



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

*Jeannie Bruins, Federal D. Glover, Jane Kim,
Alfredo Pedroza, Libby Schaaf, Warren Slocum,
Amy R. Worth*

Non-Voting Member: Bijan Sartipi

Wednesday, February 14, 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. Administration Committee meeting.

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).

2. Consent Calendar

- 2a. [18-0059](#) Minutes of the January 10, 2018 meeting

Action: Committee Approval

Attachments: [2a_01-10-2018_Prog&Allocations_Draft_Minutes_v3.pdf](#)

- 2b. [18-0061](#) MTC Resolution Nos. 3925, Revised, 3989, Revised, 4035, Revised, and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant 1 (OBAG 1), and One Bay Area Grant 2 (OBAG 2) programs and the MTC Exchange Program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants, revisions to the OBAG 1 and 2 County Programs and Regional Safe Routes to School program, and fund exchange within the Bike Share Capital Program.

Action: Commission Approval

Presenter: Mallory Atkinson

Attachments: [2b_Resos_3925-3989-4035-4202_STP-CMAQ_OBAG_MTC_Exchange.pdf](#)

- 2c. [18-0060](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-27

Action: Commission Approval

Presenter: Adam Crenshaw

Attachments: [2c Reso 4275 TIP Amend 2017-27.pdf](#)

- 2d. [18-0068](#) MTC Resolution Nos. 4284, Revised and Resolution 4285, Revised. Allocation of \$52 million of Transportation Development Act (TDA) and State Transit Assistance (STA) funds to AC Transit and Samtrans in support of transit operations.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [2d Resos 4284-4285 AC Transit SamTrams Allocation.pdf](#)

- 2e. [18-0087](#) MTC Resolution No. 4293, Revised. Programming for FY2017-18 and allocation of approximately \$5 million in Five Percent Unrestricted State Fund Revenues for the Water Emergency Transportation Authority's (WETA) ferry capital program.

Action: Commission Approval

Presenter: Christina Hohorst

Attachments: [2e Reso 4293 WETA Capital Program.pdf](#)

3. Regional

- 3a. [17-3036](#) MTC Resolution Nos. 3831, Revised, 3989, Revised and 4311. Preservation Pilot Fund.

Allocates \$10 million in MTC Exchange Program funds to establish the Bay Area Preservation Pilot (BAPP), a revolving loan fund to acquire and protect homes currently affordable to low-income residents that are currently available on the market.

Action: Commission Approval

Presenter: Therese Trivedi (MTC), Melissa Garcia (Low Income Investment Fund), and Noni Ramos (Enterprise Community Partners)

Attachments: [3a Reso 3831-3989-4311 Preservation Pilot.pdf](#)

- 3b.** [18-0069](#) Fiscal Year 2018-19 Fund Estimate and a proposed new policy for STA Population-Based funds administered by MTC, which have been augmented with new funding through Senate Bill 1.
- i. MTC Resolution No. 4322 - Fiscal Year 2018-19 Fund Estimate -- Annual Fund Estimate and proposed apportionment and distribution of \$792 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair Program, Assembly Bill 1107 (AB 1107), transit-related bridge and Low Carbon Transit Operations Program funds for FY 2018-19.
- ii. MTC Resolution No. 4321 - State Transit Assistance (STA) Population-Based Funds Distribution Policy
- Action:** Commission Approval
- Presenter:** William Bacon
- Attachments:** [3bi_Reso_4322_Fund_Estimate.pdf](#)
 [3bii_Reso_4321_STA_Pop-Based_Funds.pdf](#)

4. Information

- 4a.** [18-0071](#) Regional Measure 2 (RM2) Operating Program: Annual Program Update for FY2016-17
- Annual program update for FY2016-17 Regional Measure 2 Operating Program including assessment of routes not meeting performance requirements.
- Action:** Information
- Presenter:** Christina Hohorst
- Attachments:** [4a_RM2_Operating_Program_Update.pdf](#)
- 4b.** [17-3099](#) California Transportation Commission Update
- Update on the January 31-February 1 CTC meetings
- Action:** Information
- Presenter:** Kenneth Kao
- Attachments:** [4b_CTC_Update.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on March 7, 2018 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0059 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 1/12/2018 **In control:** Programming and Allocations Committee

On agenda: 2/14/2018 **Final action:**

Title: Minutes of the January 10, 2018 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a_01-10-2018_Prog&Allocations_Draft_Minutes_v3.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Minutes of the January 10, 2018 meeting

Recommended Action:

Committee Approval



**Metropolitan Transportation
Commission
Meeting Minutes**

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

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

**Jeannie Bruins, Federal D. Glover, Jane Kim,
Alfredo Pedroza, Libby Schaaf, Warren Slocum,
Amy R. Worth**

Non-Voting Member: Bijan Sartipi

Wednesday, January 10, 2018

9:35 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 9 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover,
Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner
Pedroza, Commissioner Slocum, and Commissioner Worth

Non-Voting Member Present: Commissioner Sartipi

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

Ad Hoc Non-Voting Members Present: Commissioner Cortese, Commissioner Giacopini,
Commissioner Pierce, and Commissioner Spering

2. Consent Calendar

Approval of the Consent Calendar

**The IDEA portion of Agenda Item 2c of the Consent Calendar was deferred to a
future month and upon the motion by Commissioner Worth and the second by
Vice Chair Dutra-Vernaci, the remainder of the Consent Calendar was
unanimously approved by the following vote:**

Aye: 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover,
Commissioner Kim, Chair Josefowitz, Commissioner Pedroza, Commissioner
Slocum and Commissioner Worth

Absent: 1 - Commissioner Schaaf

2a. [17-3091](#) Minutes of the December 13, 2018 meeting

Action: Committee Approval

- 2b. [17-3093](#) Quarterly Report of Executive Director Delegated Authority actions
Action: Information
Presenter: Cheryl Chi
- 2c. [17-3094](#) MTC Resolution Number 4202, Revised. Revisions to the One Bay Area Grant 2 (OBAG 2) program, including redirection of \$4.1 million within the Transportation Management System (TMS) program....
Action: Commission Approval
Presenter: Mallory Atkinson
- 2d. [17-3095](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-25.
Action: Commission Approval
Presenter: Adam Crenshaw
- 2e. [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
Presenter: Craig Bosman

3. Regional

- 3a. [17-3037](#) MTC Resolution No. 4309. Lifeline Transportation Program Cycle 5 Guidelines
- Proposed Lifeline Transportation Program Guidelines for Cycle 5, FY2016-17 and FY2017-18. 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
Presenter: Judis Santos
- Richard Marcantonio of Public Advocates was called to speak.
- Ginny Browne of the Participatory Budgeting Project was called to speak.
- Upon the motion by Vice Chair Dutra-Vernaci and the second by Commissioner Kim, the Committee unanimously approved the referral of MTC Resolution No. 4309 to the Commission for approval. The motion carried by the following vote:

Aye: 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

Absent: 1 - Commissioner Schaaf

4. State

Commissioner Schaaf arrived during Agenda Item 4a.

4a. [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

Presenter: Anne Richman

Deidre Heitman of BART was called to speak.

Karen Schkolnick of BAAQMD was called to speak.

Vivek Bhat of Alameda CTC was called to speak.

Dianne Steinhauser of TAM was called to speak.

Deborah Fudge of SMART was called to speak.

Carol Russell of SMART was called to speak.

Joe Waujokas of Healdsburg City Council was called to speak.

Upon the motion by Commissioner Pedroza and the second by Commissioner Schaaf, the Committee unanimously approved the referral of MTC Resolution Nos. 4317 and 4318 to the Commission for approval. The motion carried by the following vote:

Aye: 9 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

5. Information

5a. [17-2344](#) Regional Means-Based Transit Fare Program

MTC initiated this study in 2015 to develop and analyze scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area. The study has been completed and, following extensive consultation with the region's major transit operators, recommendations and findings will be presented.

Action: Information

Presenter: Melanie Choy

Arielle Fleisher of SPUR was called to speak.

Pamela Herhold of BART was called to speak.

18-0044 Recess from Programming and Allocations Committee meeting to allow the Committee to move on to the Bay Area Toll Authority Oversight Committee.

Upon the motion by Commissioner Pedroza and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved a recess after Agenda Item 5a to allow the Committee to begin the Bay Area Toll Authority (BATA) Oversight Committee meeting. The Programming and Allocations Committee would resume with Agenda Item 5b following the conclusion of the BATA Oversight Committee meeting. The motion carried by the following vote:

Aye: 9 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Schaaf, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

5b. [17-2877](#) SB 1 and State Transit Assistance (STA) Population-Based Funds.

A proposed new policy framework for STA Population-Based funds administered by MTC, which have been augmented with new funding through SB 1.

Action: Information

Presenter: William Bacon

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on February 14, 2018 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0061 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 1/12/2018 **In control:** Programming and Allocations Committee
On agenda: 2/14/2018 **Final action:**
Title: MTC Resolution Nos. 3925, Revised, 3989, Revised, 4035, Revised, and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant 1 (OBAG 1), and One Bay Area Grant 2 (OBAG 2) programs and the MTC Exchange Program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants, revisions to the OBAG 1 and 2 County Programs and Regional Safe Routes to School program, and fund exchange within the Bike Share Capital Program.

