project Need/Goals and Objectives criteria. Staff is proposing to augment this criteria with a focus on innovation and transit operations. Capital or operations projects that support and augment traditional fixed route projects could be given extra points.
- **Participatory Budgeting.** Staff is proposing to pilot participatory budgeting through the Community Based Transportation Planning process, which is also going to the Commission this month (via the Planning Committee) and also to set-aside up to \$1 million from the Lifeline Transportation Program for projects identified through this effort. Up to four participatory budgeting pilots are anticipated. If the set-aside is not needed for the participatory budgeting pilots, the funds will be used for other Lifeline projects. Attachment C provides a summary of the basic elements of the Participatory Budgeting process.
- **Formula Updates.** Low-income population factors and transit ridership factors have been updated with 2015 data.
- **Communities of Concern (CoCs).** An updated map of the communities of concern (CoC) is included as Attachment D.
- **Funding/Project Eligibility.** Proposition 1B is no longer available as a fund source, as the 1B funds have been expended. Project eligibility is updated to reflect this. Eligibility for STA and FTA Section 5307 remain the same.

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

Timeline

The anticipated timeline for Cycle 5 is as follows:

Action:	Anticipated Date:
Commission approves Cycle 5 Program Guidelines	January 24, 2018
CMAs initiate County project selection process	February 2018
CMA Board-approved County LTP Cycle 5 programs due to MTC from each CMA	May 2018
MTC Commission approval of Program of Projects	July 2018

Issues:

1. The FY2017-18 STA and FTA Section 5307 funding amounts are based on preliminary projections and are subject to revision.
2. Guidelines reflect strategies that incorporate public feedback related to community engagement, community prioritization, and reporting requirements. This includes incorporation of: inclusive engagement to low-income populations, a participatory budgeting pilot with project funding set-aside, and the addition of a community engagement best practices resource. The Commission will be considering guidelines in January for both the Lifeline Transportation Program and the Community Based Transportation Planning (CBTP) Program, with CBTP guidelines on the Planning Committee agenda.
3. Staff is currently working with partner agencies on a proposal to update the current STA population-based policy (Resolution No. 3837) with a new OBAG-style block grant and contribute to a regional means-based fare program. Under this proposed framework, each county (CMA) would work with their transit operators to determine how best to invest the funds to support transit services within the county including Lifeline Transportation Program needs. The proposal gives more flexibility in how much each county wants to invest toward Lifeline services/ programs and would also expand access to transit through a means-based fare to address affordability for low-income individuals.

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

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

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

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

Notes:

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

(2) The FY2017 FTA Section 5307 amount is based on programming in the Transit Capital Priorities Program (Res. 4272). The FY2018 Section 5307 amount is preliminary, based on proposed programming being presented in January 2018.

Attachment B – Estimated STA & 5307 Funding Targets by County

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

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

- (1) Note that the “Share of Regional Low Income Population” percentages reflect the most recent population data from the 2015 American Community Survey, as is proposed in the Lifeline Cycle 5 program guidelines.
- (2) State Transit Assistance FY 15-16 revenues were lower than anticipated (based on the LTP Cycle 4 STA program, the 5% contingency programming remains unfunded), resulting in a funding shortfall in Cycle 4. To keep the cycle 4 program whole, the shortfall amount (funding gap) is being filled from FY 16-17 STA revenues. The amount listed in FY 16-17 is the amount available after accounting for the shortfall.
- (3) State Transit Assistance revenue generation amounts are consistent with those in the most recent Fund Estimate (MTC Resolution No. 4268, 11/15/2017).
- (4) The FY2017 FTA Section 5307 amount based on programming in the Transit Capital Priorities Program (Res. 4272). The FY2018 Section 5307 amount is preliminary, based on proposed programming being presented in January 2018.
- (5) Only FY2018 is subject to the 5% Lifeline Transportation Program contingency policy since it is an estimate. The FY2017 STA funding represents actual revenues and will be distributed at 100%. The \$1 million set aside for the Participatory Budgeting Pilot projects is not subject to the 95% contingency rule.


Attachment C – Summary of Participatory Budgeting

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

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



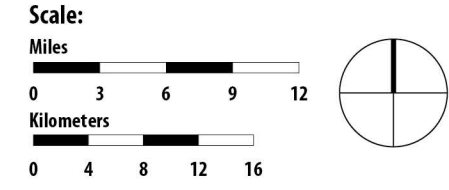
Map 1
Communities of Concern
American Community Survey 2014

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

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

 **Urbanized Areas**

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



Proposed Key Changes to Lifeline Guidelines

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

Principles

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

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

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

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

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

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

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

Specific Recommendations

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

Lifeline Guidelines

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

CBTP Guidelines

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

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

Date: January 24, 2018
W.I.: 1310
Referred by: PAC

ABSTRACT

Resolution No. 4309

This Resolution adopts the Lifeline Transportation Program Cycle 5 Guidelines.

The following attachment is provided with this Resolution:

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

Further discussion of the Lifeline Transportation Program Cycle 5 Guidelines is provided in the
Programming and Allocations Committee Summary sheet dated January 10, 2018.

Date: January 24, 2018
W.I.: 1310
Referred by: PAC

RE: Lifeline Transportation Program Cycle 5 Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4309

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above Resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California on January 24, 2018.

Date: January 24, 2018
W.I.: 1310
Referred by: PAC

Attachment A
MTC Resolution No. 4309
Page 1 of 19



METROPOLITAN
TRANSPORTATION
COMMISSION

Lifeline Transportation Program Cycle 5 Guidelines

January 2018

METROPOLITAN TRANSPORTATION COMMISSION

LIFELINE TRANSPORTATION PROGRAM CYCLE 5 GUIDELINES
FY 2017 AND FY 2018

January 2018

Table of Contents

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

Appendix 1. Funding Source Information

Appendix 2. Standard Evaluation Criteria

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

January 2018

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

The Lifeline Program supports community-based transportation projects that:

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

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

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

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

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

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

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

Figure 1. County and Share of Regional Poverty Population

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

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

- b. Participatory Budgeting. Subject to funding available from a proposed 2018 Caltrans Planning Grant, MTC will pilot a voluntary participatory budgeting (PB) process. The participatory budgeting process enables residents in Communities of Concern to develop and vote on project priorities working through their CMA's Community-Based Transportation Planning process. Selected projects are then funded as part of an available/dedicated budget. MTC will set aside up to \$1 million off the top from the Lifeline Transportation Program for projects identified through this pilot. Projects identified through the PB process will be presented to the Commission at a future date. CMA's that want to participate in this pilot should contact MTC staff by January 30, 2018.
- c. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow County Lifeline Program Administrators to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 5. Lifeline Program Administrators must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program.

4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6. ELIGIBLE ACTIVITIES

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

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

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

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

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

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

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

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

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

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

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

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

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

10. APPLICATION EVALUATION

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

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

See Appendix 2 for the detailed standard evaluation criteria.

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

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

12. POLICY BOARD ADOPTION

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

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

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

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

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

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

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

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

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

16. FUND ADMINISTRATION

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

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

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

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

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

17. COMPLIANCE WITH FEDERAL REQUIREMENTS.

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

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

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

Program	Action	Anticipated Date*
All	Commission approves Cycle 5 Program Guidelines	January 24, 2018
All	MTC issues guidelines to counties	January 31, 2018
5307 & STA	CMA Board-approved** programs due to MTC from CMAs	May 31, 2018
5307	Project sponsors submit TIP amendments	June 2018***
All	MTC Commission approval of Program of Projects	July 2018
STA	Operators can file claims for Lifeline Cycle 5 STA funds	After July Commission Approval
5307	Deadline for transit operators (FTA grantees) to submit FTA grants for FY17 and FY18 funds	Submit grants once TIP Amendment is federally approved

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

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

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

Appendix 1
Lifeline Transportation Program Cycle 5
Funding Source Information

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

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

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

Note: Information on this chart is accurate as of January 2018. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2

Lifeline Transportation Program Cycle 5

Standard Evaluation Criteria

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

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

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

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

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

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

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

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

Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 3a

MTC Resolution No. 4309

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

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

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

Fund sources

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

Guidelines

Highlights of the proposed guidelines are summarized below.

- **Evaluation Criteria.** Overall, the proposed criteria are similar to Cycle 4, with the exception of a modification to the Project Need/Goals and Objectives criteria. Staff is proposing to augment this criteria with a focus on innovation and transit operations. Capital or operations projects that support and augment traditional fixed route projects could be given extra points.
- **Participatory Budgeting.** Staff is proposing to pilot participatory budgeting through the Community Based Transportation Planning process, which is also going to the Commission this month (via the Planning Committee) and also to set-aside up to \$1 million from the Lifeline Transportation Program for projects identified through this effort. Up to four participatory budgeting pilots are anticipated. If the set-aside is not needed for the participatory budgeting pilots, the funds will be used for other Lifeline projects. Attachment C provides a summary of the basic elements of the Participatory Budgeting process.
- **Formula Updates.** Low-income population factors and transit ridership factors have been updated with 2015 data.
- **Communities of Concern (CoCs).** An updated map of the communities of concern (CoC) is included as Attachment D.
- **Funding/Project Eligibility.** Proposition 1B is no longer available as a fund source, as the 1B funds have been expended. Project eligibility is updated to reflect this. Eligibility for STA and FTA Section 5307 remain the same.

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

Timeline

The anticipated timeline for Cycle 5 is as follows:

Action:	Anticipated Date:
Commission approves Cycle 5 Program Guidelines	January 24, 2018
CMAs initiate County project selection process	February 2018
CMA Board-approved County LTP Cycle 5 programs due to MTC from each CMA	May 2018
MTC Commission approval of Program of Projects	July 2018

Issues:

1. The FY2017-18 STA and FTA Section 5307 funding amounts are based on preliminary projections and are subject to revision.
2. Guidelines reflect strategies that incorporate public feedback related to community engagement, community prioritization, and reporting requirements. This includes incorporation of: inclusive engagement to low-income populations, a participatory budgeting pilot with project funding set-aside, and the addition of a community engagement best practices resource. The Commission will be considering guidelines in January for both the Lifeline Transportation Program and the Community Based Transportation Planning (CBTP) Program, with CBTP guidelines on the Planning Committee agenda.
3. Staff is currently working with partner agencies on a proposal to update the current STA population-based policy (Resolution No. 3837) with a new OBAG-style block grant and contribute to a regional means-based fare program. Under this proposed framework, each county (CMA) would work with their transit operators to determine how best to invest the funds to support transit services within the county including Lifeline Transportation Program needs. The proposal gives more flexibility in how much each county wants to invest toward Lifeline services/ programs and would also expand access to transit through a means-based fare to address affordability for low-income individuals.

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

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

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

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

Notes:

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

(2) The FY2017 FTA Section 5307 amount is based on programming in the Transit Capital Priorities Program (Res. 4272). The FY2018 Section 5307 amount is preliminary, based on proposed programming being presented in January 2018.

Attachment B – Estimated STA & 5307 Funding Targets by County

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

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

- (1) Note that the “Share of Regional Low Income Population” percentages reflect the most recent population data from the 2015 American Community Survey, as is proposed in the Lifeline Cycle 5 program guidelines.
- (2) State Transit Assistance FY 15-16 revenues were lower than anticipated (based on the LTP Cycle 4 STA program, the 5% contingency programming remains unfunded), resulting in a funding shortfall in Cycle 4. To keep the cycle 4 program whole, the shortfall amount (funding gap) is being filled from FY 16-17 STA revenues. The amount listed in FY 16-17 is the amount available after accounting for the shortfall.
- (3) State Transit Assistance revenue generation amounts are consistent with those in the most recent Fund Estimate (MTC Resolution No. 4268, 11/15/2017).
- (4) The FY2017 FTA Section 5307 amount based on programming in the Transit Capital Priorities Program (Res. 4272). The FY2018 Section 5307 amount is preliminary, based on proposed programming being presented in January 2018.
- (5) Only FY2018 is subject to the 5% Lifeline Transportation Program contingency policy since it is an estimate. The FY2017 STA funding represents actual revenues and will be distributed at 100%. The \$1 million set aside for the Participatory Budgeting Pilot projects is not subject to the 95% contingency rule.


Attachment C – Summary of Participatory Budgeting

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

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



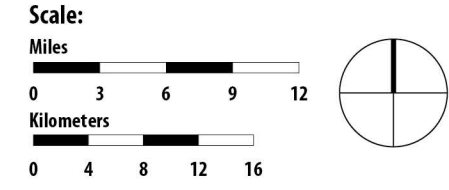
Map 1
Communities of Concern
American Community Survey 2014

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

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

 **Urbanized Areas**

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



Proposed Key Changes to Lifeline Guidelines

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

Principles

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

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

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

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

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

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

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

Specific Recommendations

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

Lifeline Guidelines

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

CBTP Guidelines

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

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

Date: January 24, 2018
W.I.: 1310
Referred by: PAC

ABSTRACT

Resolution No. 4309

This Resolution adopts the Lifeline Transportation Program Cycle 5 Guidelines.

The following attachment is provided with this Resolution:

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

Further discussion of the Lifeline Transportation Program Cycle 5 Guidelines is provided in the
Programming and Allocations Committee Summary sheet dated January 10, 2018.

Date: January 24, 2018
W.I.: 1310
Referred by: PAC

RE: Lifeline Transportation Program Cycle 5 Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4309

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

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

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

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

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

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

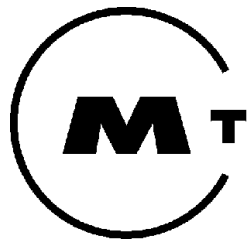
METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above Resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California on January 24, 2018.

Date: January 24, 2018
W.I.: 1310
Referred by: PAC

Attachment A
MTC Resolution No. 4309
Page 1 of 19



METROPOLITAN
TRANSPORTATION
COMMISSION

Lifeline Transportation Program Cycle 5 Guidelines

January 2018

METROPOLITAN TRANSPORTATION COMMISSION

LIFELINE TRANSPORTATION PROGRAM CYCLE 5 GUIDELINES
FY 2017 AND FY 2018

January 2018

Table of Contents

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

Appendix 1. Funding Source Information

Appendix 2. Standard Evaluation Criteria

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

January 2018

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

The Lifeline Program supports community-based transportation projects that:

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

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

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

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

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

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

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

Figure 1. County and Share of Regional Poverty Population

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

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

- b. Participatory Budgeting. Subject to funding available from a proposed 2018 Caltrans Planning Grant, MTC will pilot a voluntary participatory budgeting (PB) process. The participatory budgeting process enables residents in Communities of Concern to develop and vote on project priorities working through their CMA's Community-Based Transportation Planning process. Selected projects are then funded as part of an available/dedicated budget. MTC will set aside up to \$1 million off the top from the Lifeline Transportation Program for projects identified through this pilot. Projects identified through the PB process will be presented to the Commission at a future date. CMA's that want to participate in this pilot should contact MTC staff by January 30, 2018.
- c. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow County Lifeline Program Administrators to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 5. Lifeline Program Administrators must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program.

4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6. ELIGIBLE ACTIVITIES

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

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

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

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

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

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

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

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

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

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

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

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

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

10. APPLICATION EVALUATION

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

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

See Appendix 2 for the detailed standard evaluation criteria.

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

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

12. POLICY BOARD ADOPTION

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

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

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

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

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

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

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

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

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

16. FUND ADMINISTRATION

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

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

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

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

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

17. COMPLIANCE WITH FEDERAL REQUIREMENTS.

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

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

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

Program	Action	Anticipated Date*
All	Commission approves Cycle 5 Program Guidelines	January 24, 2018
All	MTC issues guidelines to counties	January 31, 2018
5307 & STA	CMA Board-approved** programs due to MTC from CMAs	May 31, 2018
5307	Project sponsors submit TIP amendments	June 2018***
All	MTC Commission approval of Program of Projects	July 2018
STA	Operators can file claims for Lifeline Cycle 5 STA funds	After July Commission Approval
5307	Deadline for transit operators (FTA grantees) to submit FTA grants for FY17 and FY18 funds	Submit grants once TIP Amendment is federally approved

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

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

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

Appendix 1
Lifeline Transportation Program Cycle 5
Funding Source Information

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

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

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

Note: Information on this chart is accurate as of January 2018. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2

Lifeline Transportation Program Cycle 5 Standard Evaluation Criteria

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3096 **Version:** 1 **Name:**
Type: Resolution **Status:** State
File created: 12/8/2017 **In control:** Programming and Allocations Committee
On agenda: 1/10/2018 **Final action:**
Title: MTC Resolution Nos. 4317 and 4318. Adoption of Regional Program of Applications for three Senate Bill 1 (SB 1) Competitive Programs.

Recommended projects for regional application support or endorsements for SB 1 Solutions for Congested Corridors, Trade Corridor Enhancement Program, and Transit and Intercity Rail Capital Program.

Sponsors:

Indexes:

Code sections:

Attachments: [9b 7-PAC 4a Reso-4317-4318 SCC TCEP TIRCP.pdf](#)
[4a Reso-4317-4318 SCC TCEP TIRCP 1 .pdf](#)

Date	Ver.	Action By	Action	Result
1/10/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4317 and 4318. Adoption of Regional Program of Applications for three Senate Bill 1 (SB 1) Competitive Programs.

Recommended projects for regional application support or endorsements for SB 1 Solutions for Congested Corridors, Trade Corridor Enhancement Program, and Transit and Intercity Rail Capital Program.

Presenter:

Anne Richman

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Commission

DATE: January 17, 2018

FR: Executive Director

RE: MTC Resolution Nos. 4317 and 4318 – SB 1 Competitive Programs

At the Programming and Allocations Committee meeting on January 10, 2018, MTC staff presented the proposed regional program of applications for three Senate Bill 1 (SB 1) Competitive Programs: Solutions for Congested Corridors (SCC), Trade Corridor Enhancement Program (TCEP), and Transit and Intercity Rail Program (TIRCP). This memo presents a few updates since the Committee meeting.

TCEP Updates

At the meeting, the Committee directed staff to continue efforts to finalize the regional nominations for TCEP funding requests, including additional coordination with the Bay Area Air Quality Management District (Air District), Port of Oakland, and Caltrans.

- 1) **Port of Oakland Emissions Reduction** – At the Committee meeting, Air District staff requested further consideration of a Port of Oakland Emission Reduction TCEP funding request. In discussions following the meeting, the Air District and the Port have not yet identified a fully scoped project for this funding cycle. Therefore, a new project will not be added to the TCEP list. MTC will continue working with the Air District and Port to advance a project, which may include seeking funding through future TCEP cycles or through other sources.
- 2) **Caltrans Nominations** – The Committee directed staff to work with Caltrans to secure a joint list of nominated TCEP applications. As of the date of this memo, Caltrans staff continues to inform us that they will only be supporting the 7th Street Grade Crossing project.
- 3) **Solano I-80/I-680/SR12 Improvements** – Staff is recommending a reduced scope and TCEP funding request for the Solano I-80/I-680/SR12 project, in order to focus the regional funding request on projects with early deliverability and bring the total regional request (\$327 million) closer to the Northern California regional share (\$217 million). Solano Transportation Authority staff support nominating only Phase 2A of the interchange project, with a TCEP request of \$54 million.

MTC Resolution No. 4318 Attachment B has been updated to reflect these changes to the TCEP regional nominations.

Changes to SB 1 Illustrative Map

At the meeting, the Committee also requested a revision to the illustrative map of regional nominations and endorsements for the SB 1 competitive programs to better represent the broader scope and impact of BART and AC Transit's project applications. In addition to this change, the map has also been revised to reflect the reduced scope and TCEP request for the Solano I-80/I-680/SR12 Interchange Improvements project.

Staff recommends approval of MTC Resolution Nos. 4317 and 4318 as revised, and direction for staff to forward the SCC, TCEP, and TIRCP project nominations and endorsements to the CTC or CalSTA, as appropriate.



Steve Heminger

SH:ma

Attachment:
MTC Resolution No 4318, Attachment B (as revised)

Date: January 24, 2018
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4318

This resolution adopts the program of the Bay Area's nominations for the Trade Corridors Enhancement Program (TCEP) for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2018 Trade Corridors Enhancement Program
- Attachment B – Program of Bay Area Nominations for 2018 Trade Corridors Enhancement Program

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated January 10, 2018.