Sponsors:

Indexes:

Code sections:

Attachments: [2b_Resos_3925-3989-4035-4202_STP-CMAQ_OBAG_MTC_Exchange.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 3925, Revised, 3989, Revised, 4035, Revised, and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1, One Bay Area Grant 1 (OBAG 1), and One Bay Area Grant 2 (OBAG 2) programs and the MTC Exchange Program, including programming \$13 million in Innovative Deployments to Enhance Arterials (IDEA) grants, revisions to the OBAG 1 and 2 County Programs and Regional Safe Routes to School program, and fund exchange within the Bike Share Capital Program.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 14, 2018

Agenda Item 2b

MTC Resolution Nos. 3925, Revised, 3989, Revised, 4035, Revised, and 4202, Revised

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

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

1. Bike Share Capital Program

In November 2017, the Commission approved a total of \$2.5 million in bike share grants to Richmond, Fremont, and a joint project along the SMART corridor by the Transportation Authority of Marin (TAM) and the Sonoma County Transportation Authority (SCTA). To address implementation challenges presented with the use of federal funds in delivering these projects, staff recommends:

- Reprogramming Fremont's Bike Share Capital grant (\$659,000) to Fremont's Various Streets and Roads Rehabilitation project as part of a funding exchange within the City of Fremont, conditioned on Fremont committing an equal amount in local funds to deliver the bike share project; and
- Reprogramming Richmond and TAM/SCTA's Bike Share Capital grants (\$1.9 million) from STP/CMAQ Cycle 1 to MTC's exchange program, as these projects will be funded with non-federal funds provided through the existing MTC exchange account. MTC would enter into funding agreements with Richmond and SCTA for the joint TAM/SCTA project to implement their bike share projects.

2. County Programs

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

- **Contra Costa County:** Direct \$822,000 in OBAG 1 Regional Safe Routes to School (SRTS) funds to two SRTS projects previously recommended for OBAG 2 County Program funds, in order to fully utilize the county's unprogrammed balance within the OBAG 1 Regional SRTS Program. Contra Costa Transportation Authority (CCTA) will identify project recommendations for the OBAG 2 County Program balance (\$822,000) resulting from this action.
- **San Francisco County:** Program \$2.8 million within the OBAG 2 County Program to San Francisco's SRTS Non-Infrastructure Program; funding is available from a balance in the San Francisco County Program.
- **Sonoma County:** Program \$364,000 in OBAG 1 County Program funds to Santa Rosa's US 101 Bike/Pedestrian Bridge Overcrossing project.

3. Innovative Deployments to Enhance Arterials (IDEA)

Program \$13 million to near-term projects that deploy advanced technologies along arterials to improve travel time and travel time reliability 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. 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).

In July 2017, MTC issued a call for projects for the IDEA grant program. MTC received 24 applications for Category 1 projects for grant requests totaling approximately \$20 million and 15 applications for Category 2 projects for grant requests totaling about \$11 million. MTC staff convened an evaluation panel consisting of staff from MTC and Caltrans. Submissions were scored on: addressing 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 \$7.5 million to ten 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, is 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 a set-aside of \$1.5 million in Technical Assistance funds to implement the program.

4. Exchange Program

This action also includes several revisions to improve the consistency and clarity of projects that are approved as part of the OBAG and prior cycles of Regional and County Programs and yet are technically funded through MTC's Exchange Program. These revisions are clarifications only, and do not change the projects or programmed amounts within the Exchange Program. Additional revisions to the Exchange Program are included under item 3a on this agenda.

Issues:

IDEA Implementation:

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. Therefore, the \$2 million is conditioned on the recommendations of routing, service, and operational improvements per the Dumbarton Forward study and related efforts to engage private entities with shared corridor interests, such as Stanford University, 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. An update on RM2-funded routes, including the Dumbarton routes, is provided under item 4a on this agenda.

Recommendation: Refer MTC Resolution Nos. 3925, Revised, 3989, Revised, 4035, Revised, and 4202, Revised to the Commission for approval. Because Resolution No. 3989, Revised is also proposed for revision under Agenda Item 3a, it is included under that Agenda Item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

Attachment A – IDEA Category 1 and Category 2 Project Recommendations
MTC Resolution No. 3925, Revised, Attachment B
MTC Resolution No. 3989, Revised, Attachment B
MTC Resolution No. 4035, Revised, Attachments B-1 and B-2
MTC Resolution No. 4202, Revised, Attachments B-1 and B-2

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	Alameda	City of Hayward	Tennyson Rd, Foothill Blvd, 2nd St, Mission St, Jackson St	Deploy ATSPM	\$ 401,925	\$ 301,444	\$ 302,000
8	San Mateo	City of Menlo Park	Willow Rd, Marsh Rd, Bayfront Expressway	Implement signal timing plans for existing ASCT	\$ 275,000	\$ 250,000	
9	Alameda	City of Oakland	Bancroft Ave	Implement bicycle greenwave	\$ 403,300	\$ 306,000	\$ 310,000
10	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
11	Sonoma	City of Rohnert Park	Rohnert Park Expwy, Golf Course Dr, Commerce Blvd	Deploy ASCT; expand existing EVP	\$ 797,900	\$ 542,200	
12	San Mateo	City of San Carlos	Citywide	Deploy ATSPM and video detection	\$ 661,000	\$ 434,600	
13	Santa Clara	City of San Jose	Citywide	Deploy ATSPM	\$ 2,158,750	\$ 1,619,062	\$ 1,400,000
14	Alameda	City of San Leandro	Marina Blvd, Hesperian Blvd	Expand existing ASCT; deploy ATSPM; install pedestrian detection	\$ 778,980	\$ 544,204	
15	Marin	City of San Rafael	Downtown San Rafael	Deploy ATSPM [b]	\$ 2,352,410	\$ 1,735,115	\$ 830,000
16	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
17	Santa Clara	City of Santa Clara	Great America Parkway	Deploy ASCT	\$ 404,000	\$ 299,000	
18	Santa Clara	County of Santa Clara	Lawrence Expwy, San Tomas Expwy, Foothill Expwy	Install bike/pedestrian detection	\$ 1,100,000	\$ 825,000	
19	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	
20	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
21	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	
22	Marin	Transportation Authority of Marin	Sir Francis Drake Blvd	Deploy ASCT, ATSPM, bicycle/pedestrian detection, TSP	\$ 1,255,000	\$ 930,000	
23	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
24	Solano	City of Vallejo	Tennessee St, Georgia St, Broadway St	Install fish-eye cameras; deploy ATSPM	\$ 682,871	\$ 461,062	
25	Multi-county	MTC	Various	Technical Assistance			\$ 487,000
Total IDEA Category 1					\$ 27,375,250	\$ 20,124,837	\$ 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 Embarcardero	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	California Blvd. Main St. Broadway St. Creekside Dr. and Locust St.	Deploy a CV TSP application designed to reduce energy and emissions	\$ 892,745	\$ 675,050	\$ 680,000
15	Contra Costa	City of Walnut Creek	Olympic Blvd. S. California Blvd, and Newell Avenue	Deploy CV TSP and EVP, bicycle/pedestrian detection, bluetooth devices.	\$ 1,121,000	\$ 836,000	
16	Multi-county	MTC	Various	Technical Assistance			\$ 1,060,000
Total IDEA Category 2					\$ 15,932,682	\$ 11,203,401	\$ 5,000,000

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

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: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 07/28/10-C 09/22/10-C
10/27/10-C 02/23/11-C 03/23/11-C
05/25/11-C 06/22/11-C 09/28/11-C
10/26/11-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C
09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C
01/28/15-C 05/27/15-C 09/23/15-C
05/25/16-C 07/27/16-C 12/21/16-C
04/26/17-C 05/24/17-C 11/15/17-C
02/28/18-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

- Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies
- Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add \$437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:
1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million); 2) Transportation for Livable Communities (\$4.1 million); 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

ABSTRACT

MTC Resolution No. 3925, Revised

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This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program (\$31 million) and the Safe Routes to Schools Creative Grant Program (\$2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add \$2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind \$1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance \$5.0 million for SFgo in the Climate Initiative Element, and \$13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide \$376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add \$34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from \$54 million to \$0 to accommodate this action and the advance of \$20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program \$1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining \$2.7 million for the small/ northbay county operators (with this advance, the entire \$31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect \$700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program \$7.6 million for specific STP/CMAQ projects for the Lifeline program; program \$3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add \$0.2 million for Lifeline transportation projects.

Attachment B to the resolution was revised on September 26, 2012 to add \$50,000 to the Walnut Creek fourth cycle PDA planning grant and to move funds between two projects in the Sonoma County's County TLC Program.

ABSTRACT

MTC Resolution No. 3925, Revised

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Attachment B to the resolution was revised on February 27, 2013 to redirect \$50,000 to the City of San Jose's San Carlos Multimodal project from the Los Gatos Creek Reach 5 Trail project.

This resolution was revised on May 22, 2013 to extend the obligation deadline for the remaining Cycle 1 funds for projects subject to the dissolution of the redevelopment agencies, and delays in programming of Lifeline Transportation projects and small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, and climate initiative innovative grant projects. Attachment B to the resolution was also revised to reflect the following actions: Redirect \$180,000 from the City of Concord's Monument Blvd Corridor Shared Use Trail (Phase 1) to the Monument Blvd Corridor Pedestrian and Bikeway Network (Phase 2) with no change in total funding; add the Eddy and Ellis Traffic Calming Lifeline project in San Francisco for \$1,175,105; modify the funding amounts between SamTrans' Caltrain Right-Of-Way payback commitment projects with no change in total funding; replace the Livermore plaza TLC project with the Livermore railroad depot restoration project with no change in total funding; deprogram the electric vehicle taxi climate initiative project for \$6,988,000 as a result of Better Place withdrawing from the project and retain \$988,000 for SFMTA's Electric Vehicles for Neighborhood Taxi Service project (a sub-element of the original project); and redirect: \$875,000 to extend the Dynamic Rideshare project; and redirect \$2,800,000 to increase the BAAQMD's bike sharing climate initiative project from \$4,291,000 to \$7,091,000.

Attachment B to the resolution was revised on September 25, 2013 to substitute the City of Oakland's Foothill Blvd. Streetscape Project with the Lakeside Green Streets Project.