Date: January 24, 2018
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the SB 1 Trade Corridors Enhancement Program (TCEP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4318

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

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

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); 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 \$300 million per year to the Trade Corridor Enhancement Account to fund infrastructure improvements on corridors that have a high volume of freight movement; and

WHEREAS, on July 21, 2017, the Governor signed Senate Bill 103 (Chapter 95, Statutes of 2017) into law, which directs the California Transportation Commission to allocate Trade Corridor Enhancement Account funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of December 4, 2015) through the Trade Corridor Enhancement Program; and

WHEREAS, on October 18, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Trade Corridors Enhancement Program, which includes three years of funding totaling \$1.341 billion (Attachment A); and

WHEREAS, MTC, as the MPO for the nine-county Bay Area, is responsible for compiling project nominations for the regional portion of the TCEP within the region, as defined in section 17 of the Guidelines for the Trade Corridor Enhancement Program, and

WHEREAS, MTC is not a sponsoring or implementing agency on any Bay Area TCEP project; now, therefore, be it

RESOLVED, that MTC adopts the Program of Bay Area Nominations for the Trade Corridor Enhancement Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the agency responsible for compiling project nominations, shall not be responsible to fund any cost increases unless explicitly agreed, and the responsibility and accountability for the Bay Area's TCEP projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; 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 Bay Area Nominations for the Trade Corridor Enhancement Program is for planning purposes only, with each project still subject to 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 January 24, 2018.

Attachment A
MTC Resolution No. 4318
SB1 Trade Corridor Enhancement Program (TCEP)
Fund Estimate and Corridor Targets
FY 2017-18, FY 2018-19, and FY 2019-20
January 2018

MTC Resolution No. 4318
Attachment A
Adopted: 01/24/18-C

Statewide Fund Estimate (\$millions)

SB1 Trade Corridor Enhancement Program Fund Estimate	FY 2017-18	FY 2018-19	FY 2019-20	Total Statewide*
State: Trade Corridor Enhancement Account	\$200	\$298	\$296	\$794
Federal: National Highway Freight Program	\$293	\$115	\$127	\$535
State: AB 133 Loan Repayment	\$11			\$11
Total	\$505	\$413	\$423	\$1,341

* Figures may not add to total due to rounding

Corridor Programming Targets (\$millions)

SB1 Trade Corridor Enhancement Program Targets	Target*
Statewide Target: Caltrans	\$536
Regional Target: Bay Area and Central Valley	\$217
Regional Target: Other Corridors	\$588
Total	\$1,342

* Target may not match Fund Estimate due to rounding

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Attachment B
MTC Resolution No. 4318
SB1 Trade Corridor Enhancement Program (TCEP)
Program of Bay Area Nominations
FY 2017-18, FY 2018-19, and FY 2019-20
January 2018

MTC Resolution No. 4318
Attachment B
Adopted: 01/24/18-C

Project List

SB1 Trade Corridor Enhancement Program (TCEP) Program of Bay Area Nominations			TCEP Amount
	County	Sponsor	
Port of Oakland 7th Street Grade Separation (East)	Alameda	Port of Oakland	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	Port of Oakland	\$11
At-Grade Rail Crossing Improvements (Berkeley, Emeryville)	Alameda	ACTC, Berkeley, Emeryville	\$12
I-680/SR-84 Interchange	Alameda	ACTC	\$71
Solano I-80/I-680/SR-12 Interchange (phase 2a)	Solano	Caltrans/ STA	\$54
US 101 / SR 25 Interchange (design)	Santa Clara	VTA	\$4
Total			\$327

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Proposed Nominations Solutions for Congested Corridors

MTC & Caltrans District 4 Proposed Nominations (\$1 billion statewide)

\$, in millions

Sponsor	Project	SCC Request	Caltrans Nomination	Included in SB 1	Top 20 Congested Corridors	Delivery in 2018
Caltrans/VTA	San Mateo US 101 Express Lanes / Santa Clara US 101 Express Lanes Ph. #3	\$233	✓	✓	✓	✓
Caltrans	Solano I-80 Express Lanes	\$123	✓			✓
Caltrans	Sonoma US 101 MSN Segment C2	\$85	✓	✓	✓	✓
BART	BART Train Control System Improvements	\$100	✓		✓	
Total Request		\$541				

Proposed Nominations Trade Corridor Enhancement Program

MTC Proposed Nominations (\$1.3 billion statewide)

\$, in millions

Sponsor	Project	TCEP Request	Primary Freight System	Multimodal or Port	Near-term Delivery
Port of Oakland	Port of Oakland 7th St (East)	\$175	✓	✓	✓
Port of Oakland	ITS Improvements (Go Port)	\$11	✓	✓	✓
ACTC/Berkeley/ Emeryville	At-grade rail crossing improvements	\$12	✓	✓	✓
ACTC	Alameda I-680 / SR 84 Interchange	\$71	✓		✓
STA/Caltrans	Solano I-80/I-680/SR12 (Phase 2a)	\$54	✓		✓
VTA	Santa Clara US 101 / SR 25 Interchange (Design)	\$4			✓
Total Request		\$327			

Proposed Endorsements Transit and Intercity Rail Capital Program

MTC Proposed Endorsements (\$2.4 billion statewide)

\$, in millions

Sponsor	Project	TIRCP Request	Total Project Cost	MTC Endorsement
BART	Transbay Core Capacity Project	\$454	\$3,511	\$454
SFMTA	SFTMA's Transit Capacity Expansion Program	\$600	\$925	\$579
AC Transit	Purchase Zero Emission Buses to Support Transbay Tomorrow, Clean Corridors Plan	\$14	\$22	\$14
VTA	BART Silicon Valley Extension Phase 2	\$730	\$4,900	\$730
Caltrain	Caltrain Electrification – Full Fleet Conversion and Expansion	\$631	\$631	\$125
GGBHTD	San Rafael Transportation Center Relocation	\$15	\$45	\$10
SamTrans	SamTrans US 101 Express Bus Pilot Project	\$25	\$42	\$10
Capitol Corridor	Northern California Corridor Enhancement Program	\$15	\$223	\$10
SMART*	SMART Larkspur to Windsor Corridor Project	\$75	\$75	\$20
STA, et al.	Solano Regional Transit Improvements	\$33	\$112	\$10
Total Request		\$2,867	\$14,426	\$1,962

* Propose endorsing for up to \$20 million for Larkspur Extension, as backfill to FTA Small Starts funds should those not be approved.



SB1 Competitive Programs

Solutions for Congested Corridors (SCC)

4 projects, \$541 million

Trade Corridor Enhancement Program (TCEP)

6 projects, \$327 million

Transit and Intercity Rail Capital Program (TIRCP)

10 projects, \$1.9 billion



**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2018

Agenda Item 4a

MTC Resolution Nos. 4317 and 4318

Subject: Adoption of Regional Program of Applications for three Senate Bill 1 Competitive Programs

Background: Senate Bill 1 (SB 1) provides additional funding to existing competitive programs and created new competitive programs under the state's administration. Two programs require MTC action, and staff recommends the Commission endorse projects for a third program. The three programs are the Solutions for Congested Corridors (SCC), the Trade Corridor Enhancement Program (TCEP), and the Transit and Intercity Rail Program (TIRCP).

As detailed in the attached Deputy Executive Director memorandum, staff is recommending projects for all three programs, as summarized below:

(\$ Millions)

Program	No. of Projects Recommended	Amount Recommended	Amount Available Statewide	% Proposed
SCC	4	\$541	\$1,000	54%
TCEP	6	\$489	\$1,340	36%
TIRCP	10	\$1,962	\$2,400	81%

Staff has been working with the Congestion Management Agencies (CMAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

Information on the SB 1 Local Partnership Program (LPP) is included for reference.

Recommendation: Refer MTC Resolution Nos. 4317, 4318 and TIRCP Endorsement List to the Commission for approval, and direct staff to transmit the programs of nominations to the California Transportation Commission or California State Transportation Agency as appropriate.

Attachments: **Deputy Executive Director Memorandum**
Attachment 1: SCC and TCEP Nomination Tables
Attachment 2: TIRCP Recommended Endorsements
Attachment 3: MTC Resolution No. 4130, Revised – Cap and Trade Framework TIRCP Excerpt
Attachment 4: SCC Project Fact Sheets
Attachment 5: LPP Formula and Competitive Programs
MTC Resolution Nos. 4317 and 4318



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Programming and Allocations Committee

DATE: January 3, 2018

FR: Deputy Executive Director, Policy

RE: MTC Resolution Nos. 4317 and 4318 – Adoption of Senate Bill 1 (SB 1) Competitive Programs

Senate Bill 1 (SB 1) provides additional funding to existing competitive programs and created new competitive programs under the state's administration. Two programs require MTC action, and staff recommends the Commission endorse projects for a third program. This memorandum summarizes the staff recommendations for each program.

Staff has been working with the Congestion Management Agencies (CMAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

Solutions for Congested Corridors (SCC): MTC Resolution No. 4317

SB 1 directs \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects designed to reduce congestion in highly-traveled corridors. The first program will cover four years (FY 2017-18 through FY 2020-21), totaling \$1 billion statewide. The Bay Area's share of congestion is approximately one-quarter to one-third of the state total, depending on the metric used. According to SB 1, only MTC, as the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, and Caltrans may nominate projects within the Bay Area for SCC funds; however, the implementing/ sponsoring agency may be any public agency.

The SB1 statute lists two example projects in the Bay Area by name: 1) Emerging solutions for the Route 101 and Caltrain corridor connecting Silicon Valley with San Francisco, and 2) Multimodal approaches for the Route 101 and Sonoma-Marín Area Rail Transit (SMART) rail corridor between the Counties of Marin and Sonoma.

Staff recommends nominating four projects for \$541 million for the SCC Program, in coordination with Caltrans. The proposed projects are listed in Attachment 1, Table 1 and project fact sheets are included in Attachment 4. Project applications are due to the CTC by February 16, 2018. These projects are recommended due to their status in state law (SB 1), focus on congestion, and early deliverability. Additionally, Caltrans District 4 intends to nominate the same four projects.

Consistent with the approach taken for other competitive statewide funding programs, the nomination amount is roughly equivalent to double the region's share of congestion. Because the congestion relief needs are so vast in our dynamic and job-rich region, the list is constrained and many other strong projects remain for future rounds of SB1 SCC funding.

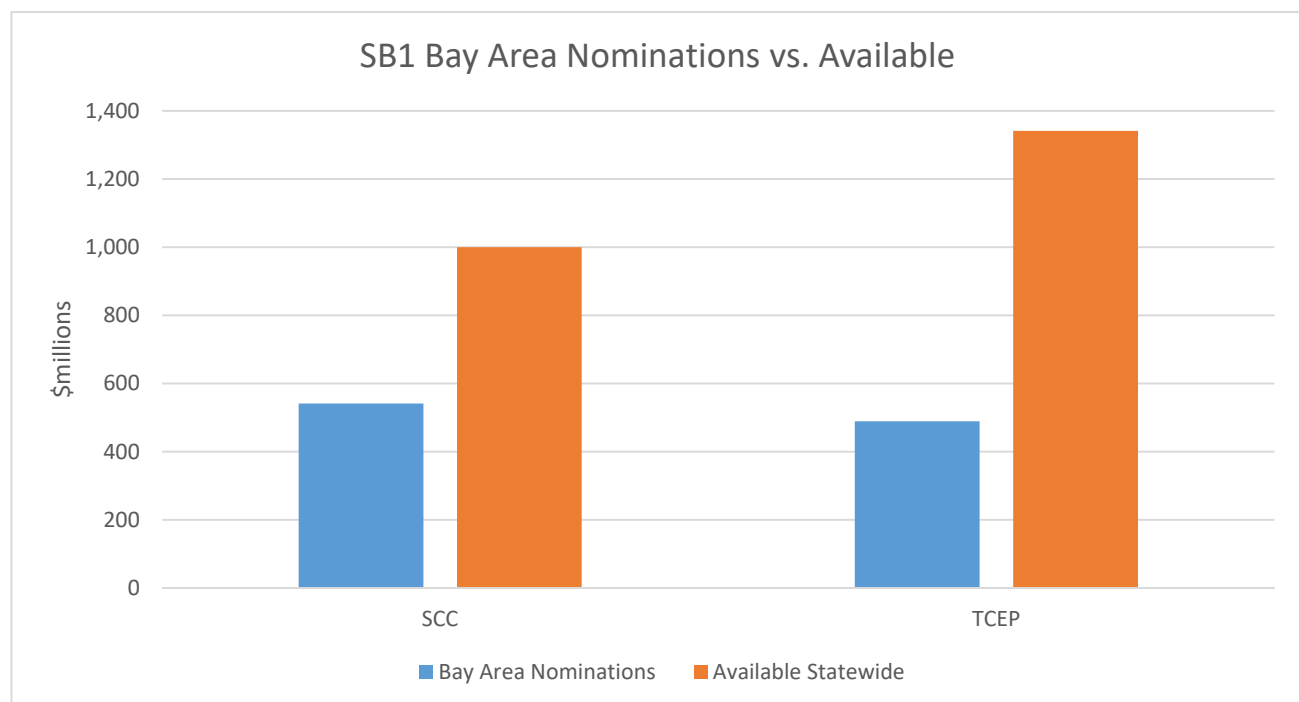
Trade Corridor Enhancement Program (TCEP): MTC Resolution No. 4318

SB 1 provides \$300 million per year to the Trade Corridor Enhancement Account (TCEA) to fund infrastructure improvements on corridors that have a high volume of freight movement. Additionally, Senate Bill 103 directs the CTC to allocate both TCEA funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of 2015) through the TCEP. The first program will cover three years (FY 2017-18 through FY 2019-20), totaling about \$1.3 billion statewide. The funds are further split 40% to Caltrans, or \$536 million, and 60% to regions, of which \$217 million goes to the Bay Area and Central Valley. The CTC Guidelines state that MTC, as the Metropolitan Planning Organization (MPO) for the nine-county Bay Area, is responsible for compiling project nominations within the region and confirming consistency with MTC's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Staff is recommending six candidate projects totaling \$489 million for the TCEP. We worked in close coordination with Caltrans; however, unlike the SCC program, the final Caltrans list is still under development. The MTC proposed TCEP projects are listed in Attachment 1, Table 2. Project applications are due to CTC by January 30, 2018.

Staff proposes a list of the trade projects that best align with the TCEP guidelines, focusing on projects in the primary freight network and those with near-term delivery. The recommended program is consistent with the Regional Goods Movement Plan and the proposed regional goods movement investment strategy.

The table below illustrates the Bay Area's nominations for SCC and TCEP funds in relation to the amounts available statewide.



Transit and Intercity Rail Capital Program

The Transit and Intercity Rail Capital Program (TIRCP) funds projects that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The California State Transportation Agency (CalSTA) released a call for projects for a 5-year TIRCP program of projects, with an estimated \$2.4 billion available over state fiscal years 2018-19 through 2022-23. This includes an estimated \$1 billion from Cap and Trade auction proceeds, and an estimated \$1.4 billion from SB1 revenues. Applications are due January 12, 2018. Applicants are required to include letters from MPOs confirming consistency with the region's Sustainable Communities Strategy. Staff reviewed project applications from sponsors and provided letters of consistency to applicants as appropriate. There are 12 applications from the Bay Area, totaling \$2.9 billion in requests, as detailed in Attachment 2.

In addition to confirming consistency with Plan Bay Area 2040, MTC has an opportunity to endorse or emphasize certain applications from sponsors within the region. Staff recommends endorsing to CalSTA the projects named in the region's adopted Cap and Trade Framework (MTC Resolution No. 4130, Revised, excerpted as Attachment 3) as especially critical to implementing the goals of Plan Bay Area 2040. The proposed endorsements also reflect a policy of endorsing smaller capital projects that are not named in the framework, at up to \$10 million per project. In addition, staff recommends endorsing a backstop for SMART's Extension to Larkspur in the event that expected federal funds do not materialize (see page 4 of the memorandum for more detail). The endorsement would be for ten projects totaling \$1.9 billion. These also are noted in Attachment 2.

SB1 Local Partnership Program

The three programs discussed above are three of the largest SB1 programs, and are the biggest of the competitive programs. Another, smaller program is the Local Partnership Program (LPP). The LPP is divided equally into a formula program and a competitive program, with \$200 million in each for this two-year cycle. Public agencies with voter approved taxes, fees or tolls dedicated to transportation improvements are eligible for the program. In the Bay Area, 15 agencies are receiving formula funds, totaling \$24 million this year. For the formula funds, agencies can use the funds for any eligible project, and a wide range of project types are eligible. The Bay Area's LPP formula projects are included in Attachment 5 to this item.


Similarly, any agency eligible for the formula program may apply for the competitive program. Applications are due on January 30. Staff surveyed eligible agencies as to their intentions; a draft list of potential projects for the competitive program is also included in Attachment 5, totaling \$172 million. The LPP projects are included for information only, to round out the picture of SB1 funding in the region. MTC has no formal role in approving other agencies' project applications for the LPP programs. MTC/BATA is eligible for LPP formula funding due to the voter approved bridge tolls, and the Commission approved the FY18 and FY19 project submittal in December 2017.

Issues

- 1) While MTC has a clear nominating and screening role in the SB1 competitive programs, MTC is neither a project sponsor nor implementing agency. Therefore, MTC will not be responsible for funding any cost increases unless explicitly agreed. Keeping the project within cost, scope, and schedule is the responsibility of the sponsoring and implementing agencies.
- 2) The US-101 Express Lanes project in San Mateo is listed in MTC's RTP/SCS, Plan Bay Area 2040, under an earlier, significantly smaller, cost and scope. MTC staff is working on an RTP amendment to update the project listing to be consistent with the most current cost (\$534 million) and scope. The amendment is expected to be completed in April 2018. Projects receiving SCC funds must be consistent with a region's adopted RTP/SCS.
- 3) For TIRCP, project sponsors may apply for funds regardless of MTC's endorsement position. However, given the prior adoption of a regional framework and the pressing need to improve transit capacity in the region's core, staff proposes the Commission endorse several key projects. Additionally, Caltrain's application notes that following full electrification of the Caltrain fleet, the current diesel fleet could be redeployed on an inter-regional San Jose to Salinas service, which is not included in Plan Bay Area. Staff provided an SCS consistency letter to Caltrain that notes this exception.
- 4) There are a few other project specific issues as well:
 - SMART: The Sonoma Marin Area Rail Transit (SMART) extension from Larkspur to San Rafael is in line for \$20 million in Federal Small Starts funding. While Small Starts funds were included in the FY2016 federal budget, SMART has not yet received a Small Starts Grant Agreement (SSGA) securing the funds. Therefore, SMART is applying for \$20 million in TIRCP funds as a backstop should the federal funds not be approved. Staff recommends supporting this TIRCP application even though it is outside the Commission's adopted framework, as the Larkspur extension is a regional priority for Small Starts with few other reasonable options for funding. The project is ready-to-go and a construction contract could be issued immediately upon securing funding.
 - Marin Sonoma Narrows, Marin Segment: The MSN project comprises multiple segments in both Marin and Sonoma counties, and is named in the SB1 statute as an example project for the SCC program. Some of the project segments have already been delivered, with two major segments remaining. Staff proposes to submit the remaining Sonoma segment for SCC funding, due to its readiness and local matching funds. The Marin segment is not proposed for the current round of SCC, largely due to the fact that design is not yet complete nor fully funded. The Marin segment could be a contender for a future round of SCC funding as the project develops or for Regional Measure 3 should it be approved by the voters.
 - Contra Costa I-680/SR-4 Interchange, Phase 3: This interchange is a major project in Contra Costa County, with multiple phases. The Phase 3 project would improve operational efficiencies and traffic flow, address safety concerns associated with the existing interchange configuration, extend the HOV system, and accommodate future demand. Our understanding is that the state has identified other funding to complete the project and it will not need funding from the SB 1 SCC or TCEP competitive programs.

Recommendation:

Refer MTC Resolution Nos. 4317 and 4318, and the TIRCP Endorsement List, to the Commission for approval, and direct staff to transmit the programs of nominations to the CTC or CalSTA as appropriate.



Alix A. Bockelman

Attachments
AB:kk

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Attachment 1: SB 1 SCC & TCEP Competitive Program Nominations

January 10, 2018 Programming and Allocations Committee Item 4a

Table 1: Recommended MTC Solutions for Congested Corridors Program Nominations (\$1B statewide)

Sponsor	Project	SCC Request (\$millions)	Included in SB1	Top 20 Congested Corridors	Delivery in 2018	Caltrans Nomination
Caltrans/VTA	San Mateo US 101 Express Lanes / Santa Clara US 101 Express Lanes Ph. #3	\$233	✓	✓	✓	✓
Caltrans	Solano I-80 Express Lanes	\$123			✓	✓
Caltrans	Sonoma US 101 MSN Segment C2	\$85	✓	✓	✓	✓
BART	BART Train Control System	\$100		✓		✓
Total:		\$541				

Table 2: Bay Area Trade Corridor Enhancement Program Nominations (\$1.34B Statewide; \$0.54B (40%) Caltrans; \$0.8B (60%) Regional Corridors; \$217M Northern California)

Sponsor	Project	TCEP Request (\$millions)	Primary Freight Network	Multimodal or Port	Near-Term Delivery
Port of Oakland	Port of Oakland 7th Street (East)	\$175	✓	✓	✓
Port of Oakland	Oakland ITS Elements (Go Port)	\$11	✓	✓	✓
ACTC / Berkeley / Emeryville	At-Grade rail crossing improvements	\$12	✓	✓	✓
ACTC	Alameda I-680 / SR 84 Interchange	\$71	✓		✓
Caltrans/STA	Solano I-80/I-680/SR12 (various phases)	\$216	✓		✓
VTA	Santa Clara US 101 / SR 25 Interchange (Design)	\$4			✓
Total:		\$489			

Attachment 2: 2018 Transit and Intercity Rail Capital Program (TIRCP)

January 10, 2018 Programming and Allocations Committee Item 4a

Proposed MTC Endorsements | Based on Bay Area Applications as Submitted by Agencies to MTC

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)	MTC Endorsement (\$ millions)
BART	Transbay Core Capacity Project	Acquisition of up to 306 new rail vehicles and new Train Control System.	454	3,511	454
SFMTA	SFMTA's Transit Capacity Expansion Program	Fleet expansions: 22 additional Light Rail Vehicles, 78 motor coaches, 10 electric buses and support facilities/infrastructure, prototype battery conversion for trolley vehicles. Support facilities: traction power system upgrades and Muni Metro East facility expansion. Systems: Train control - surface system signal and initial subway upgrades.	600	925	579
AC Transit	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	Purchase approximately 15 high capacity zero emission buses for Transbay service.	14	22	14
VTA	BART Silicon Valley Extension Phase 2	Extend BART from Berryessa Station through downtown San Jose to Santa Clara. Project includes signal, power, way, vehicles, four stations, a maintenance facility, and upgrades to BART's Operations Control Center (OCC).	730	4,900	730
Caltrain	Caltrain Electrification - Full Fleet Conversion and Expansion	(1) Expanded EMU Fleet: Initial 40 EMUs, additional 56 EMUs, minor platform modifications, and related planning work. (2) System Enhancements: Broadband communications, bike improvements.	631	631	125
GGBHTD	San Rafael Transportation Center Relocation	Complete final design and construction of a relocated San Rafael Transportation Center.	15	45	10
SamTrans	SamTrans US 101 Express Bus Pilot Project	Introduce a network of up to four express bus routes on US-101 serving origins and destinations in San Mateo, Santa Clara, and San Francisco counties. The express bus routes will offer point-to-point or limited stop service to key commuter destinations during peak commute periods and at 15-minute frequencies.	25	42	10
Capitol Corridor	Northern California Corridor Enhancement Program (Oakland-San Jose Phase 2A)	Shifting Capitol Corridor service from the current Niles Subdivision alignment between Oakland and Newark to the Coast Subdivision alignment, which will include a replacement station in the Fremont/Newark area to replace loss of service to the Hayward/Fremont stations.	15	223	10
Commute.org	Bay Area Fair Value Commuting (FVC) Demonstration Project – Phase 2	Develop a next generation employer commute program system including enterprise & smartphone apps, incentives/fees, electric scooter/bike, microtransit, and advanced ridesharing.	1	6	-
TJPA	Transbay Terminal Phase 2 - Downtown Extension	The Project will extend the Caltrain commuter rail system approximately 2 miles from its current San Francisco terminus into the Transbay Transit Center.	275	3,935	-
SMART*	SMART Larkspur to Windsor Corridor Project	Completion of Larkspur Extension; Windsor Rail Extension.	75	75	20
Solano Transportation Authority; Cities of Fairfield, Suisun City, and Vallejo; Fairfield and Suisun Transit (FAST), SolTrans	Solano Regional Transit Improvements	SolanoExpress electrification and capital improvements to improve frequency; local bus electrification; Fairfield/Vacaville Train Station building/access and amenities; Suisun Train Station access, bike/ped, and bus improvements.	33	112	10
Total			2,867	14,426	1,962

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* Propose endorsing for up to \$20 million for Larkspur Extension, as backfill to FTA Small Starts funds should those not be approved

Attachment 3 - Agenda Item 4a
January 10, 2018 Programming and Allocations Committee

Date: April 27, 2016
W.I.: 1515
Referred by: PAC
Attachment A-1
Resolution No. 4130
Page 1 of 1

Attachment A-1

Transit and Intercity Rail Capital (TIRCP) Framework

Agency	Project/Category	TIRCP Framework Amount (\$millions)
BART	Train Control	250
	Hayward Maintenance Center	50
	Fleet Expansion	200
	BART Total	500
SFMTA	Fleet Expansion	481
	Facilities	67
	Core Capacity Study Projects/ BRT	237
	SFMTA Total	785
AC Transit	Fleet Expansion	90
	Facilities	50
	Major Corridors	200
	AC Transit Total	340
VTA	BART to San Jose	750
Caltrain	Electrification*	100
	EMUs	125
	Caltrain Total	225
Multiple Operators	TBD Expansion Projects: High Ridership Bus, Rail and Ferry Corridors	400
Region Total		\$3,000

*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity commitment of \$447 million.

From April 27, 2017 Staff memo to PAC related to MTC Resolution No. 4130:

Recognizing the TIRCP potential to also fund smaller projects, staff recommends an endorsement policy for requests up to \$10 million conditioned on consistency with the region's long range plan.

Metropolitan Transportation Commission

Attachment 4: SB 1 Solutions for Congested Corridors Program
Project Fact Sheets

January 10, 2018 Programming and Allocations Committee Item 4a

- San Mateo: US-101 Express Lanes
- Santa Clara: US-101 Express Lanes Phase 3
- Sonoma: US-101 Marin-Sonoma Narrows, Segment C2
- Solano: I-80 Express Lanes
- BART: Train Control System Improvements



DECEMBER 6, 2017

3+ CARPOOL LANE: A carpool lane that requires three or more occupants during a specified time

SM 101 MANAGED LANES PROJECT

HOW AN EXPRESS LANE OPERATES

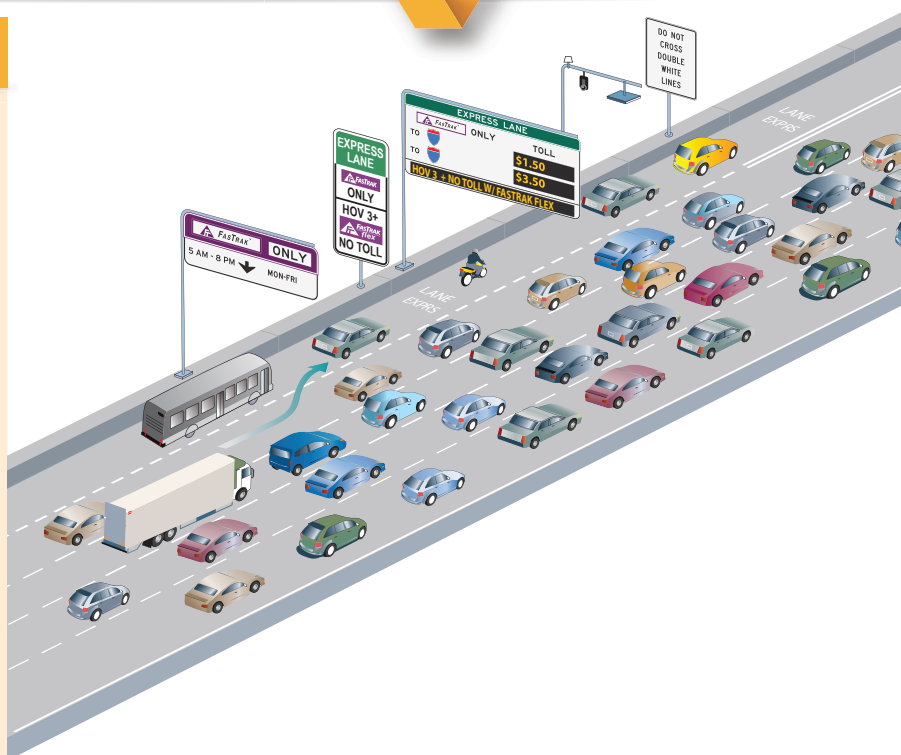


HOW THE PROJECT WILL BE BUILT

To avoid the high cost and time-consuming process of acquiring new right of way, Caltrans designed the project to stay within the existing right of way wherever possible.

The auxiliary lanes (see glossary) in San Mateo County would be connected to create a continuous lane. The far left lane would be converted to an express lane. New auxiliary lanes would be built to replace the ones used to build the new lane, except for a segment in Burlingame.

Some soundwalls in San Mateo and Burlingame and the Monte Diablo pedestrian overcrossing would be rebuilt to accommodate the widening.



Buses, 3+ carpools drive for free in Express Lane *

Electronic tolls collected by FasTrak

Solo drivers may expect reduced travel times in general purpose lanes

Public express buses could be funded with excess tolls

THE PROBLEM



Jobs, housing and population growth continues

From 2011 – 2015, the Bay Area added 500,000 new jobs and 65,000 housing units

By 2040, San Mateo County will see an additional 128,700 new jobs and 60,200 new households

Vehicle trips to grow 4-7% by 2020

No incentive to share a ride

Cars avoid the freeway

Currently there is no carpool or express lane on Highway 101 in San Mateo County forcing buses and carpools to share lanes with solo drivers. An express lane would increase person throughput and create an incentive to use transit or carpool.

* Eligible clean air vehicles will also be permitted in the express lane

OTHER PROJECTS

Caltrain Electrification Project: Construction is underway to electrify Caltrain's railway. New electric trains will be in use by 2022, eventually increasing passenger capacity by 30%

US 101 Express Bus Study: SamTrans is studying regional bus service to bring congestion relief to the Highway 101 corridor. Report will be finished in mid-2018

Extending Managed Lane to SF: The San Mateo and San Francisco transportation authorities are studying a project that would connect the managed lanes to San Francisco

Express Lane - Route 85 to San Mateo County: The Valley Transportation Authority is finishing design on a project to add express lanes from south of Route 85 to the San Mateo County line

Highways 101/92 Interchange: Planning is underway to define the scope and cost of improvements

For more information of the project, go to the Project Webpage: <http://www.dot.ca.gov/d4/101managedlanes/>

SM 101 MANAGED LANES PROJECT

COST ESTIMATE



	in \$ millions
Environmental Clearance	\$ 21.0
Design	\$ 38.0
Right of Way Support	\$ 2.0
Right of Way Capital	\$ 17.2
Construction Management	\$ 41.0
Capital Construction	<u>\$ 414.8</u>
	\$ 534.0



DRAFT - DISCUSSION

10-Dec-17

VTA 101 Express Lanes Phase 3												
Project Component	Fiscal Year Cost Estimate (w/ escalation)				Total Cost Estimate	Funding					TOTAL	Unfunded Amount
	Prior	17/18	18/19	19/20		Local (City/Develo per \$+ SCL VRF)	Federal Repurposing	Private	STIP			
									ITIP	RTIP		
Project Approval / Environmental Document	N/A				\$0.0						\$0.0	\$0.0
Design (Plans, Specification, Estimate)	\$8.7				\$8.7	\$8.7					\$8.7	\$0.0
Right of Way & Utilities Adminstration		\$0.2			\$0.2	\$0.2					\$0.2	\$0.0
Right of Way & Utilities Capital		\$0.4			\$0.4				\$0.4		\$0.4	\$0.0
Construction Administration / System Manager*					\$0.0						\$0.0	\$0.0
Construction Capital **			\$47.1		\$47.1					\$13.9	\$13.9	-\$33.2
TOTAL	\$8.7	\$0.5	\$47.1	\$0.0	\$56.3	\$8.9	\$0.0	\$0.0	\$0.0	\$14.3	\$23.1	-\$33.2

Dollars shown in millions

Unfunded Amount Options	
Solutions for Congested Corridors (SCC)	\$33.2
TOTAL	\$33.2

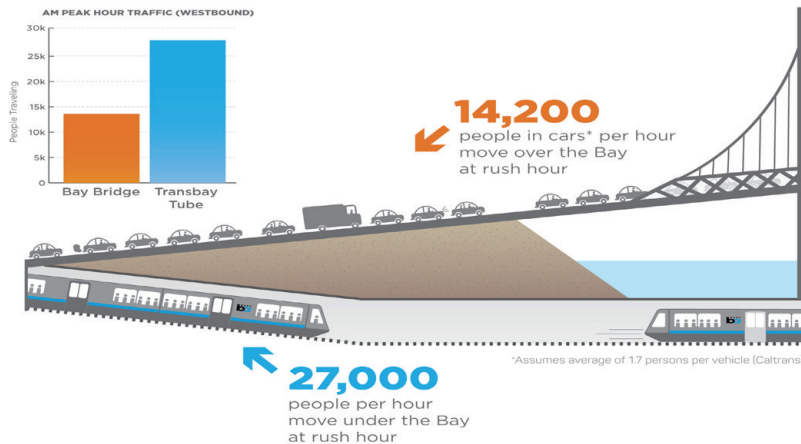
CA/SM costs included in Construction Capital per RTIP convention

Construction Capital includes CA, Civil and ETS



TRANSBAY CORRIDOR CORE CAPACITY PROJECT

BART currently carries 27,000 transbay trips between Oakland and San Francisco in the peak hour – nearly twice as many trips as the Bay Bridge. Ridership has been increasing, and exceeds capacity today.



PROJECT BENEFITS:



Relieve Crowding – Based on federal standards, BART's transbay trains are overcrowded in peak hour. Implementation of this program will increase capacity 45%.



Reduce GHG Emissions – Fewer VMT means fewer GHG and other emissions, better air quality.



Increase Reliability – 15-25% of BART delays are due to the aging train control system. The program will replace the existing system with a state-of-the-art system that will reduce those delays.

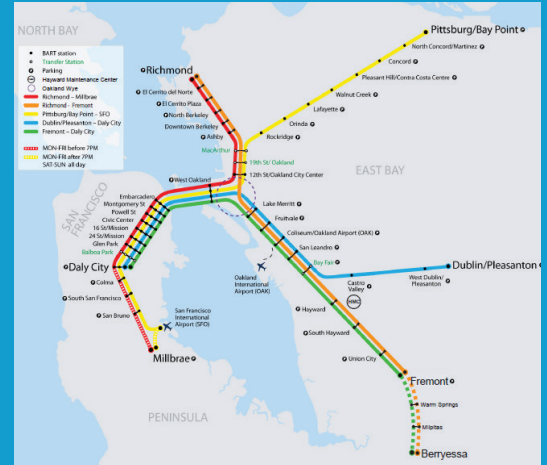


Help the Bay Area realize its Sustainable Communities Strategy – Priority development areas (PDAs), many of which are located around BART stations, are a key part of the region's strategy to reduce greenhouse gas emissions. Additional transit capacity will support growth in these areas.



Increase Ridership and Reduce VMT – With greater capacity and higher reliability, more commuters will choose to take BART.

BART system funnels four lines through transbay tube



BART will increase transit capacity by over 45% in most congested corridor in the Bay Area. The project will increase the numbers of trains from 23 trains per hour (213 cars) in each direction through the tube between San Francisco and Oakland to 30 trains per hour (300 cars) in each direction.

IMPROVEMENTS:

- Expand the rail car fleet by 306 more cars
- Install communication-based train control system
- Build additional rail vehicle storage at the Hayward Maintenance Complex (HMC)
- Install five new traction power substations



Vehicles



Train Control System



HMC Phase 2



Traction Power

TIRCP funds are being sought for the additional rail cars and for the new train control system.

PROJECT SCHEDULE:

Environmental Process

Complete

30% Design

Complete

Train Control Procurement

Underway, with contract signing and deployment to start February 2019

Vehicle Procurement

Begins Summer 2018

Start of 30 train per hour service

2028

COST ESTIMATE:

Program Scope	Total Cost (\$ millions)	TIRCP Requested Amount (\$ millions)	SB1 Requested Amount (\$ millions)
Vehicles	\$1,618.4	\$135.4	
Communication Based Train Control	\$1,150.5	\$318.6	\$150.0
TIRCP AND SB-1 TOTALS	\$2,768.9	\$454.0	\$150.0
Hayward Maintenance Center Phase II	\$228		
Traction Power	\$94		
Program Management	\$6.6		
Program Contingency	\$309.7		
Financing Costs	\$103.5		
PROJECT TOTAL	\$3,510.7	\$454.0	\$150.0

Nearly \$700 million is already committed to the program, including \$448 million from BART's Measure RR passed in 2016. Additional funding is being sought from the federal Capital Investment Grant (CIG) program and Regional Measure 3 which will go to the voters in 2018.

For More Information Contact:

Duncan Watry
(510) 287-4840

San Francisco Bay Area Rapid Transit District



Attachment 5: SB 1 LPP Program Nominations

January 10, 2018 Programming and Allocations Committee Item 4a

Bay Area List of 2018 LPP Formulaic Proposals

(\$millions)

Applicant Agency	Project Title	Implementing Agency	Amount Proposed
AC Transit	Customer Service Center Rehab	AC Transit	\$0.5
AC Transit	Purchase 59 Hybrid Buses	AC Transit	\$0.5
ACTC	7th Street Grade Separation East Segment (7SGSE)	ACTC	\$8.0
City of Orinda	Miner Road Rehab	Orinda	\$0.2
CCTA	I-680 NB Express Lane	CCTA	\$4.8
CCTA	El Cerrito Pavement Project	El Cerrito	\$0.2
CCTA	Martinez Pavement Project	Martinez	\$0.2
TAM	Marin-Sonoma Narrows (Design Contracts B1-Ph2 and A4)	Caltrans	\$0.5
TAM	Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	San Rafael	\$0.5
BATA	Dumbarton Bridge Operational Improvements	BATA	\$8.2
BATA	SFOBB/West Oakland Regional Bicycle/Ped Link Connection	MTC/BATA/CT	\$2.0
BART	BART Escalator Replacement (Downtown SF Stations)	BART	\$1.9
SMART	SMART Rail Maintenance Equipment Expansion	SMART	\$1.6
SFCTA	Park Merced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	\$2.1
SFCTA	Alemaney Boulevard Pavement Renovation	SFPW	\$2.1
VTA	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	\$9.4
SCTA	Route 101 Marin/Sonoma Narrows C-2 project	Caltrans	\$0.6
SCTA	Santa Rosa OBAG2 Bike and Pedestrian Project	Santa Rosa	\$0.6
Total Proposed for Formula Program			\$43.9

Proposed Draft List of Bay Area 2018 LPP Competitive Applications

(\$millions)

Applicant Agency	Project Title	Implementing Agency	Amount Proposed
AC Transit	Purchase 59 Hybrid Buses	AC Transit	\$10.4
CCTA	I-680/SR4 Interchange Improvements – Phase 4	CCTA	\$19.0
City of Orinda	TBD	Orinda	\$0.0
TAM	Bellam Blvd Offramp Access Imps to Richmond San Rafael Bridge	TAM	\$2.0
TAM	Sir Francis Drake Blvd Rehabilitation Project	Marin County	\$5.0
TAM	Northern Segment of the North-South Greenway Project	TAM	\$2.0
NVTA	Devlin Road Extension Phase E	Napa County	\$ TBD
BART	Train Control Modernization Project	BART	\$50.0
SMART	TBD	SMART	\$TBD
SFCTA	Mission Bay Ferry Landing	SF Port	\$11.0
SFCTA	Jefferson Street Improvements Phase II	SF PW	\$6.5
SFCTA	Better Market Street Segment 1	SF PW	\$40.2
Co-Applicants: San Mateo CCAG Samtrans San Mateo TA	US 101 Managed Lanes - CMGC	Samtrans	\$10.0
VTA	Mathilda Avenue Improvements at SR 237 and US 101	SCCVTA	\$16.0
Total Proposed for Competitive Program			\$172.1

Date: January 24, 2018
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4317

This resolution adopts the program of MTC's nominations for the Solutions for Congested Corridors (SCC) program for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2018 Solutions for Congested Corridors Program
- Attachment B – Program of MTC Nominations for 2018 Solutions for Congested Corridors Program

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated January 10, 2018.