Attachment B and Appendix A-1 to the resolution were revised on December 18, 2013 to change \$31 million from RTIP to CMAQ in the FPI program and to add a Sonoma US 101 FPI project and to update the funding amounts for the remaining FPI projects.

Attachment B was revised February 26, 2014 to reprogram Santa Clara's RTIP-TE funding from a lapsed project to two new projects in Santa Clara County, redirect \$3 million in Public Outreach Climate Initiatives Funding to the Spare the Air program and reduce funds for the Richmond Rail Connector Project.

Attachment B was revised March 26, 2014 to add \$2.7 million to the Clipper Program to Implement Phase III and make funding adjustments within the Freeway Performance Initiative Program by moving funds from the Marin US 101 component to the Solano I-80/ I-680/ SR 12 Interchange component.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 5

Attachment B was revised April 23, 2014 to make changes to the Climate Initiatives Program including the addition of the Bay Area Bike Share Program (Phase II) and funding amount adjustments for two other programs.

As referred by the Planning Committee, Attachment B was revised on May 28, 2014 to program remaining reserve in the TLC/Station Area Plans/PDA Planning Program, in companion with the programming of Cycle 2 PDA planning funds.

On July 23, 2014, Attachment B was revised to capture returned savings and unspent funding from various projects including the Richmond Rail Connector and Climate Initiatives EV strategies, and redirect funding from the Freeway Performance Initiatives (FPI) program which received funding from other sources, to the Golden Gate Bridge Suicide Deterrent Net.

On November 19, 2014, Attachment B was revised to replace Vacaville's Accessible Paths to Transit Project with its SRTS Infrastructure Improvements Project.

On December 17, 2014, Attachment B was revised to de-program \$988,000 from SFMTA's Electric Vehicles for Neighborhood Taxi project, and redirect these funds to public education and outreach within the Climate Initiatives program to help address the FY 2016-17 funding shortfall.

On January 28, 2015, Attachment B was revised to de-program \$1,446,802 from the city of San Jose's Innovative Bicycle Detection System to the San Jose TDM project. A total of \$53,198 has been expended and reimbursed by FHWA and therefore remains programmed on the Bicycle Detection project.

On May 27, 2015, Attachment B was revised to add Caltrans as a co-sponsor of the Doyle Drive/Presidio Parkway project and delete the city of San Jose's Innovative Bicycle Detection System program and redirect the remaining \$53,198 to the San Jose TDM project. The City of San Jose has repaid FHWA the \$53,198 in expended and reimbursed funds freeing up the funds for redirection to the San Jose TDM project. Attachment B was also revised to reduce the existing bicycle sharing projects from a total of \$9,816,000 to \$4,403,000 and redirect \$4,500,000 to Bicycle Sharing in Emerging Communities, and \$500,000 to San Mateo Bicycle/Pedestrian Improvements. The remaining \$413,000 will be determined at a later date.

On September 23, 2015, Attachment B was revised to reprogram \$400,000 for the Climate Initiatives Outreach Program from MTC to the Bay Area Air Quality Management District, and to revise the project scope for the I-80 Freeway Performance Initiative project.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 6

On May 25, 2016, Attachment B was revised to redirect \$358,500 from PDA Implementation Studies/Forums and \$1,390 in unprogrammed PDA planning funds within the Transportation for Livable Communities (TLC) program to ABAG PDA Planning and Implementation.

On July 27, 2016, Attachment B was revised to redirect \$548,388 in unobligated balances from San Francisco Department of Public Works' Folsom Street Streetscape project to the Second Street Complete Streets project within the County Transportation for Livable Communities program.

On December 21, 2016, Attachment B was revised to redirect \$3,583,000 to the I-880 Integrated Corridor Management project within the Incident Management program and redirect \$20,000 from MTC's Public Education Outreach, \$240,000 from MTC's Smart Driving Pilot Program, and \$13,000 in unprogrammed balances to MTC's Spare the Air Youth Program within the Climate Change Initiatives Program.

On April 26, 2017, Attachment B was revised to redirect \$145,000 within the Regional Operations program to reflect actual obligations.

On May 24, 2017, Attachment B was revised to increase the Bay Area Air Quality Management District's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$1,061,098 to reflect actual obligations; increase MTC's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$295,636 to reflect estimated final obligations, and indicate that MTC is the sole sponsor of the project; program \$1,440,000 to Concord Commerce Avenue Complete Streets project within the Regional Transportation for Livable Communities (TLC) program; remove \$681,290 in project savings from San Jose's San Carlos Multimodal Streetscape – Phase 2 within the Regional TLC program to address over-programming within the current cycle.

On November 15, 2017, Attachment B was revised to program \$2,584,000 to MTC for Bike Share Capital and Outreach and \$500,000 to San Mateo's Downtown Parking Technology Improvement project as part of an exchange to transfer \$500,000 in non-federal funds to the San Mateo Drive Complete Streets project, within the Climate Initiatives Program.

On February 28, 2018, Attachment B was revised to redirect \$659,000 from the Fremont Bike Share Capital and Outreach project to the Fremont Various Streets and Roads Rehabilitation project as part of an internal funding swap; and to reprogram \$1,024,000 for Richmond's Bike Share project and \$826,000 to Sonoma County Transportation Authority (SCTA) for the joint

ABSTRACT

MTC Resolution No. 3925, Revised

Page 7

SCTA/Transportation Authority of Marin Bike Share project into the MTC Exchange Program; and to clarify exchange project within Cycle 1.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016, July 13, 2016, December 14, 2016, April 12, 2017, May 10, 2017, November 8, 2017, and February 14, 2018.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12)
Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and
Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 28, 2009

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
February 28, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,662,420	\$115,732,000	\$705,394,420
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		TOTAL: \$22,697,000	\$0	\$22,697,000
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$14,962,000	\$0	\$14,962,000
I-880 Integrated Corridor Management	MTC	\$3,438,000	\$0	\$3,438,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS		TOTAL: \$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	\$6,225,000	\$3,535,000	\$9,760,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$8,773,000	\$6,673,000	\$15,446,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	\$2,000,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$6,297,000	\$4,680,000	\$10,977,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$66,373,000	\$64,957,000	\$131,330,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		TOTAL: \$74,931,000	\$64,957,000	\$139,888,000
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
February 28, 2018

MTC Resolution No. 3925, Attachment B
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 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
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 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,662,420	\$115,732,000	\$705,394,420
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	\$2,843,000	\$0	\$2,843,000
Public Education Outreach including SB1339 Implementation	BAAQMD	\$400,000	\$0	\$400,000
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC	\$260,000	\$0	\$260,000
Spare the Air Youth Program 1	MTC	\$3,065,000	\$0	\$3,065,000
Spare the Air Youth Program 2	MTC	\$208,000	\$0	\$208,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$11,401,000	\$0	\$11,401,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social N	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County				
<i>Specific projects TBD by CMAs</i>				
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL		\$15,000,000	\$0	\$15,000,000
Innovative Grants				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	\$5,440,098	\$0	\$5,440,098
Bicycle-Sharing Program (Phase II)	MTC	\$319,636	\$0	\$319,636
Downtown Parking Technology (for San Mateo Dr Complete Streets)	San Mateo (City)	\$500,000	\$0	\$500,000
Cold-In-Place (CIP) Pavement Recycling	Napa (City)	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000
San Jose Transportation Demand Management	San Jose	\$1,500,000	\$0	\$1,500,000
Bike Share in Emerging Communities	TBD	\$1,916,000	\$0	\$1,916,000
Bike Share Capital and Outreach - Implementation	MTC	\$75,000	\$0	\$75,000
Bike Share Capital and Outreach - Fremont	MTC/ Fremont	\$659,000	\$0	\$659,000
Fremont: Various Streets and Roads Rehab (for Fremont Bike Share)				
Bike Share Capital and Outreach - Richmond (Funding Exchange)	MTC/ Richmond	\$0	\$1,024,000	\$1,024,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
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February 28, 2018

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 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
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 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,662,420	\$115,732,000	\$705,394,420
Bike Share Capital and Outreach - SMART Corridor (Funding Exchange)	MTC/ SACTA/ TAM	\$0	\$826,000	\$826,000
Stewart's Point Rancheria Inter-tribal Electric Vehicles (Funding Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL		\$47,129,734	\$2,226,000	\$49,355,734
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000
SUBTOTAL		\$3,200,000	\$0	\$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	TOTAL:	\$81,730,734	\$2,226,000	\$83,956,734
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMAs</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkeley Bay Trail (TE)	Berkeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin County	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	\$0	\$159,000	\$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas	\$0	\$501,000	\$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000

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 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,662,420	\$115,732,000	\$705,394,420
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL		\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)	TOTAL:	\$19,788,000	\$7,549,000	\$27,337,000

* NOTE: Regional Bicycle Program STP fund administered by County CMAs as part of the Block Grant Program.

* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAs in 2010 RTIP

6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *				
TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110	\$0	\$402,110
Station Area Plans				
Central Fremont – City Center	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000	\$0	\$448,000
MTC PDA Planning Implementation	MTC	\$1,101,000	\$0	\$1,101,000
ABAG PDA Planning Implementation	ABAG	\$609,890	\$0	\$609,890
Smart Growth Technical Assistance Program	MTC	\$360,000	\$0	\$360,000
SUBTOTAL		\$9,005,000	\$0	\$9,005,000
Transit Oriented Development (TOD)				
Transit Oriented Affordable Housing (TOAH) (Funding Exchange)	MTC	\$10,000,000	\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City	\$4,450,000	\$0	\$4,450,000
Concord Commerce Ave Complete Streets	Concord	\$1,440,000	\$0	\$1,440,000
Richmond Nevin Avenue Imps	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$1,342,710	\$0	\$1,342,710

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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,662,420	\$115,732,000	\$705,394,420
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL		\$42,770,710	\$0	\$42,770,710
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMAs</i>				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$516,612	\$0	\$516,612
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Second Street Complete Streets	SFDPW	\$548,388	\$0	\$548,388
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
SUBTOTAL		\$26,256,000	\$0	\$26,256,000
SFPark Parking Pricing (Fund Exchange)	SFMTA	\$22,000,000	\$0	\$22,000,000
SUBTOTAL		\$22,000,000	\$0	\$22,000,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)	TOTAL:	\$100,031,710	\$10,000,000	\$110,031,710
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.				
7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)	MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL		\$6,000,000	\$0	\$6,000,000
Federal Aid Secondary (FAS) Commitment *				
<i>Specific projects TBD by Counties</i>				
Metropolitan Transportation Commission				
T4 New Act First Cycle STP/CMAQ Project Selection Criteria and Programming Policy				

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
February 28, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,662,420	\$115,732,000	\$705,394,420
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL		\$15,013,000	\$0	\$15,013,000
Local Streets and Roads (LSR) Rehabilitation **				
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000	\$0	\$398,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
February 28, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
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 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,662,420	\$115,732,000	\$705,394,420
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL		\$80,789,000	\$0	\$80,789,000
7. LOCAL STREETS AND ROADS (LSR)	TOTAL:	\$101,802,000	\$0	\$101,802,000

* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county.

The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share.

** NOTE: Local Streets and Roads Rehab administered by County CMAAs as part of the Block Grant Program.

8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterrent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterrent	GGBH&TD	\$27,000,000	\$0	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000	\$0	\$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys. Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTa	\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	VTa	\$500,000	\$0	\$500,000
Small/Northbay Operators (Transit Payback Commitment)				
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL		\$95,810,389	\$31,000,000	\$126,810,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$95,810,389	\$31,000,000	\$126,810,389

9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBH&TD	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
February 28, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C
 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,662,420	\$115,732,000	\$705,394,420
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)		TOTAL: \$8,971,587	\$0	\$8,971,587
First Cycle Total		\$589,662,420	\$115,732,000	\$705,394,420

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**** NOTE:** Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.

The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

***** NOTE:** All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

****** NOTE:** Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

******* NOTE:** Doyle Drive/Presidio Parkway - Contingent upon \$34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining \$88 million commitment to the Central Subway project.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C
12/21/16-C 07/26/17-C
02/28/18-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide \$376,000 Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include \$10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program \$1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program \$8.2 million to the Regional Priority Conservation Area (PCA) program and \$2.8 million to the Regional Active Operational Management Program. An additional \$1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Attachment B was revised on February 28, 2018 to program \$10 million to the Bay Area Preservation Pilot; \$1,024,000 to Richmond's Bike Share Capital and Outreach project; \$826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor; and redirect \$2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, and February 14, 2018.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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 designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and is the recipient for various federal fund sources for the San Francisco Bay Area; and

WHEREAS, MTC develops policies and procedures to be used in the selection of projects to be funded with various federal fund sources within the region consistent with the regional Transportation Plan (RTP); and

WHEREAS, selected projects are sometimes incompatible with or ineligible for federal funding and projects are often ready for implementation in advance of funding availability; and

WHEREAS, MTC assisted the Santa Clara County Traffic Authority (SCCTA) in 1994 by providing Surface Transportation Program (STP) funds, which initiated the original Exchange program implemented through MTC Resolution 3018; and

WHEREAS, the original exchange funding under MTC Resolution 3018 is nearly exhausted and MTC has entered into new funding exchange agreements where the implementation of specific projects with federal funds in exchange for local funds can achieve regional goals and objectives; now, therefore, be it

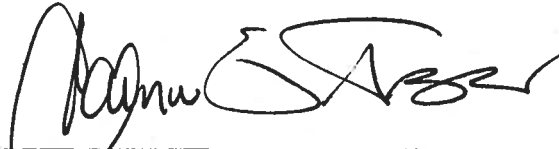
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

RESOLVED, that attachment C lists the projects and amounts from the original STP Exchange program (MTC Resolution 3018) incorporated into the new MTC Exchange program; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments A, B and, C as necessary to reflect Commission actions and the on-going balances within the MTC Exchange program; and be it further

RESOLVED that MTC Resolution No. 3018 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Scott Haggerty", is written over a horizontal line.

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 23, 2011.

MTC Exchange Program Funding Commitments Attachment B

as of: February 28, 2018

Committed Funding To-Date

	Agency	Project	Res No.	Date	Committed by MTC
1	MTC	Transit Oriented Affordable Housing Development (TOD)	3940	2/24/2010	\$10,000,000
2	SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000
3	MTC	Affordable Housing Jumpstart	4260	12/21/2016	\$10,000,000
4	MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	\$3,900,000
5	MTC	Regional Priority Conservation Area (PCA) Program	4202	7/26/2017	\$8,200,000
6	MTC	Regional Active Operational Management	4202	7/26/2017	\$2,800,000
6	<u>TAM/SCTA</u>	<u>Bike Share Capital and Outreach - SMART Corridor</u>	<u>3925</u>	<u>2/28/2018</u>	<u>\$826,000</u>
7	<u>Richmond</u>	<u>Bike Share Capital and Outreach - Richmond</u>	<u>3925</u>	<u>2/28/2018</u>	<u>\$1,024,000</u>
8	<u>MTC</u>	<u>Bay Area Preservation Housing</u>	<u>4311</u>	<u>2/28/2018</u>	<u>\$10,000,000</u>
Total Committed To-Date:					\$44,326,000

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

ABSTRACT

Resolution No. 4035, Revised

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

The resolution includes the following attachments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$607,000 to Moraga's Moraga Way and Canyon Rd/Camino Pablo Improvements project and \$215,000 to Concord's Willow Pass Repaving and Safe Routes to School (SRTS) project within the Regional SRTS program; program \$364,000 to Santa Rosa's US 101 Bike/Pedestrian Overcrossing project within the Sonoma County Program; and reprogram the SFPark to Cycle 1 and clarify exchange projects within the program.

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

Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, and February 14, 2018.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

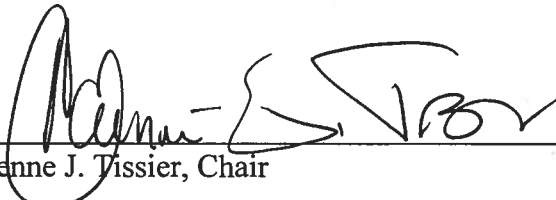
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 February 2018

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS				
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		TOTAL:	\$0	\$8,487,000
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
SUBTOTAL		\$78,920,000	\$0	\$78,920,000
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
SUBTOTAL		\$25,819,000	\$0	\$25,819,000
2. REGIONAL OPERATIONS (RO)		TOTAL:	\$0	\$104,739,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Program for Arterial System Synchronization (PASS)	MTC	\$9,000,000	\$0	\$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$500,000	\$0	\$500,000
Bay Bridge Forward - Commuter Parking Initiative - Related Activities	MTC	\$820,000	\$0	\$820,000
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)	MTC	\$0	\$3,900,000	\$3,900,000
CC-I-80 San Pablo Dam Rd I/C (Funding Exchange)	CCTA	\$1,100,000	\$0	\$1,100,000
SUBTOTAL		\$27,150,000	\$0	\$31,050,000
Ramp Metering and TOS Elements - MTC Program				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Liveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
SUBTOTAL		\$15,358,000	\$34,000,000	\$49,358,000
Ramp Metering and TOS Elements - Caltrans Program				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		TOTAL:	\$34,000,000	\$100,408,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)		TOTAL:	\$0	\$9,100,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
SUBTOTAL		\$2,068,228	\$0	\$2,068,228
Affordable Housing Jumpstart Program				
Affordable Housing Jumpstart Program (Funding Exchange) -SF Park Parking Pricing (SF Park reprogrammed to Cycle 1 - MTC Res. No. 3925)	MTC	\$10,000,000	\$10,000,000	\$10,000,000
SUBTOTAL		\$0	\$10,000,000	\$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 February 2018

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

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,102,000	\$50,000,000	\$492,002,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
SUBTOTAL		\$20,000,000	\$0	\$20,000,000
Regional PDA Planning				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
SUBTOTAL		\$7,931,772	\$0	\$7,931,772
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION	TOTAL:	\$30,000,000	\$10,000,000	\$40,000,000

6. CLIMATE INITIATIVES PROGRAM (CIP)

<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$973,864	\$0	\$973,864
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
Public Education Outreach	MTC	\$312,000	\$0	\$312,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 February 2018

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02/28/18-C

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,102,000	\$50,000,000	\$492,002,000
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehab (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
6. CLIMATE INITIATIVES PROGRAM (CIP)	TOTAL:	\$8,812,000	\$6,000,000	\$14,812,000

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

7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMA</i>				
Contra Costa County SRTS Program—Supplemental	ECTA	\$822,000	\$0	\$822,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	\$346,000	\$0	\$346,000
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Concord: Willow Pass Repaving & SRTS	Concord	\$215,000	\$0	\$215,000
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	\$607,000	\$0	\$607,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Los Altos: Miramonte Ave Bicycle & Pedestrian Access Imps	Los Altos	\$1,000,000	\$0	\$1,000,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	TOTAL:	\$25,000,000	\$0	\$25,000,000

8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
Transit Capital Rehabilitation				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
SUBTOTAL		\$37,000,000	\$0	\$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305

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Adopted: 05/17/12-C

Revised: 10/24/12-C

OBAG 1 Regional Programs FY 2012-13 through FY 2016-17 February 2018

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OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,102,000	\$50,000,000	\$492,002,000
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - Single Point Login Terminals on Revenue Vehicles	Union City	\$20,587	\$0	\$20,587
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$140,000	\$0	\$140,000
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$4,135,162	\$0	\$4,135,162
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$59,956,000	\$0	\$59,956,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	TOTAL:	\$97,956,000	\$0	\$97,956,000