Date: January 24, 2018
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the SB 1 Solutions for Congested Corridors (SCC) Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4317

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 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, 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 \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects that make specific performance improvements designed to reduce congestion in highly-traveled corridors; and

WHEREAS, on December 6, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Solutions for Congested Corridors Program, which includes four years of funding totaling \$1 billion (Attachment A); and

WHEREAS, MTC, as both the regional transportation planning agency and authority responsible for preparing the RTIP for the Bay Area, is eligible to nominate projects within the Bay Area for SCC funds, as defined in section 9 of the Guidelines for the Solutions for Congested Corridors Program; and

WHEREAS, MTC is the nominating agency for SCC projects, and is not a sponsoring or implementing agency on any MTC-nominated SCC project; now, therefore, be it

RESOLVED, that MTC adopts the Program of MTC Nominations the Solutions for Congested Corridors Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the nominating agency, shall not be responsible to fund any cost increases unless explicitly agreed, and the responsibility and accountability for MTC's nominated projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; 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 MTC Nominations for the Solutions for Congested Corridors Program is for planning purposes only, with each project still subject to 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 January 24, 2018.

Attachment A
MTC Resolution No. 4317
SB1 Solutions for Congested Corridors (SCC)
Program of MTC Nominations
FY 2017-18 through FY 2020-21
January 2018

MTC Resolution No. 4317
Attachment A
Adopted: 1/24/18-C

Statewide Funding Distribution (Based on Section 4 of SCC Guidelines adopted by CTC on Dec. 6, 2017)

SB1 Solutions for Congested Corridors (SCC) Program	Estimated Appropriations (\$millions)
SCC - FY 2017-18 Appropriation	\$250
SCC - FY 2018-19 Appropriation	\$250
SCC - FY 2019-20 Appropriation	\$250
SCC - FY 2020-21 Appropriation	\$250
Total	\$1,000

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Attachment B
MTC Resolution No. 4317
SB1 Solutions for Congested Corridors (SCC)
Program of MTC Nominations
FY 2017-18 through FY 2020-21
January 2018

MTC Resolution No. 4317
Attachment B
Adopted: 01/24/18-C

Project List

SB1 Solutions for Congested Corridors Program of MTC Nominations			
	County	Sponsor	SCC Amount
San Mateo US-101 Express Lanes /	San Mateo	Caltrans	\$233
Santa Clara US-101 Express Lanes Phase 3	Santa Clara	VTA	
Solano I-80 Express Lanes	Solano	Caltrans	\$123
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans	\$85
BART Train Control System	Regional	BART	\$100
Total			\$541

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**MTC Resolution No. 4318 and its Attachments have been updated
and are attached to the Commission memo in this packet.**

Metropolitan Transportation Commission Programming and Allocations Committee

January 10, 2018

Agenda Item 4a

MTC Resolution Nos. 4317 and 4318

Subject: Adoption of Regional Program of Applications for three Senate Bill 1 Competitive Programs

Background: Senate Bill 1 (SB 1) provides additional funding to existing competitive programs and created new competitive programs under the state's administration. Two programs require MTC action, and staff recommends the Commission endorse projects for a third program. The three programs are the Solutions for Congested Corridors (SCC), the Trade Corridor Enhancement Program (TCEP), and the Transit and Intercity Rail Program (TIRCP).

As detailed in the attached Deputy Executive Director memorandum, staff is recommending projects for all three programs, as summarized below:

(\$ Millions)

Program	No. of Projects Recommended	Amount Recommended	Amount Available Statewide	% Proposed
SCC	4	\$541	\$1,000	54%
TCEP	6	\$489	\$1,340	36%
TIRCP	10	\$1,962	\$2,400	81%

Staff has been working with the Congestion Management Agencies (CMAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

Information on the SB 1 Local Partnership Program (LPP) is included for reference.

Recommendation: Refer MTC Resolution Nos. 4317, 4318 and TIRCP Endorsement List to the Commission for approval, and direct staff to transmit the programs of nominations to the California Transportation Commission or California State Transportation Agency as appropriate.

Attachments: **Deputy Executive Director Memorandum**
Attachment 1: SCC and TCEP Nomination Tables
Attachment 2: TIRCP Recommended Endorsements
Attachment 3: MTC Resolution No. 4130, Revised – Cap and Trade Framework TIRCP Excerpt
Attachment 4: SCC Project Fact Sheets
Attachment 5: LPP Formula and Competitive Programs
MTC Resolution Nos. 4317 and 4318



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: January 3, 2018

FR: Deputy Executive Director, Policy

RE: MTC Resolution Nos. 4317 and 4318 – Adoption of Senate Bill 1 (SB 1) Competitive Programs

Senate Bill 1 (SB 1) provides additional funding to existing competitive programs and created new competitive programs under the state's administration. Two programs require MTC action, and staff recommends the Commission endorse projects for a third program. This memorandum summarizes the staff recommendations for each program.

Staff has been working with the Congestion Management Agencies (CMAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

Solutions for Congested Corridors (SCC): MTC Resolution No. 4317

SB 1 directs \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects designed to reduce congestion in highly-traveled corridors. The first program will cover four years (FY 2017-18 through FY 2020-21), totaling \$1 billion statewide. The Bay Area's share of congestion is approximately one-quarter to one-third of the state total, depending on the metric used. According to SB 1, only MTC, as the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, and Caltrans may nominate projects within the Bay Area for SCC funds; however, the implementing/ sponsoring agency may be any public agency.

The SB1 statute lists two example projects in the Bay Area by name: 1) Emerging solutions for the Route 101 and Caltrain corridor connecting Silicon Valley with San Francisco, and 2) Multimodal approaches for the Route 101 and Sonoma-Marín Area Rail Transit (SMART) rail corridor between the Counties of Marin and Sonoma.

Staff recommends nominating four projects for \$541 million for the SCC Program, in coordination with Caltrans. The proposed projects are listed in Attachment 1, Table 1 and project fact sheets are included in Attachment 4. Project applications are due to the CTC by February 16, 2018. These projects are recommended due to their status in state law (SB 1), focus on congestion, and early deliverability. Additionally, Caltrans District 4 intends to nominate the same four projects.

Consistent with the approach taken for other competitive statewide funding programs, the nomination amount is roughly equivalent to double the region's share of congestion. Because the congestion relief needs are so vast in our dynamic and job-rich region, the list is constrained and many other strong projects remain for future rounds of SB1 SCC funding.

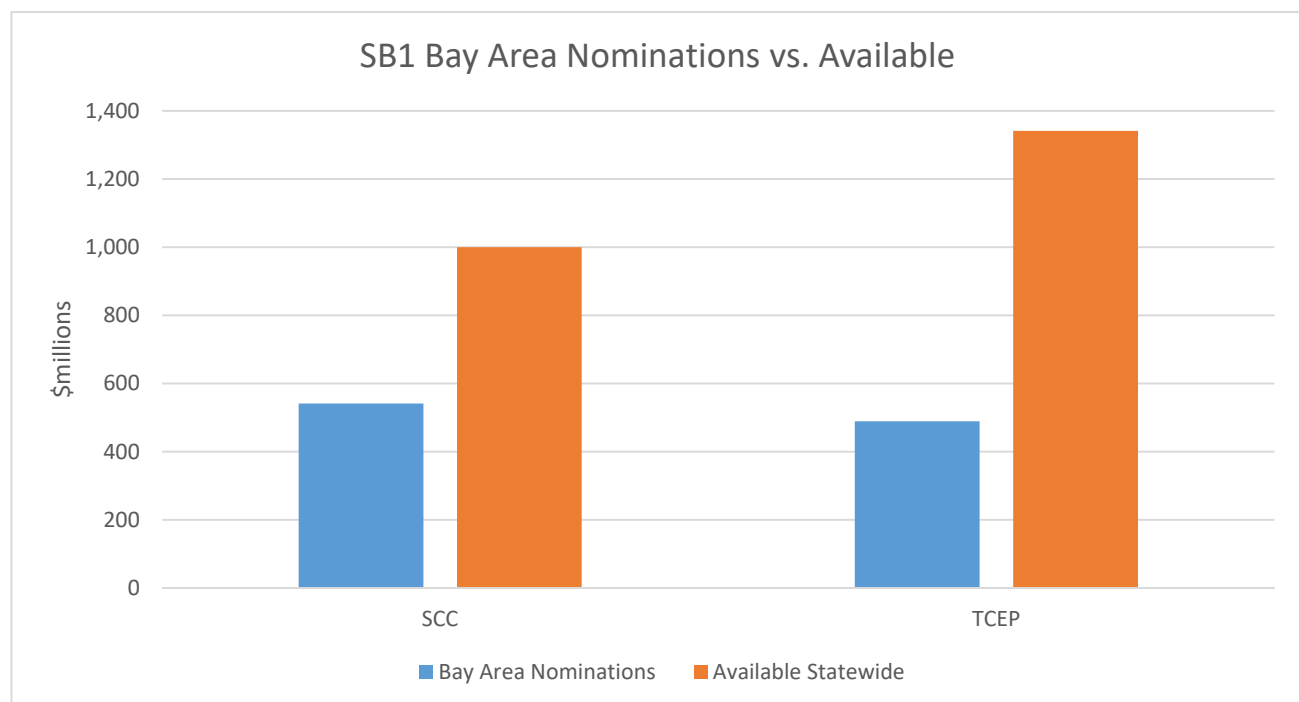
Trade Corridor Enhancement Program (TCEP): MTC Resolution No. 4318

SB 1 provides \$300 million per year to the Trade Corridor Enhancement Account (TCEA) to fund infrastructure improvements on corridors that have a high volume of freight movement. Additionally, Senate Bill 103 directs the CTC to allocate both TCEA funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of 2015) through the TCEP. The first program will cover three years (FY 2017-18 through FY 2019-20), totaling about \$1.3 billion statewide. The funds are further split 40% to Caltrans, or \$536 million, and 60% to regions, of which \$217 million goes to the Bay Area and Central Valley. The CTC Guidelines state that MTC, as the Metropolitan Planning Organization (MPO) for the nine-county Bay Area, is responsible for compiling project nominations within the region and confirming consistency with MTC's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Staff is recommending six candidate projects totaling \$489 million for the TCEP. We worked in close coordination with Caltrans; however, unlike the SCC program, the final Caltrans list is still under development. The MTC proposed TCEP projects are listed in Attachment 1, Table 2. Project applications are due to CTC by January 30, 2018.

Staff proposes a list of the trade projects that best align with the TCEP guidelines, focusing on projects in the primary freight network and those with near-term delivery. The recommended program is consistent with the Regional Goods Movement Plan and the proposed regional goods movement investment strategy.

The table below illustrates the Bay Area's nominations for SCC and TCEP funds in relation to the amounts available statewide.



Transit and Intercity Rail Capital Program

The Transit and Intercity Rail Capital Program (TIRCP) funds projects that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The California State Transportation Agency (CalSTA) released a call for projects for a 5-year TIRCP program of projects, with an estimated \$2.4 billion available over state fiscal years 2018-19 through 2022-23. This includes an estimated \$1 billion from Cap and Trade auction proceeds, and an estimated \$1.4 billion from SB1 revenues. Applications are due January 12, 2018. Applicants are required to include letters from MPOs confirming consistency with the region's Sustainable Communities Strategy. Staff reviewed project applications from sponsors and provided letters of consistency to applicants as appropriate. There are 12 applications from the Bay Area, totaling \$2.9 billion in requests, as detailed in Attachment 2.

In addition to confirming consistency with Plan Bay Area 2040, MTC has an opportunity to endorse or emphasize certain applications from sponsors within the region. Staff recommends endorsing to CalSTA the projects named in the region's adopted Cap and Trade Framework (MTC Resolution No. 4130, Revised, excerpted as Attachment 3) as especially critical to implementing the goals of Plan Bay Area 2040. The proposed endorsements also reflect a policy of endorsing smaller capital projects that are not named in the framework, at up to \$10 million per project. In addition, staff recommends endorsing a backstop for SMART's Extension to Larkspur in the event that expected federal funds do not materialize (see page 4 of the memorandum for more detail). The endorsement would be for ten projects totaling \$1.9 billion. These also are noted in Attachment 2.

SB1 Local Partnership Program

The three programs discussed above are three of the largest SB1 programs, and are the biggest of the competitive programs. Another, smaller program is the Local Partnership Program (LPP). The LPP is divided equally into a formula program and a competitive program, with \$200 million in each for this two-year cycle. Public agencies with voter approved taxes, fees or tolls dedicated to transportation improvements are eligible for the program. In the Bay Area, 15 agencies are receiving formula funds, totaling \$24 million this year. For the formula funds, agencies can use the funds for any eligible project, and a wide range of project types are eligible. The Bay Area's LPP formula projects are included in Attachment 5 to this item.


Similarly, any agency eligible for the formula program may apply for the competitive program. Applications are due on January 30. Staff surveyed eligible agencies as to their intentions; a draft list of potential projects for the competitive program is also included in Attachment 5, totaling \$172 million. The LPP projects are included for information only, to round out the picture of SB1 funding in the region. MTC has no formal role in approving other agencies' project applications for the LPP programs. MTC/BATA is eligible for LPP formula funding due to the voter approved bridge tolls, and the Commission approved the FY18 and FY19 project submittal in December 2017.

Issues

- 1) While MTC has a clear nominating and screening role in the SB1 competitive programs, MTC is neither a project sponsor nor implementing agency. Therefore, MTC will not be responsible for funding any cost increases unless explicitly agreed. Keeping the project within cost, scope, and schedule is the responsibility of the sponsoring and implementing agencies.
- 2) The US-101 Express Lanes project in San Mateo is listed in MTC's RTP/SCS, Plan Bay Area 2040, under an earlier, significantly smaller, cost and scope. MTC staff is working on an RTP amendment to update the project listing to be consistent with the most current cost (\$534 million) and scope. The amendment is expected to be completed in April 2018. Projects receiving SCC funds must be consistent with a region's adopted RTP/SCS.
- 3) For TIRCP, project sponsors may apply for funds regardless of MTC's endorsement position. However, given the prior adoption of a regional framework and the pressing need to improve transit capacity in the region's core, staff proposes the Commission endorse several key projects. Additionally, Caltrain's application notes that following full electrification of the Caltrain fleet, the current diesel fleet could be redeployed on an inter-regional San Jose to Salinas service, which is not included in Plan Bay Area. Staff provided an SCS consistency letter to Caltrain that notes this exception.
- 4) There are a few other project specific issues as well:
 - SMART: The Sonoma Marin Area Rail Transit (SMART) extension from Larkspur to San Rafael is in line for \$20 million in Federal Small Starts funding. While Small Starts funds were included in the FY2016 federal budget, SMART has not yet received a Small Starts Grant Agreement (SSGA) securing the funds. Therefore, SMART is applying for \$20 million in TIRCP funds as a backstop should the federal funds not be approved. Staff recommends supporting this TIRCP application even though it is outside the Commission's adopted framework, as the Larkspur extension is a regional priority for Small Starts with few other reasonable options for funding. The project is ready-to-go and a construction contract could be issued immediately upon securing funding.
 - Marin Sonoma Narrows, Marin Segment: The MSN project comprises multiple segments in both Marin and Sonoma counties, and is named in the SB1 statute as an example project for the SCC program. Some of the project segments have already been delivered, with two major segments remaining. Staff proposes to submit the remaining Sonoma segment for SCC funding, due to its readiness and local matching funds. The Marin segment is not proposed for the current round of SCC, largely due to the fact that design is not yet complete nor fully funded. The Marin segment could be a contender for a future round of SCC funding as the project develops or for Regional Measure 3 should it be approved by the voters.
 - Contra Costa I-680/SR-4 Interchange, Phase 3: This interchange is a major project in Contra Costa County, with multiple phases. The Phase 3 project would improve operational efficiencies and traffic flow, address safety concerns associated with the existing interchange configuration, extend the HOV system, and accommodate future demand. Our understanding is that the state has identified other funding to complete the project and it will not need funding from the SB 1 SCC or TCEP competitive programs.

Recommendation:

Refer MTC Resolution Nos. 4317 and 4318, and the TIRCP Endorsement List, to the Commission for approval, and direct staff to transmit the programs of nominations to the CTC or CalSTA as appropriate.