9. TRANSIT PERFORMANCE INITIATIVE (TPI)

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

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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
OBAG 1 REGIONAL PROGRAMS		\$438,102,000	\$50,000,000	\$492,002,000
TPI - Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
TPI - Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)		TOTAL: \$82,000,000	\$0	\$82,000,000
10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Socol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$5,000,000	\$0	\$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
SUBTOTAL		\$4,500,000	\$0	\$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)		TOTAL: \$9,500,000	\$0	\$9,500,000
OBAG 1 REGIONAL PROGRAMS TOTAL		TOTAL: \$438,102,000	\$50,000,000	\$492,002,000

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Attachment B-2

OBAG 1 County Program FY 2012-13 through FY 2016-17 February 2018

OBAG 1 County Programs Project List

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

09/27/17-C 01/24/18-C 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$323,000,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>				
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
CMA Planning Activities FY 2016-17 Supplement	ACTC	\$1,034,000	\$0	\$1,034,000
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,256,000	\$0	\$2,256,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Fremont Various Streets and Roads Preservation	Fremont	\$1,693,000	\$0	\$1,693,000
Fremont City Center Multi-Modal Imps	Fremont	\$6,267,000	\$0	\$6,267,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
ALAMEDA COUNTY	TOTAL:	\$60,373,000	\$3,726,000	\$64,099,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>				
CMA Base Planning Activities - Contra Costa	TBD	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
CMA Planning Activities FY 2016-17 Supplement - Contra Costa	CCTA	\$818,000	\$0	\$818,000
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
CONTRA COSTA COUNTY	TOTAL:	\$43,638,000	\$2,384,000	\$46,022,000

Attachment B-2

OBAG 1 County Program FY 2012-13 through FY 2016-17 February 2018

OBAG 1 County Programs Project List

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

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12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

09/27/17-C 01/24/18-C 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$323,000,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>	TBD			
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
MARIN COUNTY	TOTAL:	\$10,041,000	\$707,000	\$10,748,000
NAPA COUNTY				
<i>Specific projects TBD by Napa - NCTPA</i>	TBD			
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Boulevard Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
NAPA COUNTY	TOTAL:	\$6,950,000	\$431,000	\$7,381,000
SAN FRANCISCO COUNTY		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>				
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement- San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$400,115	\$0	\$400,115
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,477,801	\$1,910,000	\$5,387,801
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Additional Light Rail Vehicles to Expand Muni Rail	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SF DPW	\$10,567,999	\$0	\$10,567,999
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY	TOTAL:	\$37,427,000	\$1,910,000	\$39,337,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>				
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Carolan Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,290,000	\$0	\$1,290,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$499,000	\$0	\$499,000
Millbrae Various Streets and Roads Preservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

Attachment B-2

OBAG 1 County Program FY 2012-13 through FY 2016-17 February 2018

OBAG 1 County Programs Project List

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

09/27/17-C 01/24/18-C 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$323,000,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000
San Bruno Avenue Pedestrian Improvements	San Bruno	\$123,000	\$0	\$123,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$1,000,000	\$0	\$1,000,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
SAN MATEO COUNTY	TOTAL:	\$25,253,000	\$1,991,000	\$27,244,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>				
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
CMA Planning Activities FY 2016-17 Supplement - Santa Clara	VTA	\$1,145,000	\$0	\$1,145,000
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Montague Expressway Pedestrian Bridge at Milpitas BART	Milpitas	\$3,440,000	\$0	\$3,440,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto		\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Almaden Ave & Vine St Safety Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$7,799,072	\$0	\$7,799,072
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$8,285,928	\$0	\$8,285,928
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,352,935	\$0	\$1,352,935
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$918,065	\$0	\$918,065
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

Attachment B-2

OBAG 1 County Program FY 2012-13 through FY 2016-17 February 2018

OBAG 1 County Programs Project List

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

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12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

09/27/17-C 01/24/18-C 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$323,000,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
SANTA CLARA COUNTY	TOTAL:	\$84,921,000	\$4,350,000	\$84,921,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>				
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
CMA Planning Activities FY 2016-17 Supplement - Solano	STA	\$720,000	\$0	\$720,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
West A Street Preservation	Dixon	\$490,000	\$0	\$490,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Redwood-Fairgrounds Dr Interchange - Bike/Transit Imps	Solano County	\$94,000	\$0	\$94,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Eastern Solano / SNCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$439,045	\$0	\$439,045
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulati Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$60,020	\$0	\$60,020
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phases 3 and 4	Vallejo	\$2,440,000	\$0	\$2,440,000
SOLANO COUNTY	TOTAL:	\$18,348,000	\$1,141,000	\$19,489,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma - SCTA</i>				
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Sonoma	SCTA	\$720,000	\$0	\$720,000
Sonoma County Safe Routes to School - FY18-22 Supplemental	SCTA	\$50,000	\$0	\$50,000
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$100,000	\$0	\$100,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,196,000	\$0	\$2,196,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Larkspur Extension (Regional Project)	SMART	\$6,100,000	\$0	\$6,100,000
SMART Clipper Card Service	MTC	\$500,000	\$0	\$500,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000
Unprogrammed balance-Santa Rosa US 101 Bike/Pedestrian Bridge Overcrossing	SCTA-Santa Rosa	\$364,000		\$364,000
	TOTAL:	\$22,363,000	\$1,396,000	\$23,759,000

Attachment B-2

OBAG 1 County Program FY 2012-13 through FY 2016-17 February 2018

OBAG 1 County Programs Project List

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C 05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C 02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C 03/25/15-C 07/22/15-C

09/23/15-C 10/28/15-C 01/27/16-C 07/27/16-C

12/21/16-C 04/26/17-C 05/24/17-C 06/28/17-C

09/27/17-C 01/24/18-C 02/28/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
COUNTY OBAG 1 PROGRAMMING		\$309,314,000	\$18,036,000	\$323,000,000
Cycle 2 Total		TOTAL: \$309,314,000	\$18,036,000	\$323,000,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing_OBAG1\[tmp-4035_Attach_B-2_2-28-18.xlsx]Attach B-2 2-28-18

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 02/28/18-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 (NVRTA) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

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 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.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

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, January 10, 2018, and February 14, 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
February 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 02/28/18-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS*			\$475,905,000	\$11,000,000*\$18,200,000
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
<i>(Exchange funds reprogrammed to OBAG1 Parking Initiatives)</i>				
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	\$12,000,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)				
IDEA Technical Assistance	Various	MTC	\$1,547,000	
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>Hayward: Various Locations</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$302,000</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>	
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>\$680,000</u>	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
February 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 02/28/18-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS*			\$475,905,000	\$11,000,000* \$18,200,000
<u>Los Gatos: Los Gatos Blvd</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$700,000</u>	
<u>VTA: Veterans Admin. Palo Alto Medical Center</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$830,000</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 (for BART Car Replacement/Expansion)	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>				
<i>US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (fund exchange)</i>	<i>Sonoma</i>	<i>SCTA</i>	<i>\$8,200,000</i>	
<i>(consolidated into single project above)</i>				
Peninsula, Southern and Eastern Counties PCA <u>(Funding Exchange)</u>	TBD	MTC/CCC		\$8,200,000
Local Northbay PCA Program				
Marin PCA Program	Marin	TAM	\$2,050,000	
Napa PCA Program	Napa	NCTPA	\$2,050,000	
Solano PCA Program	Solano	STA	\$2,050,000	
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000	
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$16,400,000	\$8,200,000
8. BAY AREA HOUSING INITIATIVES				
<u>Bay Area Preservation Pilot (Funding Exchange)</u>	<u>Regionwide</u>	<u>MTC</u>		<u>\$10,000,000</u>
Local Housing Production Incentive	TBD	TBD	\$30,000,000	
8. BAY AREA HOUSING INITIATIVES		TOTAL:	\$30,000,000	\$10,000,000
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$475,905,000	\$11,000,000* \$18,200,000

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

*(Exchange funds programmed to Regional Bicycle Sharing in STP/CMAQ Cycle 1 program MTC Res. No. 3925 and to Commuter Parking in OBAG1 MTC Res.No.4035)



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0060 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 1/12/2018 **In control:** Programming and Allocations Committee
On agenda: 2/14/2018 **Final action:**
Title: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-27

Sponsors:

Indexes:

Code sections:

Attachments: [2c Reso 4275 TIP Amend 2017-27.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-27

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 14, 2018

Agenda Item 2c

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-27.

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 2017-27 makes revisions to 93 projects with a net funding increase of approximately \$3.5 billion. Among other changes, this revision:

- Amends 38 new exempt projects into the TIP and updates 50 existing projects to reflect the programming of funds for FY2017-18, FY2018-19 and FY2019-20 in the Transit Capital Priorities (TCP) program including the programming of \$473 million in FTA Section 5307, \$612 million in FTA Section 5337 and \$35 million in FTA Section 5339 funds. The TCP program was approved by the Commission in December, 2017;
- Updates the funding plan of the Napa Valley Transportation Authority's Replacement Rolling Stock project to reflect the award of approximately \$1 million in FTA Low or No Emissions Bus Program discretionary funds; and
- Updates the City of Vallejo's Sonoma Blvd. Improvements project to reflect the latest information from Caltrans regarding the Highway Safety Improvement 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 2017-27
MTC Resolution No. 4275, Revised

TIP Revision Summary
2017-27

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: State Highway					
SOL110037	Vallejo	Sonoma Boulevard Improvements HSIP5-04-031	Update the project description to update the project limits; and update the funding plan to reprogram PE funds from FY16 to FY14, \$12K in HSIP and \$1K in Local from FY16 Con to FY14 PE and \$248K in CON HSIP and \$32K in CON Local from FY16 to FY18	\$0	0.0%
System: Transit					
ALA090065	Bay Area Rapid Transit District (BART)	BART: Fare Collection Equipment	Update the funding plan to add \$6.2M in FY18 CON 5337, \$1.6M in FY18 CON Local, \$6.2M in FY19 CON 5337, \$1.6M in FY19 CON Local, and \$6.2M in FY20 CON 5337, and \$1.6M in FY20 CON Local	\$23,291,250	60.0%
ALA170031	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Replace (27) 40ft Urban Buses - Hybrid	Amend a new exempt project into the TIP with \$7.5M in 5307 funds, \$6.9M in 5339 funds, \$6.9M in local funds, and \$1.7M in bridge toll funds	\$22,963,500	~%
ALA170038	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Replace (6) 24ft Cut-Away Vans	Amend a new exempt project into the TIP with \$382K in 5307 and \$164K in local funds	\$546,000	~%
ALA170048	Altamont Commuter Express (ACE)	ACE Fixed Guideway (Capital Lease)	Update the funding plan to remove \$1.1M in FY17 Local; add \$1.4M in FY18 CON 5307, \$109K in FY18 CON 5337, \$373K in FY18 CON Local, \$1.5M in FY19 CON 5337, \$373K in FY19 CON Local, \$1.4M in FY20 CON 5307, \$331K in FY20 CON 5337 and \$443K in FY20 CON Local	\$4,820,000	161.7%
ALA170079	Altamont Commuter Express (ACE)	ACE: Railcar Midlife Overhaul	Amend a new exempt project into the TIP with \$6.2M in FY18 CON 5337, \$1.54M in FY18 CON Local, \$1.4M in FY19 CON 5307, \$1.7M in FY19 CON 5337, \$769K in FY19 CON Local, \$2.8M in FY20 CON 5337, and \$700K in FY20 CON Local	\$15,044,508	~%
ALA170080	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase (10) 24ft Cut-aways	Amend a new exempt project into the TIP with \$637K in 5307 and \$273K in Local funds	\$910,000	~%
ALA170081	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase (24) 60ft Artic Hybrid Buses	Amend a new exempt project into the TIP with \$7.9M in 5307, \$2.5M in 5337, \$5.9M in 5339, \$3M in Bridge Toll, and \$8.3M in Other Local funds	\$27,568,800	~%
ALA170082	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase (59) 40ft Diesel Buses	Amend a new exempt project into the TIP with \$5.8M in 5339, \$8M in Local and \$18M in Bridge Toll Funds	\$32,096,000	~%
ALA990076	Alameda Contra Costa Transit District (AC Transit)	AC Transit: ADA Paratransit Assistance	Update the funding plan to add \$3.9M in FY18 CON 5307, \$984K in FY18 CON operating funds, \$4M in FY19 CON 5307, \$1M in FY19 CON operating funds, \$4.1M in FY20 CON 5307 and \$1M in FY20 CON operating funds	\$15,063,621	12.8%
BRT030004	Bay Area Rapid Transit District (BART)	BART Train Control Renovation	Update the funding plan to add \$9.6M in FY18 CON 5337, \$2.4M in FY18 CON Local, \$10M in FY19 CON 5337, \$2.5M in FY19 CON Local, \$10M in FY20 CON 5337, and \$2.5M in FY20 CON Local	\$36,953,853	16.3%
BRT030005	Bay Area Rapid Transit District (BART)	BART: Traction Power System Renovation	Update the funding plan to add \$17M in FY18 CON 5337, \$4.25M in FY18 CON Local, \$17M in FY19 CON 5337, \$4.25M in FY19 CON Local, \$17M in FY20 CON 5337, and \$4.25M in FY20 CON Local	\$63,750,000	35.1%

**TIP Revision Summary
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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
BRT97100B	Bay Area Rapid Transit District (BART)	BART: Rail, Way and Structures Program	Update the funding plan to add \$17M in FY18 CON 5337, \$4.25M in FY18 CON Local, \$17M in FY19 CON 5337, \$4.25M in FY19 CON Local, \$17M in FY20 CON 5337, and \$4.25M in FY20 CON Local	\$63,750,000	27.3%
CC-170008	Western Contra Costa Transit Authority (WestCAT)	WestCAT Replace (6) 2008 35ft Revenue Vehicles	Amend a new exempt project into the TIP with \$2.7M in 5307 and \$603K in Local funds	\$3,348,000	~%
CC-170009	Western Contra Costa Transit Authority (WestCAT)	WestCAT: Purchase (6) Electronic Fareboxes	Amend a new exempt project into the TIP with \$85K in 5307 and \$21K in Local funds.	\$106,868	~%
CC-170010	Western Contra Costa Transit Authority (WestCAT)	WestCAT Replace 5 35ft and 4 40ft Vehicles	Amend a new exempt project into the TIP with \$4.2M in 5307 and \$925K in Local funds.	\$5,096,632	~%
CC-170011	Western Contra Costa Transit Authority (WestCAT)	WestCAT: Purchase (9) Electronic Fareboxe	Amend a new exempt project into the TIP with \$128K in 5307 and \$32K local funds for CON FY18	\$160,302	~%
CC-170012	Western Contra Costa Transit Authority (WestCAT)	WestCAT - Replace (2) DAR MiniVans	Amend a new exempt project into the TIP with \$256K in 5307 and \$56K in Local funds	\$312,000	~%
CC-170013	Western Contra Costa Transit Authority (WestCAT)	WestCAT: Purchase of (2) Radio Systems	Amend a new exempt project into the TIP with \$1,600 in 5307 and \$400 in Local funds	\$2,000	~%
CC-170051	Central Contra Costa Transit Agency (CCCTA)	CCCTA Replace 42 Ford Cutaways - 22"	Amend a new exempt project into the TIP with \$2.7M in FY18 CON 5307, \$1.6M in FY18 CON 5339, and \$1.1M in FY18 CON Local funds	\$5,381,250	~%
CC-170052	Eastern Contra Costa Transit Authority (Tri Delta)	TriDelta Clipper 2 Digital Communication Equipment	Amend a new exempt project into the TIP with \$143K in 5307, \$851K in 5339 and \$249K in Local funds	\$1,242,803	~%
CC-170053	Central Contra Costa Transit Agency (CCCTA)	CCCTA Replace 3 Gasoline 7-Year Paratransit Vans	Amend a new exempt project into the TIP with \$130K in 5307 and \$29K in Local funds	\$159,000	~%
CC-990045	Western Contra Costa Transit Authority (WestCAT)	WestCat: ADA Paratransit Operating Subsidy	Update the funding plan to add \$264K in both 5307 and local for FY18 CON, \$269K in both 5307 and local for FY19 CON, and \$275K in both 5307 and local for FY20 CON	\$1,614,766	54.6%
CC-99T001	Central Contra Costa Transit Agency (CCCTA)	CCCTA: ADA Paratransit Assistance	Update the funding plan to add \$1.2M in both 5307 and Local funds for FY18 CON, \$1.3M in both 5307 and Local funds for FY19 CON, and \$1.3M in both 5307 and Local funds for FY20 CON	\$7,548,528	46.1%
MRN030010	Golden Gate Bridge, Highway and Transit District	GGBHTD: Fixed Guideway Connectors	Update the funding plan to add \$13.5M in FY19 CON 5337, \$3.4M in FY19 CON Local, \$6M in FY20 CON 5337, and \$1.5M in FY20 CON Local	\$24,450,000	58.2%
MRN050025	Golden Gate Bridge, Highway and Transit District	GGBHTD: Facilities Rehabilitation	Update the funding plan to add \$8.6M in FY19 CON 5307, \$2.15M in FY19 CON Local, \$3.75M in FY20 CON 5307, and \$938K in FY20 CON Local	\$15,437,500	60.2%

**TIP Revision Summary
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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
MRN110047	Marin County Transit District	MCTD: ADA Paratransit Assistance	Update the funding plan to add \$716K in FY18 CON 5307, \$179K in FY18 CON Sales Tax, \$730K in FY19 CON 5307, \$183K in FY19 CON Sales Tax, \$745K in FY20 CON 5307 and \$186K in FY20 CON Sales Tax	\$2,739,172	57.5%
MRN130015	Golden Gate Bridge, Highway and Transit District	GGBHTD - Transit Systems Enhancements	Update the funding plan to add \$175K in 5307 and \$44K in Local funds for FY17, \$179K in 5307 and \$45K in Local funds for FY18, \$183K in 5307 and \$46K in Local funds for FY19, and \$186K in 5307 and \$47K in Local funds for FY20	\$903,862	39.9%
MRN150005	Golden Gate Bridge, Highway and Transit District	MS Sonoma Ferry Boat Refurbishment	Update the project scope to include the lease of a replacement vessel and update the funding plan to add \$250K in local funds	\$250,000	1.2%
MRN150011	Marin County Transit District	MCTD- Replace Shuttle Vehicles	Update the description to add 10 shuttles and update the funding plan to add \$103K in 5307 and \$26K in sales tax funds to CON FY18; and add \$952K in 5307 and \$238K in sales tax funds for CON FY20	\$1,318,150	540.2%
MRN150014	Golden Gate Bridge, Highway and Transit District	GGBHTD Ferry Major Components Rehab	Update the funding plan to add \$2M in 5337 and \$500K in Local funds in FY18	\$2,500,000	74.1%
MRN150015	Golden Gate Bridge, Highway and Transit District	GGBHTD Ferry Propulsion Systems Replacement	Update the funding plan to add \$2M in FY18 CON 5337, \$500K in FY18 CON Local, \$500K in FY19 CON 5337, and \$125K in FY19 CON Local	\$3,125,000	500.0%
MRN170005	Marin County Transit District	MCTD: Replace Rural Cutaway Vehicles	Amend a new exempt project into the TIP with \$505K in 5307 and \$111K in sales tax funds	\$616,000	~%
MRN170006	Marin County Transit District	MCTD: Replace Articulated Vehicles	Amend a new exempt project into the TIP with \$7.3M in 5307 and \$1.6M in sales tax funds	\$8,940,000	~%
MRN170007	Marin County Transit District	MCTD-Replace diesel vehicles	Amend a new exempt project into the TIP with \$697K in 5307 and \$153K in sales tax funds	\$850,000	~%
MRN170008	Golden Gate Bridge, Highway and Transit District	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	Amend a new exempt project into the TIP with \$47.5M in 5307 funds, \$979K in 5339 and \$10.6M in local funds	\$59,094,000	~%
MRN170010	Golden Gate Bridge, Highway and Transit District	GGBHTD: Purchase 7 Hybrid Buses	Amend a new exempt project into the TIP with \$5.2M in 5307 funds and \$1.3M in Local funds	\$6,479,025	~%
MRN170024	Golden Gate Bridge, Highway and Transit District	Replace 14 - 22' Gas Body-on-Chassis Vehicles	Amend a new exempt project into the TIP with \$1M in 5339 and \$229K in Local funds in FY19	\$1,274,000	~%
MRN990017	Golden Gate Bridge, Highway and Transit District	GGBHTD: Ferry Channel & Berth Dredging	Update the funding plan to add \$17M in 5337 and \$4.25M in local funds for CON FY20	\$21,250,000	81.3%
NAP030004	Napa Valley Transportation Authority	NVTA: ADA Operating Assistance	Update the funding plan to add \$64K in both 5307 and TDA FY18 CON funds, \$66K in both 5307 and TDA FY19 CON funds, and \$67K in both 5307 and TDA FY19 CON funds	\$395,002	71.5%