Alix A. Bockelman

Attachments
AB:kk

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Attachment 1: SB 1 SCC & TCEP Competitive Program Nominations

January 10, 2018 Programming and Allocations Committee Item 4a

Table 1: Recommended MTC Solutions for Congested Corridors Program Nominations (\$1B statewide)

Sponsor	Project	SCC Request (\$millions)	Included in SB1	Top 20 Congested Corridors	Delivery in 2018	Caltrans Nomination
Caltrans/VTA	San Mateo US 101 Express Lanes / Santa Clara US 101 Express Lanes Ph. #3	\$233	✓	✓	✓	✓
Caltrans	Solano I-80 Express Lanes	\$123			✓	✓
Caltrans	Sonoma US 101 MSN Segment C2	\$85	✓	✓	✓	✓
BART	BART Train Control System	\$100		✓		✓
Total:		\$541				

Table 2: Bay Area Trade Corridor Enhancement Program Nominations (\$1.34B Statewide; \$0.54B (40%) Caltrans; \$0.8B (60%) Regional Corridors; \$217M Northern California)

Sponsor	Project	TCEP Request (\$millions)	Primary Freight Network	Multimodal or Port	Near-Term Delivery
Port of Oakland	Port of Oakland 7th Street (East)	\$175	✓	✓	✓
Port of Oakland	Oakland ITS Elements (Go Port)	\$11	✓	✓	✓
ACTC / Berkeley / Emeryville	At-Grade rail crossing improvements	\$12	✓	✓	✓
ACTC	Alameda I-680 / SR 84 Interchange	\$71	✓		✓
Caltrans/STA	Solano I-80/I-680/SR12 (various phases)	\$216	✓		✓
VTA	Santa Clara US 101 / SR 25 Interchange (Design)	\$4			✓
Total:		\$489			

Attachment 2: 2018 Transit and Intercity Rail Capital Program (TIRCP)

January 10, 2018 Programming and Allocations Committee Item 4a

Proposed MTC Endorsements | Based on Bay Area Applications as Submitted by Agencies to MTC

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request (\$ millions)	Total Project Cost (\$ millions)	MTC Endorsement (\$ millions)
BART	Transbay Core Capacity Project	Acquisition of up to 306 new rail vehicles and new Train Control System.	454	3,511	454
SFMTA	SFMTA's Transit Capacity Expansion Program	Fleet expansions: 22 additional Light Rail Vehicles, 78 motor coaches, 10 electric buses and support facilities/infrastructure, prototype battery conversion for trolley vehicles. Support facilities: traction power system upgrades and Muni Metro East facility expansion. Systems: Train control - surface system signal and initial subway upgrades.	600	925	579
AC Transit	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	Purchase approximately 15 high capacity zero emission buses for Transbay service.	14	22	14
VTA	BART Silicon Valley Extension Phase 2	Extend BART from Berryessa Station through downtown San Jose to Santa Clara. Project includes signal, power, way, vehicles, four stations, a maintenance facility, and upgrades to BART's Operations Control Center (OCC).	730	4,900	730
Caltrain	Caltrain Electrification - Full Fleet Conversion and Expansion	(1) Expanded EMU Fleet: Initial 40 EMUs, additional 56 EMUs, minor platform modifications, and related planning work. (2) System Enhancements: Broadband communications, bike improvements.	631	631	125
GGBHTD	San Rafael Transportation Center Relocation	Complete final design and construction of a relocated San Rafael Transportation Center.	15	45	10
SamTrans	SamTrans US 101 Express Bus Pilot Project	Introduce a network of up to four express bus routes on US-101 serving origins and destinations in San Mateo, Santa Clara, and San Francisco counties. The express bus routes will offer point-to-point or limited stop service to key commuter destinations during peak commute periods and at 15-minute frequencies.	25	42	10
Capitol Corridor	Northern California Corridor Enhancement Program (Oakland-San Jose Phase 2A)	Shifting Capitol Corridor service from the current Niles Subdivision alignment between Oakland and Newark to the Coast Subdivision alignment, which will include a replacement station in the Fremont/Newark area to replace loss of service to the Hayward/Fremont stations.	15	223	10
Commute.org	Bay Area Fair Value Commuting (FVC) Demonstration Project – Phase 2	Develop a next generation employer commute program system including enterprise & smartphone apps, incentives/fees, electric scooter/bike, microtransit, and advanced ridesharing.	1	6	-
TJPA	Transbay Terminal Phase 2 - Downtown Extension	The Project will extend the Caltrain commuter rail system approximately 2 miles from its current San Francisco terminus into the Transbay Transit Center.	275	3,935	-
SMART*	SMART Larkspur to Windsor Corridor Project	Completion of Larkspur Extension; Windsor Rail Extension.	75	75	20
Solano Transportation Authority; Cities of Fairfield, Suisun City, and Vallejo; Fairfield and Suisun Transit (FAST), SolTrans	Solano Regional Transit Improvements	SolanoExpress electrification and capital improvements to improve frequency; local bus electrification; Fairfield/Vacaville Train Station building/access and amenities; Suisun Train Station access, bike/ped, and bus improvements.	33	112	10
Total			2,867	14,426	1,962

J:\COMMITTEE\PAC\2018 PAC Meetings\01 Jan'2018 PAC\4a_2_2018 TIRCP PAC Attachment.xlsx\PAC AttachmentFINAL

* Propose endorsing for up to \$20 million for Larkspur Extension, as backfill to FTA Small Starts funds should those not be approved

Attachment 3 - Agenda Item 4a
January 10, 2018 Programming and Allocations Committee

Date: April 27, 2016
W.I.: 1515
Referred by: PAC
Attachment A-1
Resolution No. 4130
Page 1 of 1

Attachment A-1

Transit and Intercity Rail Capital (TIRCP) Framework

Agency	Project/Category	TIRCP Framework Amount (\$millions)
BART	Train Control	250
	Hayward Maintenance Center	50
	Fleet Expansion	200
	BART Total	500
SFMTA	Fleet Expansion	481
	Facilities	67
	Core Capacity Study Projects/ BRT	237
	SFMTA Total	785
AC Transit	Fleet Expansion	90
	Facilities	50
	Major Corridors	200
	AC Transit Total	340
VTA	BART to San Jose	750
Caltrain	Electrification*	100
	EMUs	125
	Caltrain Total	225
Multiple Operators	TBD Expansion Projects: High Ridership Bus, Rail and Ferry Corridors	400
Region Total		\$3,000

*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity commitment of \$447 million.

From April 27, 2017 Staff memo to PAC related to MTC Resolution No. 4130:

Recognizing the TIRCP potential to also fund smaller projects, staff recommends an endorsement policy for requests up to \$10 million conditioned on consistency with the region's long range plan.

Metropolitan Transportation Commission

Attachment 4: SB 1 Solutions for Congested Corridors Program
Project Fact Sheets

January 10, 2018 Programming and Allocations Committee Item 4a

- San Mateo: US-101 Express Lanes
- Santa Clara: US-101 Express Lanes Phase 3
- Sonoma: US-101 Marin-Sonoma Narrows, Segment C2
- Solano: I-80 Express Lanes
- BART: Train Control System Improvements

SM 101 MANAGED LANES PROJECT

HOW AN EXPRESS LANE OPERATES



FACT SHEET

DECEMBER 6, 2017

Caltrans proposes to build an express lane in both directions on Highway 101 in San Mateo County. The express lanes would connect with existing carpool lanes at Whipple Avenue which would be converted into express lanes themselves, creating new continuous express lanes that extend from I-380 in San Bruno to San Antonio Road in Mountain View.



New express lanes (blue) would connect with existing carpool lanes (red), which will be converted to express lanes themselves, creating a 22-mile express lane in each direction. Connecting these lanes with a system of express lanes in Santa Clara County is part of a regional master plan.

Construct Start: Spring 2019 **Project Cost:** \$534 Million
(Dependent upon funding)

Construct Finish: Early 2022 **Contractor:** To be Determined

Project Limits: Between I-380 in South San Francisco to San Antonio Road in Palo Alto

Purpose and Need:

- Encourage carpooling and transit use
- Improve travel time reliability for express lane users
- Increase person throughput (the number of people moved)
- Apply technology and design features to help manage traffic
- Reduce congestion in the corridor
- Reduce operational problems in the general purpose lanes.

Project Partners: Caltrans, San Mateo County Transportation Authority, City/County Association of San Mateo

GLOSSARY

THROUGHPUT: The number of vehicles or people passing through a lane in an hour; person throughput, vehicle throughput

HOV LANE: High Occupancy Vehicle Lane, also known as a carpool lane

EXPRESS LANE: A carpool lane that allows single-occupancy vehicles that pay a toll. Also, known as at HOT Lane, a high occupancy toll lane.

MANAGED LANE: A general term for a lane that is either a carpool lane or an express lane. This project is called the Managed Lanes Project because both carpool and express lanes were studied.

AUXILIARY LANE: An outer lane that begins at an on-ramp and ends at an off-ramp. "Aux" lanes allow space for vehicles to safely merge on and off the freeway. An auxiliary lane is not a through lane.

3+ CARPOOL LANE: A carpool lane that requires three or more occupants during a specified time

For more information of the project, go to the Project Webpage: <http://www.dot.ca.gov/d4/101managedlanes/>

SM 101 MANAGED LANES PROJECT

HOW AN EXPRESS LANE OPERATES

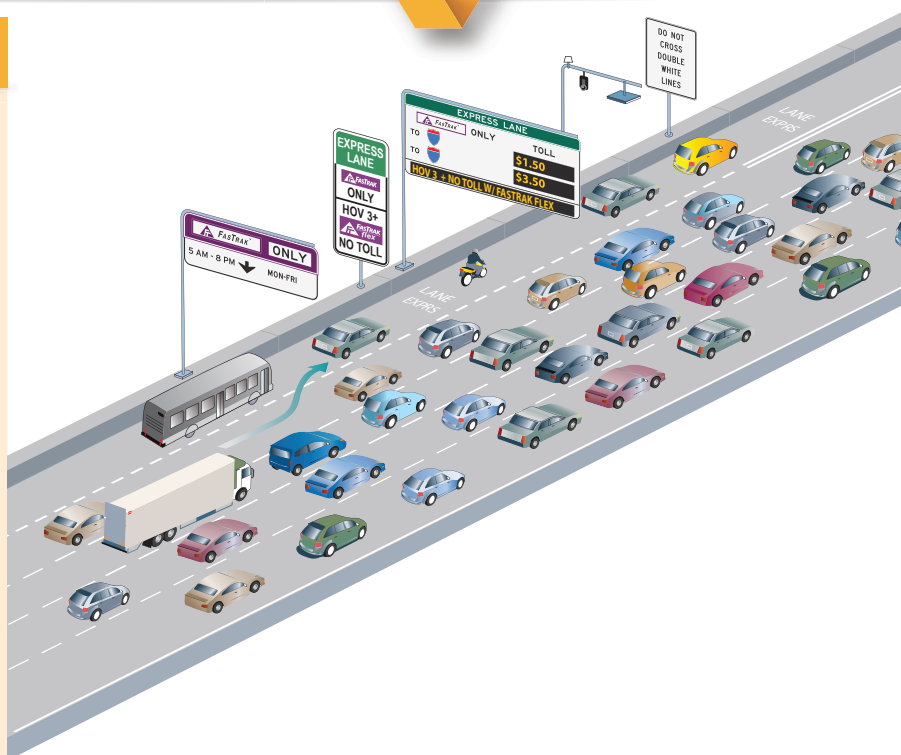


HOW THE PROJECT WILL BE BUILT

To avoid the high cost and time-consuming process of acquiring new right of way, Caltrans designed the project to stay within the existing right of way wherever possible.

The auxiliary lanes (see glossary) in San Mateo County would be connected to create a continuous lane. The far left lane would be converted to an express lane. New auxiliary lanes would be built to replace the ones used to build the new lane, except for a segment in Burlingame.

Some soundwalls in San Mateo and Burlingame and the Monte Diablo pedestrian overcrossing would be rebuilt to accommodate the widening.



Buses, 3+ carpools drive for free in Express Lane *

Electronic tolls collected by FasTrak

Solo drivers may expect reduced travel times in general purpose lanes

Public express buses could be funded with excess tolls

THE PROBLEM



Jobs, housing and population growth continues

From 2011 – 2015, the Bay Area added 500,000 new jobs and 65,000 housing units

By 2040, San Mateo County will see an additional 128,700 new jobs and 60,200 new households

Vehicle trips to grow 4-7% by 2020

No incentive to share a ride

Cars avoid the freeway

Currently there is no carpool or express lane on Highway 101 in San Mateo County forcing buses and carpools to share lanes with solo drivers. An express lane would increase person throughput and create an incentive to use transit or carpool.

* Eligible clean air vehicles will also be permitted in the express lane

OTHER PROJECTS

Caltrain Electrification Project: Construction is underway to electrify Caltrain's railway. New electric trains will be in use by 2022, eventually increasing passenger capacity by 30%

US 101 Express Bus Study: SamTrans is studying regional bus service to bring congestion relief to the Highway 101 corridor. Report will be finished in mid-2018

Extending Managed Lane to SF: The San Mateo and San Francisco transportation authorities are studying a project that would connect the managed lanes to San Francisco

Express Lane - Route 85 to San Mateo County: The Valley Transportation Authority is finishing design on a project to add express lanes from south of Route 85 to the San Mateo County line

Highways 101/92 Interchange: Planning is underway to define the scope and cost of improvements

For more information of the project, go to the Project Webpage: <http://www.dot.ca.gov/d4/101managedlanes/>

SM 101 MANAGED LANES PROJECT

COST ESTIMATE



	in \$ millions
Environmental Clearance	\$ 21.0
Design	\$ 38.0
Right of Way Support	\$ 2.0
Right of Way Capital	\$ 17.2
Construction Management	\$ 41.0
Capital Construction	<u>\$ 414.8</u>
	\$ 534.0

FACT SHEET: **Express Lanes**

Santa Clara Valley Transportation Authority's (VTA) Silicon Valley Express Lanes Phase 3 (SR 85/US 101) Express Lanes Project

Overview

The Santa Clara Valley Transportation Authority (VTA) Silicon Valley Express Lanes Program deploys Express Lanes throughout Santa Clara County including the initial implementations on State Route (SR) 237 and US 101/SR 85 interchange. VTA is implementing the program in phases based on funding availability. The first four phases convert existing carpool lanes to Express Lanes, while future phases may include both conversion of existing carpool lanes to Express Lanes and the addition of new Express Lane (including a second lane in certain instances) as needed. Phase 1 implemented Express Lanes on SR 237 by converting existing carpool lanes through the I-880/SR 237 interchange. Phase 2 will complete the conversion of existing carpool lanes to Express Lanes on SR 237 between North First Street and Mathilda Avenue. Phases 3 and 4 will implement the first Express Lanes through the two US 101/SR 85 interchanges in Mountain View and south San Jose.

Express Lanes Benefits

- Results in more efficient use of existing roadway.
- Provides a new, reliable travel option.
- Provides a new revenue stream for transportation improvements, including public transit.

Project Features

The Phase 3 project on US 101 and SR 85 will:

- 1) Convert the existing single carpool lanes to express lanes in the following locations:
 - a. US 101 from near SR 237 to SR 85 in Mountain View.
 - b. SR 85 from SR 237/Grant Road to the US 101/SR 85 Interchange in Mountain View including the existing US 101/SR 85 carpool lane-to-carpool lane direct connector ramps.
- 2) Convert existing double carpool lanes to double Express Lanes on US 101 from the US 101/SR 85 interchange in Mountain View to near the San Mateo County line in Palo Alto.

The improvements include the following work elements:

- Re-striping of the existing lanes;
- Installation of Express Lane signs and sign poles along the corridor;
- Installation of electronic toll rate signs, toll readers, and other tolling equipment;
- Installation of a video enforcement system, closed circuit cameras, and other equipment;
- Construction of California Highway Patrol (CHP) enforcement areas;
- Reconstruction of concrete barriers and metal guard railings;
- Installation of communication and electrical services for the tolling system;
- Installation of lighting at various locations.

The improvements will not require construction of new lanes of traffic.

Continued on reverse side

Operations

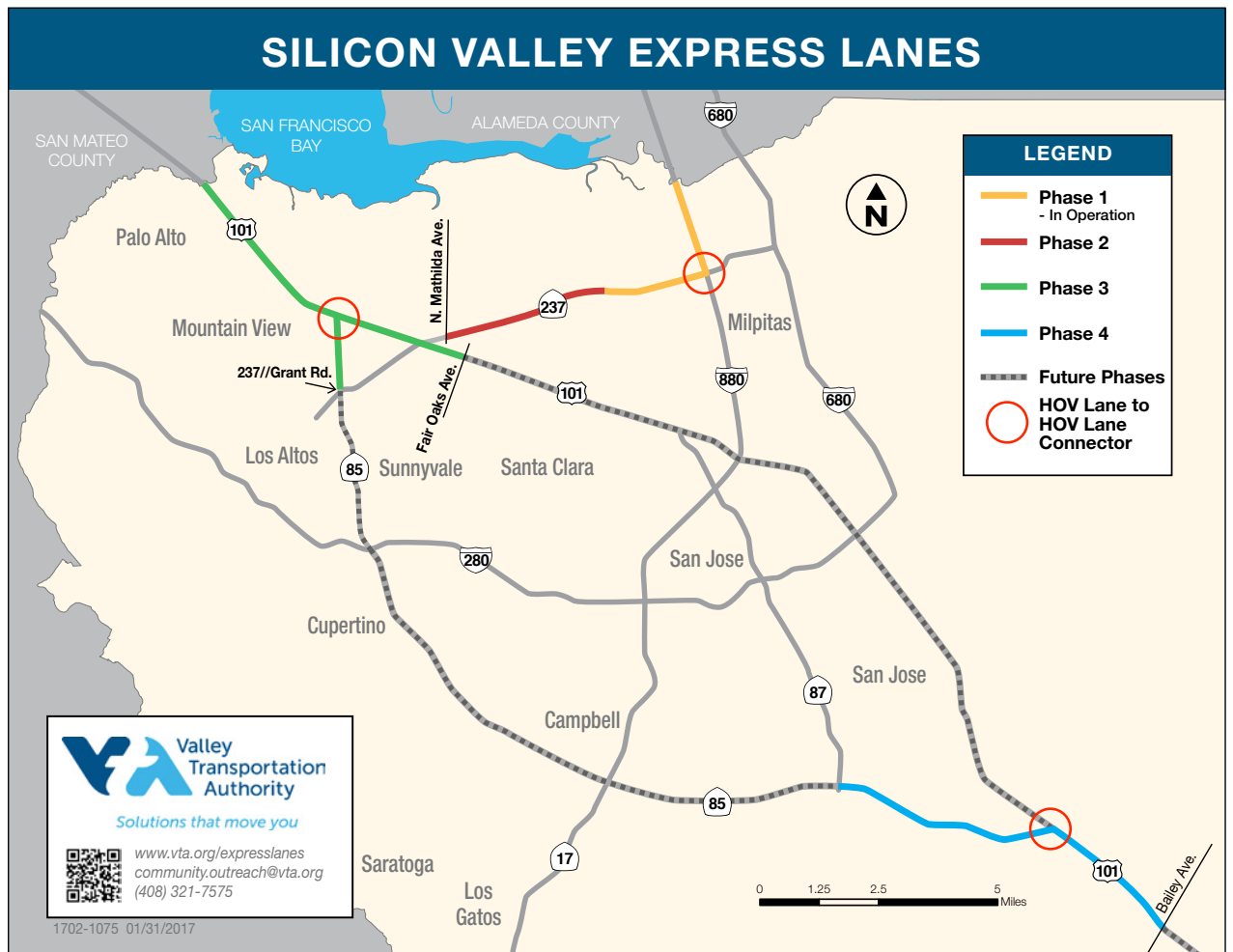
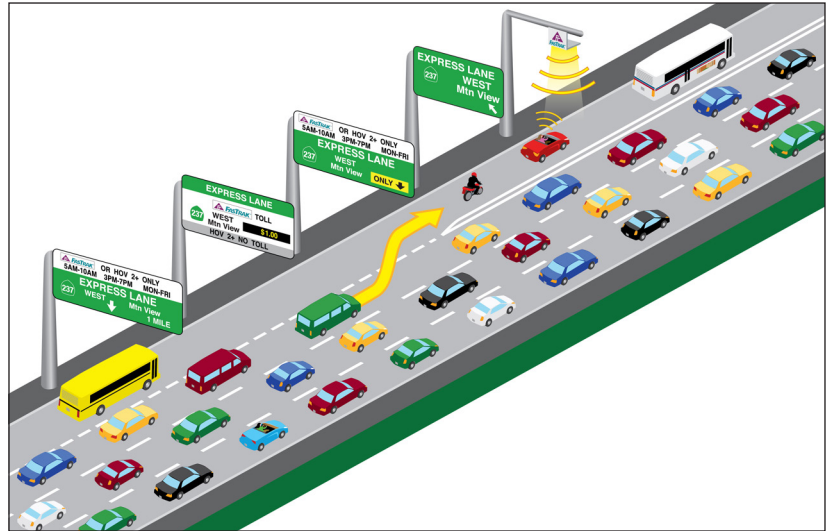
Upon completion, VTA will operate, manage and maintain the Express Lanes.

Schedule

Please refer to vta.org/expresslanes for the project schedule.

How to Reach Us

If you have any questions about the VTA Express Lanes Project, please contact VTA's Community Outreach Department at (408) 321-7575, (TTY) for the hearing-impaired at (408) 321-2330. You may also visit us on the web at www.vta.org, or e-mail us at community.outreach@vta.org.