**TIP Revision Summary
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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
NAP090005	Napa Valley Transportation Authority	NVTA: Replace Rolling Stock	Update the funding plan to add \$1M in FY18 CON FTA LowNo discretionary and \$2M in TDA funds	\$3,092,250	21.0%
REG090037	Bay Area Rapid Transit District (BART)	BART: Railcar Procurement Program	Update the funding plan to transfer \$10M in CMAQ to REG170022, change the source for \$505M from operating funds to regional financing, add \$115M in 5307, \$70M in 5337, \$13M in Bridge Tolls, and \$504M in regional financing and reprogram funds between years	\$691,169,164	34.1%
REG090045	Metropolitan Transportation Commission (MTC)	Clipper Fare Collection System	Update the funding plan to remove \$7.4M of RM2 that is being reprogrammed to REG170022	-\$7,397,615	-5.2%
REG090057	Water Emergency Transportation Authority (WETA)	WETA: Ferry Major Component Rehab/Replacement	Update the funding plan to add \$8K in 5307, \$12M in 5337, \$1.5M in Bridge Tolls, and \$1.5M in Local in FY18; \$7.5M in 5337, \$1.3M in Bridge Tolls and \$594K in Local in FY19; and \$8K in 5307, \$3.5M in 5337, \$316K in Bridge Tolls and \$575K in Local in FY20	\$28,803,000	138.6%
REG090067	Water Emergency Transportation Authority (WETA)	WETA: Fixed Guideway Connectors	Update the funding plan to add \$6M in FY20 CON 5337, \$600K in FY20 Other Local and \$900K in FY20 CON Sales Tax funds	\$7,500,000	105.3%
REG170022	Metropolitan Transportation Commission (MTC)	Clipper® 2.0 Fare Payment System	Amend a new exempt project into the TIP with \$7.4M in RM2 that is being transferred from REG090045, \$10.2M that is being transferred from REG090037, \$5.6M in RM2, \$24M in STP and \$14.8M in 5307	\$62,012,642	~%
REG170023	Metropolitan Transportation Commission (MTC)	TCP Financing Debt Service	Amend a new exempt project into the TIP with \$6.7M in 5307, \$50.2M in 5337, and \$1.5B in RTP-LRP. Local match for the FTA funds is programmed on REG090037	\$1,560,079,625	~%
SCL050001	Santa Clara Valley Transportation Authority (VTA)	VTA: Standard & Small Bus Replacement	Update the funding plan to add \$17M in FY18 CON 5307, \$3M in FY18 CON 5339, \$16M in FY19 CON 5307, \$1M in FY19 CON 5337, \$3M in FY19 CON 5339, \$17M in FY20 CON 5307, \$3M in FY20 CON 5339, and \$5M in FY18, FY19 and FY20 CON Local	\$75,000,000	31.0%
SCL050002	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Replacement Program	Update the funding plan to add \$11M in FY18 CON 5337, \$2.7M in FY18 CON Local, \$4.3M in FY19 CON 5337, \$1M in FY19 CON Local, \$11M in FY20 CON 5337, and \$2.7M in FY20 CON Local funds	\$33,010,319	93.1%
SCL050046	Santa Clara Valley Transportation Authority (VTA)	VTA: ADA Operating Set Aside	Update the funding plan to add \$3.8M in FY18 CON 5307, \$958K in FY18 CON Local, \$3.9M in FY19 CON 5307, \$978K in FY19 CON Local, \$4M in FY20 CON 5307, and \$998K in FY20 CON Local	\$14,664,801	27.5%
SCL050049	Santa Clara Valley Transportation Authority (VTA)	VTA: Rail Substation Rehab/Replacement	Update the funding plan to add \$11.4M in FY20 CON 5337 and \$2.8M in FY20 CON Local	\$14,240,000	49.2%
SCL090044	Santa Clara Valley Transportation Authority (VTA)	VTA: TP OCS Rehab & Replacement	Update the funding plan to add \$1M in FY18 CON 5337, \$250K in FY18 CON Local, \$5.46M in FY19 CON 5337, and \$1.4M in FY19 CON Local funds	\$8,075,000	88.9%

**TIP Revision Summary
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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL110104	Santa Clara Valley Transportation Authority (VTA)	VTA: Light Rail Track Crossovers and Switches	Update the funding plan to add \$7.9M in FY18 CON 5337, \$2M in FY18 CON Local, \$16M in FY19 CON 5337 and \$4M in FY19 CON Local funds	\$30,208,418	683.3%
SCL150008	Santa Clara Valley Transportation Authority (VTA)	VTA Track Intrusion Abatement	Update the funding plan to add \$1.6M in FY18 CON 5337 and \$400K in FY81 CON Local funds	\$2,000,000	50.0%
SCL170005	Santa Clara Valley Transportation Authority (VTA)	VTA: Paratransit Vehicle Procurement	Update the funding plan to add \$1.3M in FY18 CON 5307, \$325K in FY18 CON Local, \$4.8M in FY20 CON 5307, and \$1.2M in FY20 CON Local funds	\$7,626,811	210.8%
SCL170007	Santa Clara Valley Transportation Authority (VTA)	VTA: Pedestrian Swing Gates Replacement	Update the funding plan to add \$2.7M in FY18 CON 5337 and \$680K in FY18 CON Local funds	\$3,400,000	386.4%
SCL170008	Santa Clara Valley Transportation Authority (VTA)	VTA: Vasona Pedestrian Back Gates	Update the funding plan to add \$1.1M in FY18 CON 5337 and \$278K in FY18 CON Local funds	\$1,390,551	92.1%
SCL170046	Santa Clara Valley Transportation Authority (VTA)	VTA: Systemwide Security Improvements	Amend a new exempt project into the TIP with \$406K in 5307 and \$101K in Local funds	\$506,948	~%
SCL170047	Santa Clara Valley Transportation Authority (VTA)	VTA: Non-Revenue Vehicle Procurement	Amend a new exempt project into the TIP with \$320K in 5307 and \$80K in Local funds	\$400,000	~%
SCL170048	Santa Clara Valley Transportation Authority (VTA)	VTA: Light Rail Roadway Protection System	Amend a new exempt project into the TIP with \$1.6M in 5337 and \$388K in Local funds	\$1,939,000	~%
SCL170049	Santa Clara Valley Transportation Authority (VTA)	VTA: SCADA Middleware Replacement	Amend a new exempt project into the TIP with \$1.2M in 5337 and \$288K in Local funds	\$1,438,000	~%
SCL170050	Santa Clara Valley Transportation Authority (VTA)	VTA: SCADA Control Center System Replacement	Amend a new exempt project into the TIP with \$3M in 5337 and \$754K in Local funds	\$3,769,000	~%
SF-050024	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Train Control & Trolley Signal Rehab/Replace	Update the funding plan to reprogram \$1.1M in Bridge Tolls from FY17 to FY18 and \$2M in Bridge Tolls from FY17 to FY19 and add \$4.5M in FY18 CON 5337, \$8.3M in FY19 CON 5337 and \$8M in FY20 CON Bridge Tolls	\$20,800,000	30.2%
SF-110053	Water Emergency Transportation Authority (WETA)	WETA: Replace Ferry Vessels	Update the funding plan to add \$14.9M in FY18 CON 5307, \$3.7M in FY18 CON Prop-1B, \$15.3M in FY19 CON 5337, and \$3.8M in FY19 CON Salestax	\$37,719,723	93.2%
SF-150005	San Francisco Municipal Transport Agency (SFMTA)	SFMTA - Replacement of 40' Motor Coaches	Update the funding plan to add \$21M in FY18 CON 5307 and \$4.6M in FY18 CON Local funds	\$25,714,500	20.3%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-150006	San Francisco Municipal Transport Agency (SFMTA)	SFMTA Replacement of 60' Motor Coaches	Update the funding plan to add \$6.3M in FY18 CON 5307 and \$35M in FY18 CON Bridge Tolls	\$41,371,473	30.8%
SF-170004	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Replacement of 40' Trolley Coaches	Update the funding plan to add \$58.7M in FY18 CON 5337 and \$49M in FY18 CON Bridge Tolls	\$108,027,091	90.3%
SF-170006	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Station-area Ped and Bike Access Improvemnt	Update the funding plan to reprogram \$62.5K in Bridge Tolls from FY17 to FY18 and \$125K in Bridge Tolls from FY17 to FY19 and add \$250K in FY18 CON 5337, \$500K in FY19 CON 5337 and \$500K in FY20 Bridge Tolls	\$1,250,000	500.0%
SF-170018	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: 60' Motor Coach Mid-Life Overhaul	Amend a new exempt project into the TIP with \$19.4M in 5307 and \$4.8M in Local funds	\$24,241,164	~%
SF-170019	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: 40' Motor Coach Mid-Life Overhaul	Amend a new exempt project into the TIP with \$35.7M in 5307, \$1.2M in Bridge Toll and \$8M in Local funds	\$44,857,699	~%
SF-170020	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Replacement of 30' Motor Coaches	Amend a new exempt project into the TIP with \$19M in BATA Project Saving funds	\$19,449,990	~%
SF-170021	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Rehab Historic Streetcars	Amend a new exempt project into the TIP with \$7M in FY18 CON 5337, \$1.75M in FY18 CON Local, \$8M in FY19 CON 5337 and \$2M in FY19 CON Local funds	\$18,750,000	~%
SF-170022	Golden Gate Bridge, Highway and Transit District	GGBHTD: Replace 2 Paratransit Vehicles	Amend a new exempt project into the TIP with \$16K in 5307 and \$182K in Local funds	\$197,500	~%
SF-95037B	San Francisco Municipal Transport Agency (SFMTA)	SF Muni Rail Replacement Program	Update the funding plan to reprogram \$3M in Bridge Tolls from FY17 to FY19 and add \$10M in FY18 CON 5337, \$2.5M in FY18 CON Local, \$12M in FY19 CON 5337, \$4.3M in FY20 CON 5337, and \$8.2M in FY20 CON Bridge Tolls	\$37,254,921	18.3%
SF-970170	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Trolley Overhead Recon. Program	Update the funding plan to reprogram \$938K in Bridge Tolls from FY17 to FY18 and \$2.5M in Bridge Tolls from FY17 to FY19 and add \$3.75M in FY18 CON 5337, \$10M in FY19 CON 5337 and \$10M in FY20 CON Bridge Tolls	\$23,750,000	14.0%
SF-990022	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: ADA Paratransit operating support	Update the funding plan to add \$4.7M in FY18 CON 5307, \$1.2M in FY18 CON Local, \$4.8M in FY19 CON 5307, \$1.2M in FY19 CON Local, \$4.9M in FY20 CON 5307 and \$1.2M in FY20 CON Local funds	\$17,935,830	8.1%
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Update the funding plan to add \$12.9M in FY18 CON 5337, \$3.2M in FY18 CON Local, \$13.2M in FY19 CON 5337, \$3.3M in FY19 CON Local, \$13.2M in FY20 CON 5337, and \$3.3M in FY20 CON Local	\$49,098,750	33.9%
SM-150010	San Mateo County Transit District (SAMTRANS)	SamTrans - Replacement of Cutaway Buses	Update the funding plan to add \$1.4M in 5307 and \$344K in saletax funds for CON FY 20	\$1,718,925	156.6%