DRAFT - DISCUSSION

10-Dec-17

VTA 101 Express Lanes Phase 3												
Project Component	Fiscal Year Cost Estimate (w/ escalation)				Total Cost Estimate	Funding					TOTAL	Unfunded Amount
	Prior	17/18	18/19	19/20		Local (City/Develo per \$+ SCL VRF)	Federal Repurposing	Private	STIP			
									ITIP	RTIP		
Project Approval / Environmental Document	N/A				\$0.0						\$0.0	\$0.0
Design (Plans, Specification, Estimate)	\$8.7				\$8.7	\$8.7					\$8.7	\$0.0
Right of Way & Utilities Adminstration		\$0.2			\$0.2	\$0.2					\$0.2	\$0.0
Right of Way & Utilities Capital		\$0.4			\$0.4				\$0.4		\$0.4	\$0.0
Construction Administration / System Manager*					\$0.0						\$0.0	\$0.0
Construction Capital **			\$47.1		\$47.1					\$13.9	\$13.9	-\$33.2
TOTAL	\$8.7	\$0.5	\$47.1	\$0.0	\$56.3	\$8.9	\$0.0	\$0.0	\$0.0	\$14.3	\$23.1	-\$33.2

Dollars shown in millions

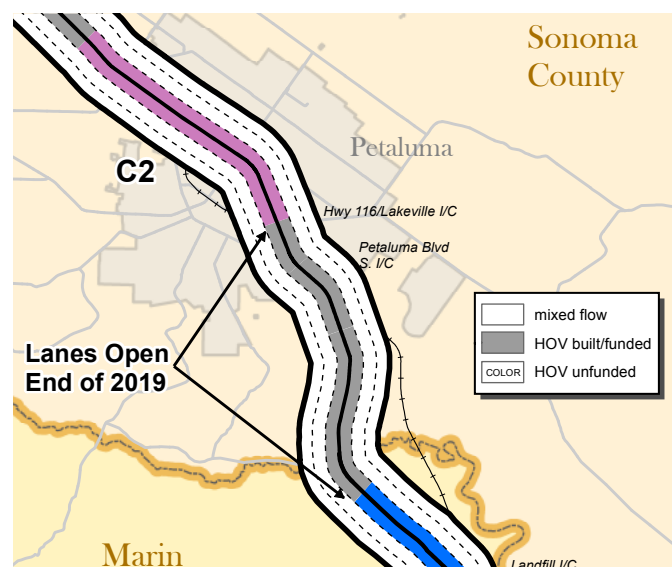
Unfunded Amount Options	
Solutions for Congested Corridors (SCC)	\$33.2
TOTAL	\$33.2

CA/SM costs included in Construction Capital per RTIP convention

Construction Capital includes CA, Civil and ETS

MARIN-SONOMA NARROWS CONTRACT C2

This contract is part of the Marin Sonoma Narrows high-occupancy vehicle (HOV) project in “Segment C”. The MSN C2 project is located in the City of Petaluma, Sonoma County, from approximately the US 101/State Route 116 (Lakeville Highway) Separation to just north of the Corona Road Overcrossing. The project is 3.3 miles long and will provide 6.6 miles of new HOV lanes (northbound & southbound).



COMPLETION OF ALL PLANNED HOV IN SONOMA COUNTY



Reduce travel time

Improves experience for carpoolers and transit users during peak commute periods on Highway 101.



Improve safety

Makes highway safer by addressing current deficiencies, such as sight distance, unsafe curves and narrow shoulders.



Facilitate multi-modal uses

Encourages the use of express buses, vanpools, and carpools by enhancing the level of service for these modes



Improve highway operations

Increases efficiency by installing ramp metering and Traffic Operations System (TOS) hardware.

IMPROVEMENTS

- New HOV Lanes along NB and SB US 101 (PM 4.0 to 7.3)
- Two New Bridge Structures and Two Widened Bridge Structures
- Four Sound Walls
- New auxiliary Lane – NB US 101 between SR 116/Lakeville Highway and East Washington Street
- Install Ramp Metering, Extinguishable Message Signs (EMS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), traffic-monitoring stations and other Intelligent Transportation System (ITS) elements

PROJECT SCHEDULE

Begin Environmental Phase	01/01/01
End Environmental Phase (EIR/EIS – PA&ED Milestone)	10/30/08
Begin Design (PS&E) Phase	5/25/10
Begin Right of Way Phase	3/28/14
End Design Phase (Ready to List for Advertisement)	12/30/18
End Right of Way Phase (Right of Way Certification Milestone)	12/30/18
CTC – SB1 SCCP Allocation	3/21/19
Begin Construction Phase (Contract Award Milestone)	8/21/19
End Construction Phase (Construction Contract Acceptance Milestone)	8/21/22

EXISTING LANE



PROPOSED LANE



COST ESTIMATE

Funding Sources	Amount (\$1,000s)
Local Funds: <ul style="list-style-type: none">• Sonoma County Transportation Authority Measure M• City of Petaluma	\$34,725
SB1-SCC (Solutions for Congested Corridor)	\$84,791
SB1-LPP – SCTA Formula Funds	\$579
Local Funds – SCWA Reimbursement	\$1,430
Total	\$121,525

- This project is ready to go to construction in 18/19.
- There is a considerable amount of local funds committed to this project
- This project is a gap closure of HOV lanes in Sonoma County



I-80 Express Lanes Project Fact Sheet



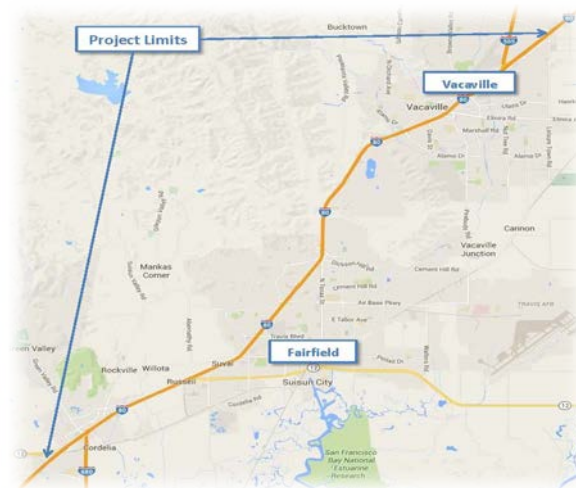
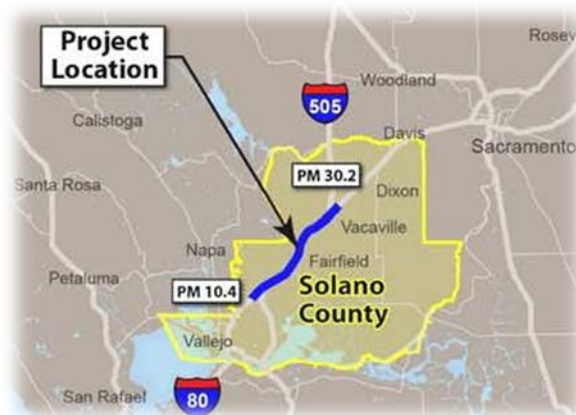
Project Overview

The Project proposes to provide Express Lanes in both Eastbound (EB) and Westbound (WB) directions on I-80 from west of Red Top Road to east of I-505. The Project will construct approximately 18-miles of Express Lanes on I-80 through either conversion of existing High Occupancy Vehicle (HOV) lanes or highway widening.

The Project consists of two segments that have been cleared through a single environmental document. The first segment, the West Segment, runs along I-80 from west of the Red Top Road interchange to east of the Air Base Parkway interchange, including the area around the I-80/I-680 interchange. In the West Segment, existing HOV lanes in both the EB and WB directions will be restriped and converted into Express lanes. The second segment, the East Segment, will construct new express lanes in both the EB and WB directions of I-80 from east of the Air Base Parkway interchange to east of the I-80/I-505 interchange. The I-80 Express Lanes would be contiguous/non-separated from the general purpose lanes.

Cost (Total)	Agency	
PA/ED, PS&E, R/W	STA	\$ 25M
CM	STA/CT	\$ 22M
STA Admin and DSDC	STA	\$ 4M
Construction (2018\$)	CT	\$145M
Toll System	BAFIA	\$ 27M
Total		\$223M

Cost (Unfunded)	Agency	
PA/ED, PS&E, R/W	STA	\$ N/A
CM	STA/CT	\$ 22M
STA Admin and DSDC	STA	\$ N/A
Construction (2018\$)	CT	\$145M
Toll System	BAFIA	\$ 27M
Total		\$194M
SB1		\$123M
Toll Bridge		\$71M



Bay Area transportation agencies are developing a 550-mile network of Bay Area Express Lanes that will be completed in 2035.

MTC will operate 270 miles of the 550-mile Bay Area Express Lanes network; converting 150 miles of existing carpool lanes to Express Lanes and adding 120 miles of new lanes, including I-80 in Solano County.

Schedule

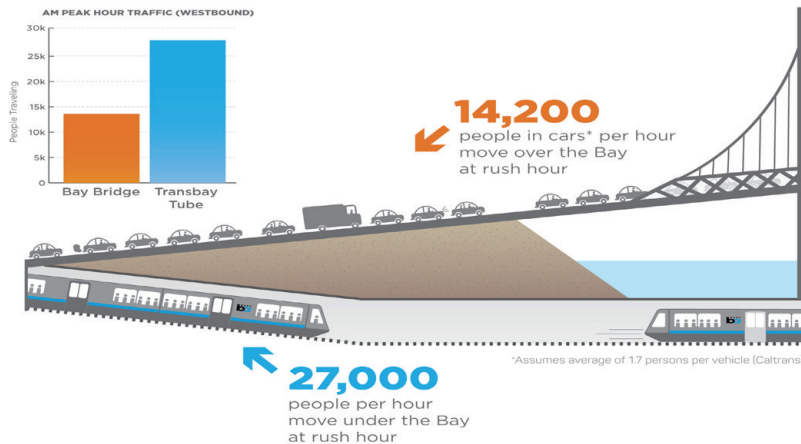
The project schedule is as follows:

Environmental	Complete 2015
RTL	March 2018
Right of Way Acquisitions	N/A
Construction Advertisement	May 2018
Construction Completion	Summer 2021



TRANSBAY CORRIDOR CORE CAPACITY PROJECT

BART currently carries 27,000 transbay trips between Oakland and San Francisco in the peak hour – nearly twice as many trips as the Bay Bridge. Ridership has been increasing, and exceeds capacity today.



PROJECT BENEFITS:



Relieve Crowding – Based on federal standards, BART's transbay trains are overcrowded in peak hour. Implementation of this program will increase capacity 45%.



Reduce GHG Emissions – Fewer VMT means fewer GHG and other emissions, better air quality.



Increase Reliability – 15-25% of BART delays are due to the aging train control system. The program will replace the existing system with a state-of-the-art system that will reduce those delays.

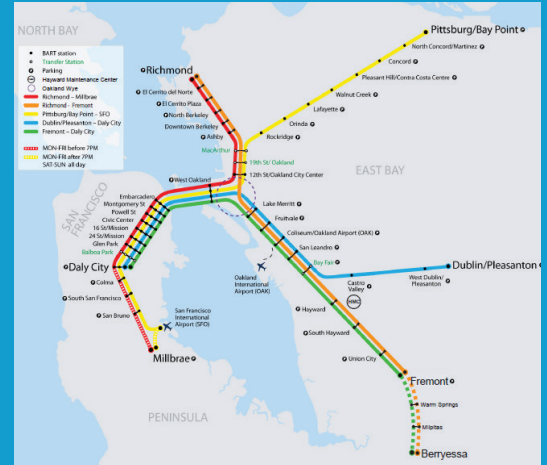


Help the Bay Area realize its Sustainable Communities Strategy – Priority development areas (PDAs), many of which are located around BART stations, are a key part of the region's strategy to reduce greenhouse gas emissions. Additional transit capacity will support growth in these areas.



Increase Ridership and Reduce VMT – With greater capacity and higher reliability, more commuters will choose to take BART.

BART system funnels four lines through transbay tube



BART will increase transit capacity by over 45% in most congested corridor in the Bay Area. The project will increase the numbers of trains from 23 trains per hour (213 cars) in each direction through the tube between San Francisco and Oakland to 30 trains per hour (300 cars) in each direction.

IMPROVEMENTS:

- Expand the rail car fleet by 306 more cars
- Install communication-based train control system
- Build additional rail vehicle storage at the Hayward Maintenance Complex (HMC)
- Install five new traction power substations



Vehicles



Train Control System



HMC Phase 2



Traction Power

TIRCP funds are being sought for the additional rail cars and for the new train control system.

PROJECT SCHEDULE:

Environmental Process

Complete

30% Design

Complete

Train Control Procurement

Underway, with contract signing and deployment to start February 2019

Vehicle Procurement

Begins Summer 2018

Start of 30 train per hour service

2028

COST ESTIMATE:

Program Scope	Total Cost (\$ millions)	TIRCP Requested Amount (\$ millions)	SB1 Requested Amount (\$ millions)
Vehicles	\$1,618.4	\$135.4	
Communication Based Train Control	\$1,150.5	\$318.6	\$150.0
TIRCP AND SB-1 TOTALS	\$2,768.9	\$454.0	\$150.0
Hayward Maintenance Center Phase II	\$228		
Traction Power	\$94		
Program Management	\$6.6		
Program Contingency	\$309.7		
Financing Costs	\$103.5		
PROJECT TOTAL	\$3,510.7	\$454.0	\$150.0

Nearly \$700 million is already committed to the program, including \$448 million from BART's Measure RR passed in 2016. Additional funding is being sought from the federal Capital Investment Grant (CIG) program and Regional Measure 3 which will go to the voters in 2018.

For More Information Contact:

Duncan Watry
(510) 287-4840

San Francisco Bay Area Rapid Transit District



Attachment 5: SB 1 LPP Program Nominations

January 10, 2018 Programming and Allocations Committee Item 4a

Bay Area List of 2018 LPP Formulaic Proposals

(\$millions)

Applicant Agency	Project Title	Implementing Agency	Amount Proposed
AC Transit	Customer Service Center Rehab	AC Transit	\$0.5
AC Transit	Purchase 59 Hybrid Buses	AC Transit	\$0.5
ACTC	7th Street Grade Separation East Segment (7SGSE)	ACTC	\$8.0
City of Orinda	Miner Road Rehab	Orinda	\$0.2
CCTA	I-680 NB Express Lane	CCTA	\$4.8
CCTA	El Cerrito Pavement Project	El Cerrito	\$0.2
CCTA	Martinez Pavement Project	Martinez	\$0.2
TAM	Marin-Sonoma Narrows (Design Contracts B1-Ph2 and A4)	Caltrans	\$0.5
TAM	Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	San Rafael	\$0.5
BATA	Dumbarton Bridge Operational Improvements	BATA	\$8.2
BATA	SFOBB/West Oakland Regional Bicycle/Ped Link Connection	MTC/BATA/CT	\$2.0
BART	BART Escalator Replacement (Downtown SF Stations)	BART	\$1.9
SMART	SMART Rail Maintenance Equipment Expansion	SMART	\$1.6
SFCTA	Park Merced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	\$2.1
SFCTA	Alemaney Boulevard Pavement Renovation	SFPW	\$2.1
VTA	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	\$9.4
SCTA	Route 101 Marin/Sonoma Narrows C-2 project	Caltrans	\$0.6
SCTA	Santa Rosa OBAG2 Bike and Pedestrian Project	Santa Rosa	\$0.6
Total Proposed for Formula Program			\$43.9

Proposed Draft List of Bay Area 2018 LPP Competitive Applications

(\$millions)

Applicant Agency	Project Title	Implementing Agency	Amount Proposed
AC Transit	Purchase 59 Hybrid Buses	AC Transit	\$10.4
CCTA	I-680/SR4 Interchange Improvements – Phase 4	CCTA	\$19.0
City of Orinda	TBD	Orinda	\$0.0
TAM	Bellam Blvd Offramp Access Imps to Richmond San Rafael Bridge	TAM	\$2.0
TAM	Sir Francis Drake Blvd Rehabilitation Project	Marin County	\$5.0
TAM	Northern Segment of the North-South Greenway Project	TAM	\$2.0
NVTA	Devlin Road Extension Phase E	Napa County	\$ TBD
BART	Train Control Modernization Project	BART	\$50.0
SMART	TBD	SMART	\$TBD
SFCTA	Mission Bay Ferry Landing	SF Port	\$11.0
SFCTA	Jefferson Street Improvements Phase II	SF PW	\$6.5
SFCTA	Better Market Street Segment 1	SF PW	\$40.2
Co-Applicants: San Mateo CCAG Samtrans San Mateo TA	US 101 Managed Lanes - CMGC	Samtrans	\$10.0
VTA	Mathilda Avenue Improvements at SR 237 and US 101	SCCVTA	\$16.0
Total Proposed for Competitive Program			\$172.1

Date: January 24, 2018
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4317

This resolution adopts the program of MTC's nominations for the Solutions for Congested Corridors (SCC) program for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2018 Solutions for Congested Corridors Program
- Attachment B – Program of MTC Nominations for 2018 Solutions for Congested Corridors Program

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated January 10, 2018.

Date: January 24, 2018
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the SB 1 Solutions for Congested Corridors (SCC) Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4317

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 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, 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 \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects that make specific performance improvements designed to reduce congestion in highly-traveled corridors; and

WHEREAS, on December 6, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Solutions for Congested Corridors Program, which includes four years of funding totaling \$1 billion (Attachment A); and

WHEREAS, MTC, as both the regional transportation planning agency and authority responsible for preparing the RTIP for the Bay Area, is eligible to nominate projects within the Bay Area for SCC funds, as defined in section 9 of the Guidelines for the Solutions for Congested Corridors Program; and

WHEREAS, MTC is the nominating agency for SCC projects, and is not a sponsoring or implementing agency on any MTC-nominated SCC project; now, therefore, be it

RESOLVED, that MTC adopts the Program of MTC Nominations the Solutions for Congested Corridors Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the nominating agency, shall not be responsible to fund any cost increases unless explicitly agreed, and the responsibility and accountability for MTC's nominated projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; 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 MTC Nominations for the Solutions for Congested Corridors Program is for planning purposes only, with each project still subject to 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 January 24, 2018.

Attachment A
MTC Resolution No. 4317
SB1 Solutions for Congested Corridors (SCC)
Program of MTC Nominations
FY 2017-18 through FY 2020-21
January 2018

MTC Resolution No. 4317
Attachment A
Adopted: 1/24/18-C

Statewide Funding Distribution (Based on Section 4 of SCC Guidelines adopted by CTC on Dec. 6, 2017)

SB1 Solutions for Congested Corridors (SCC) Program	Estimated Appropriations (\$millions)
SCC - FY 2017-18 Appropriation	\$250
SCC - FY 2018-19 Appropriation	\$250
SCC - FY 2019-20 Appropriation	\$250
SCC - FY 2020-21 Appropriation	\$250
Total	\$1,000

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Attachment B
MTC Resolution No. 4317
SB1 Solutions for Congested Corridors (SCC)
Program of MTC Nominations
FY 2017-18 through FY 2020-21
January 2018

MTC Resolution No. 4317
Attachment B
Adopted: 01/24/18-C

Project List

SB1 Solutions for Congested Corridors Program of MTC Nominations			
	County	Sponsor	SCC Amount
San Mateo US-101 Express Lanes / Santa Clara US-101 Express Lanes Phase 3	San Mateo Santa Clara	Caltrans VTA	\$233
Solano I-80 Express Lanes	Solano	Caltrans	\$123
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans	\$85
BART Train Control System	Regional	BART	\$100
Total			\$541

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Date: January 24, 2018
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4318

This resolution adopts the program of the Bay Area's nominations for the Trade Corridors Enhancement Program (TCEP) for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2018 Trade Corridors Enhancement Program
- Attachment B – Program of Bay Area Nominations for 2018 Trade Corridors Enhancement Program

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated January 10, 2018.

Date: January 24, 2018
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the SB 1 Trade Corridors Enhancement Program (TCEP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4318

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

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

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); 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 \$300 million per year to the Trade Corridor Enhancement Account to fund infrastructure improvements on corridors that have a high volume of freight movement; and

WHEREAS, on July 21, 2017, the Governor signed Senate Bill 103 (Chapter 95, Statutes of 2017) into law, which directs the California Transportation Commission to allocate Trade Corridor Enhancement Account funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of December 4, 2015) through the Trade Corridor Enhancement Program; and

WHEREAS, on October 18, 2017, the California Transportation Commission (CTC) approved the Guidelines for the Trade Corridors Enhancement Program, which includes three years of funding totaling \$1.341 billion (Attachment A); and

WHEREAS, MTC, as the MPO for the nine-county Bay Area, is responsible for compiling project nominations for the regional portion of the TCEP within the region, as defined in section 17 of the Guidelines for the Trade Corridor Enhancement Program, and

WHEREAS, MTC is not a sponsoring or implementing agency on any Bay Area TCEP project; now, therefore, be it

RESOLVED, that MTC adopts the Program of Bay Area Nominations for the Trade Corridor Enhancement Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the agency responsible for compiling project nominations, shall not be responsible to fund any cost increases unless explicitly agreed, and the responsibility and accountability for the Bay Area's TCEP projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; 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 Bay Area Nominations for the Trade Corridor Enhancement Program is for planning purposes only, with each project still subject to 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 January 24, 2018.

Attachment A
MTC Resolution No. 4318
SB1 Trade Corridor Enhancement Program (TCEP)
Fund Estimate and Corridor Targets
FY 2017-18, FY 2018-19, and FY 2019-20
January 2018

MTC Resolution No. 4318
Attachment A
Adopted: 01/24/18-C

Statewide Fund Estimate (\$millions)

SB1 Trade Corridor Enhancement Program Fund Estimate	FY 2017-18	FY 2018-19	FY 2019-20	Total Statewide*
State: Trade Corridor Enhancement Account	\$200	\$298	\$296	\$794
Federal: National Highway Freight Program	\$293	\$115	\$127	\$535
State: AB 133 Loan Repayment	\$11			\$11
Total	\$505	\$413	\$423	\$1,341

* Figures may not add to total due to rounding

Corridor Programming Targets (\$millions)

SB1 Trade Corridor Enhancement Program Targets	Target*
Statewide Target: Caltrans	\$536
Regional Target: Bay Area and Central Valley	\$217
Regional Target: Other Corridors	\$588
Total	\$1,342

* Target may not match Fund Estimate due to rounding

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Attachment B
MTC Resolution No. 4318
SB1 Trade Corridor Enhancement Program (TCEP)
Program of Bay Area Nominations
FY 2017-18, FY 2018-19, and FY 2019-20
January 2018

MTC Resolution No. 4318
Attachment B
Adopted: 01/24/18-C

Project List

SB1 Trade Corridor Enhancement Program (TCEP) Program of Bay Area Nominations			TCEP Amount
	County	Sponsor	
Port of Oakland 7th Street Grade Separation (East)	Alameda	Port of Oakland	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	Port of Oakland	\$11
At-Grade Rail Crossing Improvements (Berkeley, Emeryville)	Alameda	ACTC, Berkeley, Emeryville	\$12
I-680/SR-84 Interchange	Alameda	ACTC	\$71
Solano I-80/I-680/SR-12 Interchange (various phases)	Solano	Caltrans/ STA	\$216
Santa Clara US 101/SR25 Interchange (Design)	Santa Clara	VTA	\$4
Total			\$489

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Proposed Regional Nominations

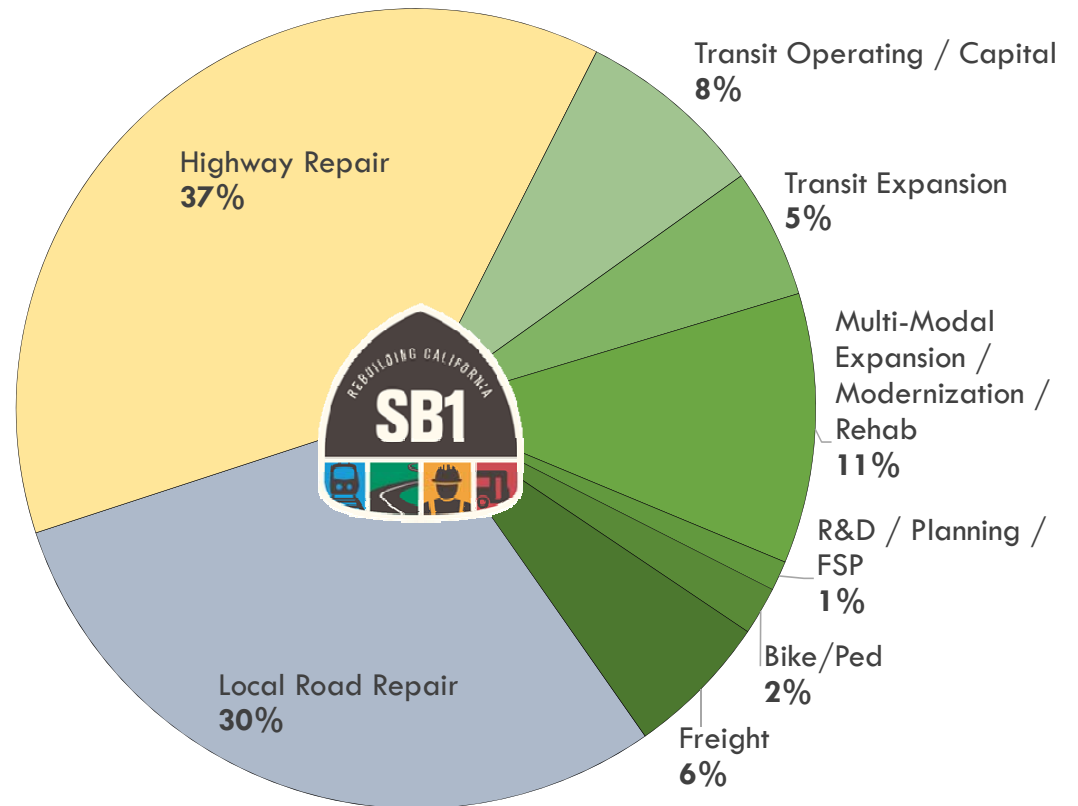
SB 1 Competitive Programs

Programming and Allocations Committee
January 10, 2018

Senate Bill 1 (SB 1) Overview

Road Repair and Accountability Act of 2017

- Signed into law
April 28, 2017
- \$54 billion**
over 10 years
- Formula and competitive
programs



SB 1 Major Programs

	Program	Competitive or Formula	Average Annual Statewide Amount (\$, in millions)	MTC Commission Action / Consideration
Existing	State Highway Operations and Protection Program	Caltrans only	\$1,900	N/A
	Local Streets and Roads	Formula	\$1,500	N/A
	Active Transportation Program	Competitive	\$100	September 2017
	State Transportation Improvement Program	Formula	\$100	October-December 2017
	Transit State of Good Repair	Formula	\$105	December 2017
	Transit and Intercity Rail Capital Program	Competitive	\$245	January 2018
	State Transit Assistance Augmentation	Formula	\$250	January-February 2018
New	Local Partnership Program	50%/50%	\$200	December 2017
	Solutions for Congested Corridors Program	Competitive	\$250	January 2018
	Trade Corridors Enhancement Program	Competitive	\$300	January 2018

SB 1 Competitive Programs

Solutions for Congested Corridors (SCC)



- ❖ \$1 billion in first cycle (4 yrs)
- ❖ Reduce congestion in key corridors
- ❖ Focus: projects in statute, congestion focus, early deliverability

Trade Corridor Enhancement Program (TCEP)



- ❖ \$1.3 billion in first cycle (5 yrs)
- ❖ Combines SB 1, federal funds
- ❖ Divided into Caltrans and regional pots
- ❖ Focus: Regional Goods Movement Plan, early delivery

Transit and Intercity Rail Capital Program (TIRCP)



- ❖ \$2.4 billion in current cycle (5 yrs)
- ❖ Combines SB 1, Cap and Trade funds
- ❖ Focus: projects consistent with MTC adopted TIRCP framework

Background

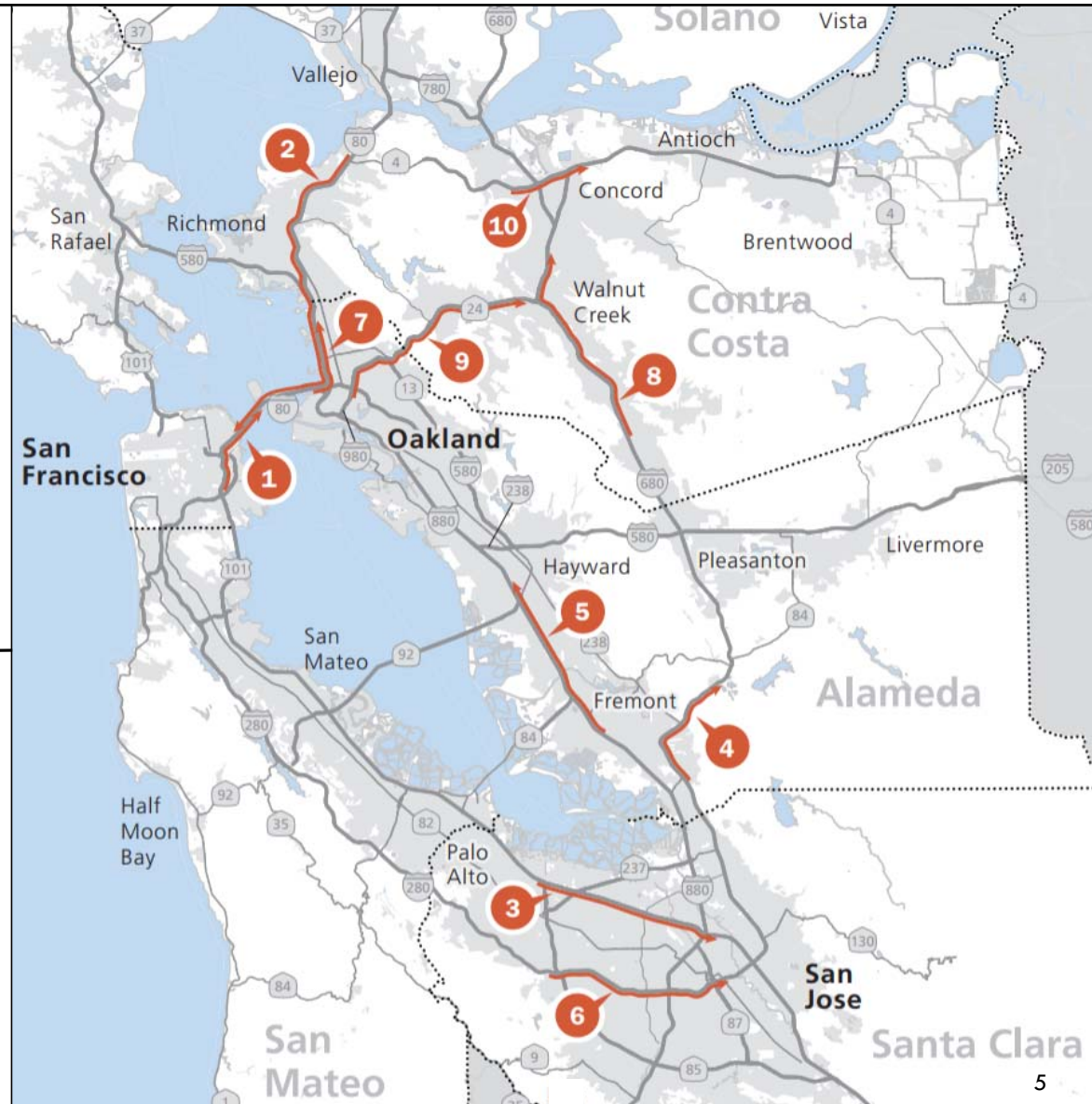
Top Congested Corridors

Top 20 Congested Locations

Rank	COUNTY	ROUTE	DIR.	DAILY DELAY (vehicle hours)
1	SF	US-101/I-80	NB/EB	14,120
2	CC/ALA/SF	I-80	WB	13,600
3	SCL	US-101	SB	8,290
4	ALA	I-680	NB	7,310
5	ALA	I-880	NB	7,170
6	SCL	I-280	SB	6,360
7	ALA	I-80	EB	6,050
8	CC	I-680	NB	5,950
9	ALA/CC	SR-24	EB	5,550
10	CC	SR-4	EB	4,920
11	SCL	US-101	NB	4,630
12	SM	US-101	NB	4,400
13	CC	SR-4	WB	4,060
14	ALA	I-880	SB	3,990
15	MRN	US-101	SB	3,860
16	ALA/CC	I-80	EB	3,460
17	ALA	I-880	NB	3,450
18	SM	SR-92	EB	2,760
19	ALA	I-880	SB	2,660
20	SCL	I-680/I-280	SB/NB	2,560

Top 10

MTCT: 2016



Background

Regional Express Lanes System

- ❖ Make best use of HOV lane capacity
- ❖ Encourage carpools & express bus
- ❖ Offer a new, reliable travel choice

Constructed to date:

I-580 (Livermore – Dublin)

I-680 (Pleasanton – Milpitas, SB)

SR-237 (Milpitas – San Jose)

I-680 (Walnut Creek – San Ramon)



Background

Regional Goods Movement Plan

February
2016

MTC adopts Regional Goods Movement Plan

Evaluates needs, prioritizes opportunities for Bay Area

April
2017

SB 1 signed into law

\$300 million/year for goods movement improvements

July
2017

MTC adopts Plan Bay Area 2040

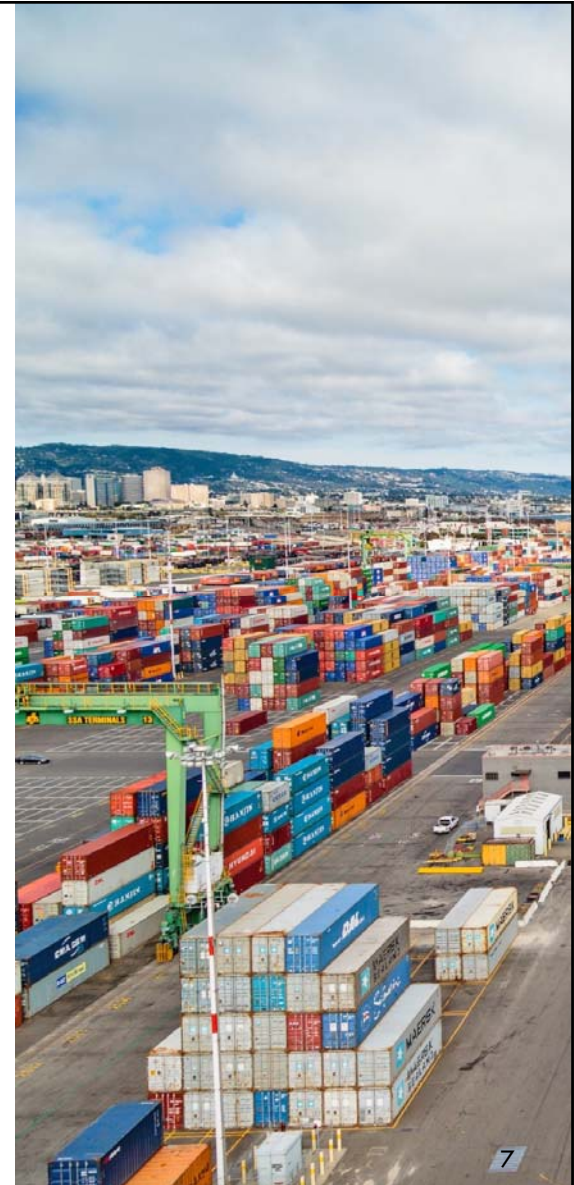
\$5 billion in priorities for goods movement

January
2018

MTC to consider Goods Movement Investment Strategy

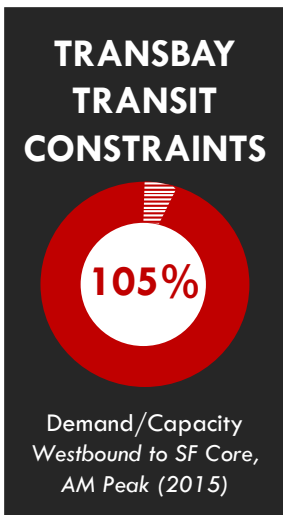
Near-term improvements in 3 focus areas:

- Roadway, \$2.2 billion
- Rail, \$1.2 billion
- Community Protection, \$350 million



Background

Transit Core Capacity Challenge



- Launched in 2013
- \$7.5 billion challenge grant
- Support region's most ***critical transit asset needs*** while also:
 - Reducing GHGs, benefiting disadvantaged communities, supporting PDAs

SFMTA

Fleet expansion, modernize mission-critical equipment and facilities

BART

Railcar expansion, new train control system

VTA

Rail cars for San Jose extension

AC Transit

Fleet expansion & core facilities improvements

Background

Transit and Intercity Rail Capital Program (TIRCP) Framework

- MTC provides confirmation of consistency with Sustainable Communities Strategy
- MTC may also provide endorsement of projects
- Region's adopted Cap and Trade Framework (Res. 4130) includes \$3 billion for TIRCP
- Recommend endorsements based on region's Framework



Proposed Nominations Solutions for Congested Corridors

MTC & Caltrans District 4 Proposed Nominations (\$1 billion statewide)

\$, in millions

#	Sponsor	Project	SCC Request	Caltrans Nomination	Included in SB 1	Top 20 Congested Corridors	Delivery in 2018
1	Caltrans/VTA	San Mateo US 101 Express Lanes / Santa Clara US 101 Express Lanes Ph. #3	\$233	✓	✓	✓	✓
2	Caltrans	Solano I-80 Express Lanes	\$123	✓			✓
3	Caltrans	Sonoma US 101 MSN Segment C2	\$85	✓	✓	✓	✓
4	BART	BART Train Control System Improvements	\$100	✓		✓	
Total Request			\$541				

Proposed Nominations Trade Corridor Enhancement Program

MTC Proposed Nominations (\$1.3 billion statewide)

\$, in millions

#	Sponsor	Project	TCEP Request	Primary Freight System	Multimodal or Port	Near-term Delivery
1	Port of Oakland	Port of Oakland 7th St (East)	\$175	✓	✓	✓
2	Port of Oakland	ITS Improvements (Go Port)	\$11	✓	✓	✓
3	ACTC/Berkeley/ Emeryville	At-grade rail crossing improvements	\$12	✓	✓	✓
4	ACTC	Alameda I-680 / SR 84 Interchange	\$71	✓		✓
5	STA/Caltrans	Solano I-80/I-680/SR12 (various phases)	\$216	✓		✓
6	VTA	Santa Clara US 101 / SR 25 Interchange (Design)	\$4			✓
Total Request			\$489			

Proposed Endorsement Transit and Intercity Rail Capital Program

MTC Proposed Endorsements (\$2.4 billion statewide)

\$, in millions

#	Sponsor	Project	TIRCP Request	Total Project Cost	MTC Endorsement
1	BART	Transbay Core Capacity Project	454	3,511	454
2	SFMTA	SFTMA's Transit Capacity Expansion Program	600	925	579
3	AC Transit	Purchase Zero Emission Buses to Support Transbay Tomorrow, Clean Corridors Plan	14	22	14
4	VTA	BART Silicon Valley Extension Phase 2	730	4,900	730
5	Caltrain	Caltrain Electrification – Full Fleet Conversion and Expansion	631	631	125
6	GGBHTD	San Rafael Transportation Center Relocation	15	45	10
7	SamTrans	SamTrans US 101 Express Bus Pilot Project	25	42	10
8	Capitol Corridor	Northern California Corridor Enhancement Program	15	223	10
9	SMART*	SMART Larkspur to Windsor Corridor Project	75	75	20
10	STA, et al.	Solano Regional Transit Improvements	33	112	10
Total Request			\$2,867	\$14,426	\$1,962

* Propose endorsing for up to \$20 million for Larkspur Extension, as backfill to FTA Small Starts funds should those not be approved.



SB1 Competitive Programs

Solutions for Congested Corridors (SCC)

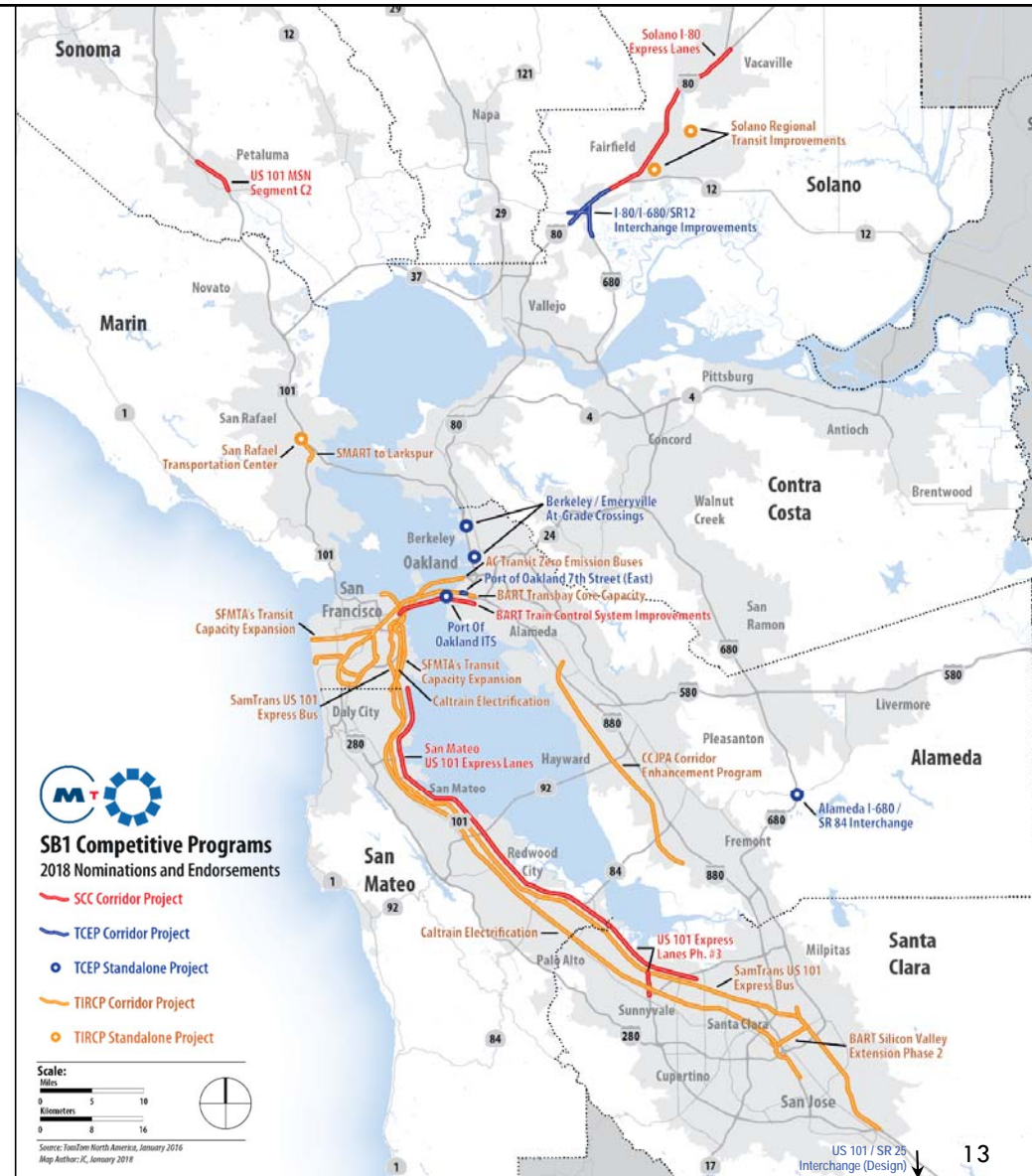
4 projects, \$541 million

Trade Corridor Enhancement Program (TCEP)

6 projects, \$489 million

Transit and Intercity Rail Capital Program (TIRCP)

10 projects, \$1.9 billion



Local Partnership Program (LPP)

Eligibility: Local and regional transportation agencies with voter-approved taxes/tolls/fees (or imposed fees) for transportation

FORMULA PROGRAM

2018 Bay Area Proposals:

- \$44 million total
- 18 applications, 15 agencies

COMPETITIVE PROGRAM

2018 Bay Area Proposals:

- \$183 million total
- 14 applications, 12 agencies

Sample Projects

Dumbarton Operational Imps (\$8M)

Capitol Expressway LRT Ext (\$9M)

Port of Oakland 7th Street, East (\$8M)

BART Train Control Modernization (\$50M)

Better Market St, Phase 1 (\$40M)

I-680/SR 4 Interchange, Phase 4 (\$30M)



Issues for Consideration

Plan Bay Area 2040 Consistency

- US 101 San Mateo: Scope/cost increase requires Plan amendment

Scope/Cost Increases

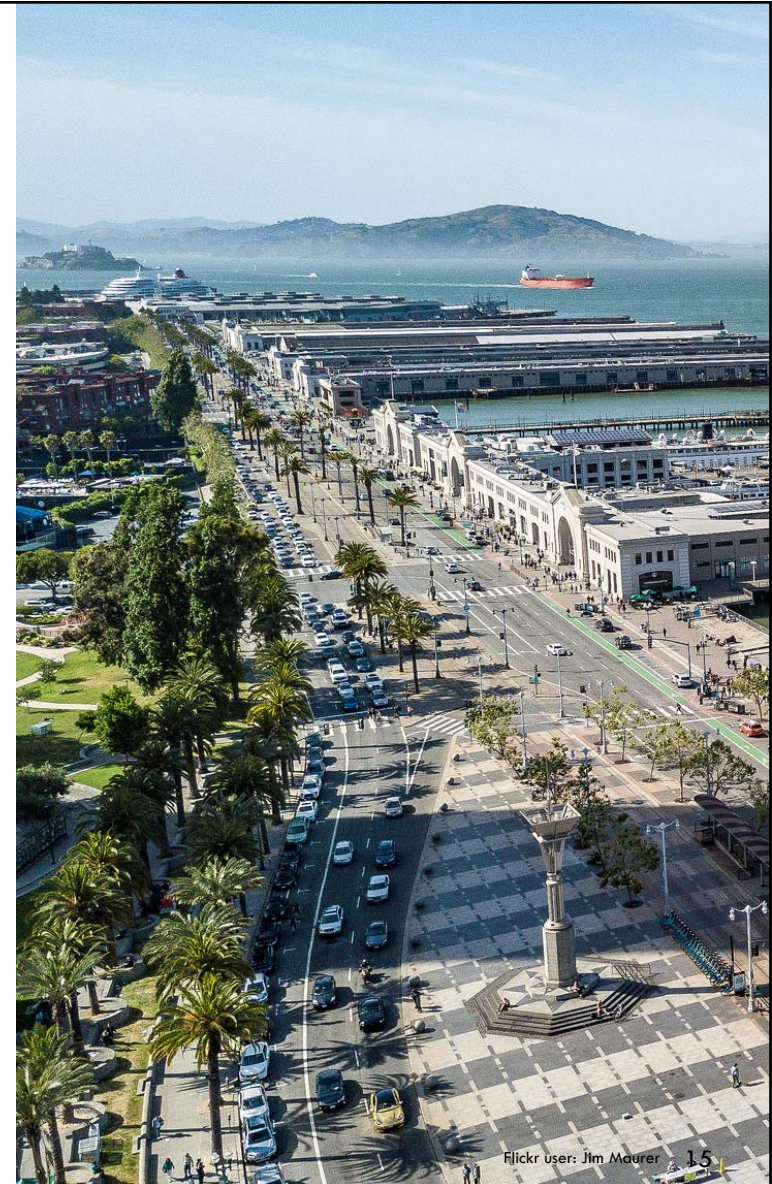
- Responsibility of project sponsors

TIRCP Endorsements

- Not required, but underscore regional priorities

Projects

- US 101 Narrows, Marin segment – other funding opportunities
- SMART Extension to Larkspur – FTA Small Starts funds
- I-680/SR-4 Interchange, Phase 3 – other state funding



Program Timelines

Program Name	Applications Due to CTC / CalSTA	Release of Staff Recommendations	Program Adoption
Solutions for Congested Corridors (SCC)			
2018 SCC	February 16, 2018	April 25, 2018	May 16, 2018
Trade Corridors Enhancement Program (TCEP)			
2018 TCEP	January 30, 2018	April 25, 2018	May 16, 2018
Transit and Intercity Rail Capital Program (TIRCP)			
2018 TIRCP	January 12, 2018	April 30, 2018 (approved list published)	
Local Partnership Program (LPP)			
2018 LPP - Formula	December 15, 2017	January 10, 2018	January 31, 2018
2018 LPP - Competitive	January 30, 2018	April 25, 2018	May 16, 2018

Recommendation

*Refer to the Commission
MTC Resolution Nos. 4317
and 4318 + TIRCP list, and
forward to CTC and
CalSTA, as appropriate*



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January 10, 2018

Chad Edison
Deputy Secretary, Transportation
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, California 95814

Subject: Letter of Support for 2018 Transit and Intercity Rail Capital Program Grant
for the SamTrans US-101 Express Bus Pilot on the San Francisco Peninsula

Dear Deputy Secretary Edison,

The San Francisco County Transportation Authority is pleased to support the San Mateo County Transit District's (SamTrans') application for a 2018 Transit and Intercity Rail Capital Program (TIRCP) grant to help fund the capital cost of initiating the **US-101 Express Bus Pilot** on the San Francisco Peninsula.

The US-101 Express Bus Pilot will introduce a network of four express bus routes on US-101 serving origins and destinations in San Mateo, Santa Clara, and San Francisco counties. Specifically, three of the four proposed routes will extend to the new Salesforce Transit Center in downtown San Francisco where they will link to many other transit systems in addition to providing access to a high density of employment destinations and residential origins in close proximity to the transit center. The express bus routes will offer point-to-point or limited stop service during peak commute periods at 15-minute frequencies.

US-101 is one of the most congested freeways in the Bay Area, with the stretch in San Francisco topping the list. Further, we anticipate over 100,000 new trips between San Francisco and the Peninsula by 2040. This express bus pilot will be an informative and essential step to increase passenger throughput, reduce congestion, reduce greenhouse gases, and strengthen connectivity to jobs and housing.

The initial launch of service is envisioned to occur in conjunction with the implementation of a managed lane on US-101 in San Mateo County, which has recently completed the environmental review process. Our agency is studying the continuation of managed lanes into downtown San Francisco to provide continuous lanes along the corridor from Santa Clara to San Francisco. Express bus routes benefit from reduced travel times and the increased reliability offered by less congested managed lanes, improving transit's reach and competitiveness with driving alone.

On behalf of the Transportation Authority, I respectfully urge Caltrans to provide the requested \$15 million for this project to help minimize greenhouse gases and improve mobility for current and future transit riders on the San Francisco Peninsula.

Sincerely,


Tilly Chang
Executive Director

cc: S. Heminger, A. Richman - MTC
A.Chan, S. Petty, P. Skinner - Samtrans
MEL, AC, AL, AS, OQ



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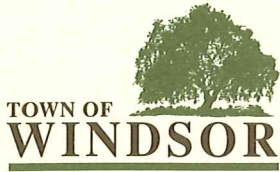
Norman Yee

Tilly Chang
EXECUTIVE DIRECTOR

HANDOUT - Programming and Allocations Committee

Agenda Item 4a

January 4, 2018



Town of Windsor
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Fax: (707) 838-7349

www.townofwindsor.com

Mayor
Bruce Okrepkie

Vice Mayor
Dominic Foppoli

Councilmembers
Debora Fudge
Mark Millan
Sam Salmon

Town Manager
John Jansons

Brian Kelly, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Transit & Intercity Rail Capital Program – SMART Larkspur to Windsor Corridor Project

Dear Secretary Kelly,

On behalf of the Town of Windsor, we are pleased to support SMART's request for \$75 million in Transit & Intercity Rail Capital Program funds to complete the SMART Larkspur to Windsor Corridor Project.

Since 2001 the Town of Windsor has been preparing for the return of passenger rail through the creation of a new downtown adjacent to the future SMART Windsor Station. The award winning Town Green Village Project was spearheaded by Windsor's leaders with the intention of creating a mixture of land uses, including housing and retail, on a small footprint surrounding a new community plaza. The effort was intentionally designed to create a quintessential "transit-oriented development", minimize the use of land and maximizing the mixture of uses, to preserve open space and to create a destination and a stronger sense of community for residents. Windsor continues to promote the development of affordable housing projects within walking distance of the future rail station and, at seven square miles, has the same population density as the more urban stations along the SMART corridor.

The extension of SMART rail services to Windsor is critical to the continued efforts of the Town to grow in a sustainable manner supporting local, regional and state greenhouse gas reduction goals while providing Sonoma County with needed housing stock. Currently over 80% of Windsor's residents are families with children and 40% of Windsor's working residents commute south to cities with SMART stations. The recent nearby wildfires have resulted in displacement of over 5,000 households from nearby Sonoma County and Santa Rosa neighborhoods. Many of those displaced have relocated into Windsor while they rebuild their lives. Introducing commuter rail to Windsor will allow residents a commute choice.

We fully support SMART's efforts to extend rail service to Windsor. Thank you for working towards the completion this project and supporting our collective housing, environmental, public health and economic development goals.

Sincerely,

Bruce Okrepkie
Mayor

HANDOUT - Programming and Allocations Committee

Agenda Item 4a

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
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Info@sfcta.org www.sfcta.org

December 29, 2017

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350 B
Sacramento, CA 95814

Subject: Letter of Support for 2018 Transit and Intercity Rail Capital Program Grant
for BART's Core Capacity Project

Dear Secretary Kelly,

The San Francisco County Transportation Authority is pleased to support the San Francisco Bay Area Rapid Transit District's (BART's) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application for the **BART Core Capacity Project**.

This project proposes a comprehensive and coordinated package of investments including new rail cars, maintenance facility expansion, train control, and substations that will increase BART's capacity between San Francisco and Oakland by more than 30 percent. The program will allow BART to operate up to 30 ten-car trains per hour on the main trunk of the existing system between San Francisco and Oakland, maximizing throughput in the most heavily used part of the system. Furthermore, the additional vehicles and train control modernization will increase capacity throughout the BART system and allow for an increase in the number of cars per train. Improvements will decrease current train headways for much of the system from 15 minutes during peak periods to 12 minutes. By making BART a more attractive option, these improvements will encourage more drivers to get out of their cars, decreasing vehicle miles traveled, congestion, and greenhouse gas emissions.

Low income residents, many of them transit-dependent, will benefit from this project as the BART system passes through numerous disadvantaged communities. A significant portion of the Bay Area's priority development areas are centered around BART stations, and the additional transit capacity provided by this project will catalyze sustainable housing and job growth and help the region meet the ambitious climate protection, equitable access, economic vitality, and affordability goals laid out in the Bay Area's Sustainable Communities Strategy. This project is also a key recommendation of the Metropolitan Transportation Commission's Core Capacity Transit Study, underscoring its importance to communities across the entire Bay Area.

On behalf of the Transportation Authority, I respectfully urge funding support for this project to help minimize greenhouse gases and improve health and mobility for current and future transit riders.

Sincerely,



Tilly Chang
Executive Director

cc: S. Heminger, A. Richman - MTC
D. Heitman - BART
MEL, AC, AL, AS, OQ



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December 29, 2017

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Subject: Letter of Support for 2018 Transit and Intercity Rail Capital Program Grant
for Caltrain's Purchase of 96 additional Electric Multiple Unit Trains

Dear Secretary Kelly,

The San Francisco County Transportation Authority is pleased to support the Peninsula Corridor Joint Powers Board's (Caltrain's) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application for the purchase of **96 additional Electric Multiple Unit Trains (EMUs)** and a series of associated projects. The project will expand Caltrain's electrified fleet while allowing for blended operations with the California High-Speed Rail Authority's future high-speed rail service along the San Jose to San Francisco corridor. The project is featured in the 2018 California State Rail Plan. It will also provide for the possibility of re-deploying Caltrain's diesel fleet on a new inter-regional San Jose to Salinas service.

Once fully deployed, these EMUs will allow Caltrain to operate a completely electrified fleet on its mainline with 8-car trains. The comprehensive project takes advantage of the near-term opportunity to purchase additional EMUs while also providing strong linkages to ongoing planning work along the corridor. In addition to expanding the EMU fleet, the project consists of platform modifications, installation of a Broadband Communications System, improved wayside bicycle facilities, and planning funds. The proposed investment will build on the infrastructure and equipment currently being constructed and procured through Caltrain's electrification project.

A completely electrified Caltrain fleet is projected to reduce greenhouse gas emissions by 189,000 metric tons annually and significantly reduce the criteria pollutant emissions and toxic air contaminant health risks along the corridor. Procurement of the 96 additional EMUs is a key step towards full electrification and would allow Caltrain to provide the additional capacity needed to attract and serve riders, further reducing congestion and vehicle miles traveled.

On behalf of the Transportation Authority, I respectfully urge Caltrans to provide funding support for this project to help minimize greenhouse gases and improve mobility for current and future transit riders across California.

Sincerely,



Tilly Chang
Executive Director

cc: S. Heminger, A. Richman - MTC
A.Chan, S. Petty, P. Skinner - Caltrain
MEL, AC, AL, AS, OQ



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San Francisco County Transportation Authority

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December 28, 2017

Brian Kelly, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Subject: Letter of Support for 2018 Transit and Intercity Rail Capital Program Grant
for TJPA's Phase 2 of the Transbay Program/Downtown Rail Extension

Dear Mr. Kelly,

The San Francisco County Transportation Authority is pleased to support the Transbay Joint Powers Authority's (TJPA's) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application for **Phase 2 of the Transbay Program/Downtown Rail Extension**. The project will extend Caltrain commuter rail from its current terminus at Fourth and King Streets to the new Salesforce Transit Center in downtown San Francisco. It will also deliver the California High-Speed Rail Authority's future high-speed rail service from Los Angeles/Anaheim to the transit center and is a major component of the 2018 California State Rail Plan.

Once the Downtown Rail Extension is completed, the transit center will bring an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with at least nine others that serve eight Bay Area counties and the State of California: AC Transit, BART, Golden Gate Transit, Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. This will close a major gap in the region's transportation system with benefits extending across the Bay Area and the State of California. It will also create a pedestrian and bike friendly community where residents and workers have convenient access to rapid and safe public transit, shopping, open space, and other neighborhood amenities.

According to the Metropolitan Transportation Commission, the amount of time Bay Area motorists spend in freeway congestion has increased by 80 percent since 2010. By making transit a more attractive option, the Downtown Rail Extension will allow more drivers to get out of their cars, resulting in decreases in congestion, greenhouse gases, and vehicle miles traveled. Based on the magnitude of its forecasted impact, it was identified as a top performer in Plan Bay Area, the region's Sustainable Communities Strategy.

On behalf of the Transportation Authority, I respectfully urge Caltrans to provide funding support for this project to help minimize greenhouse gases and improve mobility for current and future transit riders across California.

Sincerely,



Tilly Chang
Executive Director

cc: S. Heminger, A. Richman - MTC
M. Zabaneh - TJPA
MEL, AC, AL, AS, OQ



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December 27, 2017

Mr. Ezequiel Castro, Acting Chief
Division of Rail and Mass Transportation
Office of State Transit Programs and Plans (MS 39)
PO Box 942874
Oakland, CA 94274-0001

Subject: Letter of Support for 2018 Transit and Intercity Rail Capital Program Grant
for SFMTA's Transit Capacity Expansion Program

Dear Mr. Castro,

The San Francisco County Transportation Authority is pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) 2018 Transit and Intercity Rail Capital Program (TIRCP) grant application for the **Transit Capacity Expansion Program**.

The SFMTA is the eighth largest transit provider in the nation, with more than 230 million boardings annually. Because of a growing population and increasing development demands, it is imperative that San Francisco continue to have a safe, efficient and environmentally-friendly transit system. The SFMTA's Transit Capacity Expansion Program will increase access, reliability, and connectivity for all users traveling to jobs and services, including the 51 percent of riders who are low-income, compared to 31 percent citywide. This project is a key recommendation of the Metropolitan Transportation Commission's Core Capacity Transit Study, recognizing that its benefits extend across entire Bay Area, not just within San Francisco.

The proposed investment will build on vehicle replacement and state of good repair projects that are currently underway. TIRCP funding will allow the SFMTA to expand its fleet of light rail vehicles to provide a zero-emission transit connection to and from the City's downtown core, and expand its 40' and 60' diesel-hybrid motor coaches, which carry over 40 percent of the system's riders. Additionally, the SFMTA will be able to procure and test all-electric buses, enabling them to accelerate their plan to replace diesel-hybrid coaches with all-electric coaches and achieve a wholly zero-emission fleet. The request also includes the associated facility and infrastructure improvements necessary to support the new fleet, including upgrades to the traction power and train control systems.

On behalf of the Transportation Authority, I respectfully urge Caltrans to provide funding support for this project to help minimize greenhouse gases and improve mobility for current and future low-income transit riders.

Sincerely,



Tilly Chang
Executive Director

cc: S. Heminger, A. Richman - MTC
J. Goldberg, J. Wasilco, M. Webster - SFMTA
MEL, AC, AL, AS, OQ



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Tilly Chang
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