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TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SM-150011	San Mateo County Transit District (SAMTRANS)	SamTrans - Purchase of Replacement Minivans	Update the funding plan to add \$620K in 5307 and \$155K in salestax funds to CON FY 19	\$774,900	151.9%
SM-170010	Caltrain	Caltrain TVM Rehab and Clipper Functionality	Update the funding plan to add \$137K in Local funds and \$2.1M in RTP-LRP	\$2,280,737	1040.2%
SM-990026	San Mateo County Transit District (SAMTRANS)	SAMTRANS: ADA Paratransit Operating Subsidy	Update the funding plan to add \$1.8M in FY18 CON 5307, \$452K in FY18 CON Local, \$1.8M in FY19 CON 5307, \$462K in FY19 CON Local, \$1.9M in FY20 CON 5307, and \$471K in FY20 CON Local funds	\$6,927,079	54.1%
SOL010006	Fairfield	City of Fairfield Operating Assistance	Update the funding plan to remove \$8K in FY17 CON TDA and add \$2.5M in both 5307 and TDA for FY18 CON, \$2.6M in both 5307 and TDA for FY19 CON, and \$2.6M in both 5307 and TDA for FY20 CON	\$15,551,746	24.1%
SOL070032	Solano County Transit (SolTrans)	SolTrans: Preventive Maintenance	Update the funding plan to add \$800K in 5307 and \$200K in Local for FY18 CON, \$1M in 5307 and \$250K in Local for FY19 CON, and \$1M in 5307 and \$250K in Local for FY20 CON	\$3,500,000	86.0%
SOL110040	Solano County Transit (SolTrans)	SolTrans: Operating Assistance	Update the funding plan add \$289K each in 5307 and local match in FY18, \$2.2M each in 5307 and local match in FY19, and \$2.2M each in 5307 and local match in FY20	\$9,318,086	35.6%
SON150008	Santa Rosa City Bus	SantaRosa Bus: Bus Replacement Purchase	Update the funding plan to add \$740K in 5339, \$571K in 5307, and \$331K in local funds to CON FY 19	\$1,641,873	82.7%
SON150013	Sonoma County Transit	Sonoma County Transit: Replace 2006 CNG Buses	Update the funding plan to reprogram \$151K in Local from FY17 to FY18 and \$52K in Local from FY17 to FY19; add \$26K in FY17 CON 5307, \$430K in FY18 CON 5307, \$174K in FY18 CON 5339, \$27K in FY19 CON 5307 and \$182K in FY19 CON 5339	\$838,285	46.4%
SON170003	Santa Rosa City Bus	Santa Rosa CityBus-paratransit operations	Update the funding plan to add \$241K in both 5307 and local funds for FY18 CON	\$481,964	102.0%
SON170005	Petaluma	Petaluma: Transit Yard & Facilities Improvements	Update the funding plan to add \$46K in FY18 CON 5307 and \$11K in FY18 CON Local funds	\$57,250	101.6%
SON170006	Sonoma County Transit	Sonoma County Transit: Replace 2009 CNG Buses	Amend a new exempt project into the TIP with \$1.1M in 5307, \$192K in 5339, and \$682K in Local funds	\$1,927,000	~%
SON170017	Petaluma	Petaluma AVL Equipment	Amend a new exempt project into the TIP with \$19.2K in FY18 CON 5307 and \$4.8K in FY18 CON Local funds	\$24,000	~%
SON170018	Petaluma	Petaluma Purchase 1 Remanufactured Fixed Route Bus	Amend a new exempt project into the TIP with \$186K in 5307 and \$41K in TDA funds	\$226,667	~%
SON170019	Petaluma	Petaluma Purchase Service Vehicle	Amend a new exempt project into the TIP with \$28K in 5307 and \$7K in TDA funds	\$35,000	~%
SON170020	Petaluma	Petaluma: Replace 2 Paratransit Cutaways	Amend a new exempt project into the TIP with \$148K in 5307 and \$32K in TDA funds	\$180,000	~%
Total Funding Change:				\$3,540,181,459	

TIP Revision Summary

Attachment 1

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$2,172,986,043	\$54,398,334	\$141,982,765	\$2,518,022,177	\$4,887,389,319	\$1,149,441,181
Proposed:	\$3,316,805,627	\$58,115,549	\$318,105,361	\$4,734,544,241	\$8,427,570,778	\$3,137,763,143
Delta:	\$1,143,819,584	\$3,717,215	\$176,122,596	\$2,216,522,064	\$3,540,181,459	\$1,988,321,962

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
 02/28/18-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, January 10, 2018, February 14, 2018. 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
2017-01	Admin. Mod.	61	-\$3,823,767	12/21/2016	12/21/2016
2017-02	Admin. Mod.	6	\$544,852	1/31/2017	1/31/2017
2017-03	Amendment	69	\$819,826,956	12/21/2016	2/8/2017
2017-04	Admin. Mod.	15	-\$111,504	3/6/2017	3/6/2017
2017-05	Admin. Mod.	12	\$22,741,790	4/5/2017	4/5/2017
2017-06	Amendment	11	\$68,189,237	2/22/2017	3/14/2017
2017-07	Admin. Mod.	15	-\$8,341,530	4/28/2017	4/28/2017
2017-08	Amendment	73	\$840,375,166	3/22/2017	4/14/2017
2017-09	Admin. Mod.	24	\$17,810,414	6/9/2017	6/9/2017
2017-10	Amendment	14	\$101,213,635	4/26/2017	6/8/2017
2017-11	Admin. Mod.	4	-\$1,360,312	7/6/2017	7/6/2017
2017-12	Admin. Mod.	20	-\$6,802,149	8/2/2017	8/2/2017
2017-13	Amendment	48	\$221,344,142	6/28/2017	8/3/2017

ABSTRACT

MTC Resolution No. 4275, Revised

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Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2017-14	Amendment	61	\$3,846,016,088	7/26/2017	8/23/2017
2017-15	Admin. Mod.	16	\$12,222,653	9/20/2017	9/20/2017
2017-16	Amendment	13	\$19,557,138	7/26/2017	9/5/2017
2017-17	Admin. Mod.	20	-\$336,931	10/12/2017	10/12/2017
2017-18	Admin. Mod.	5	-\$466,894	11/6/2017	11/6/2017
2017-19	Amendment	31	\$4,412,223,691	9/27/2017	10/25/2017
2017-20	Admin. Mod.	18	\$4,097,482	11/21/2017	11/21/2017
2017-21	Admin. Mod.	14	\$30,249,023	12/21/2017	12/21/2017
2017-22	Amendment	19	\$66,639,566	11/15/2017	Pending
2017-23	Admin. Mod.	Pending	Pending	Pending	Pending
2017-24	Admin. Mod.	Pending	Pending	Pending	Pending
2017-25	Amendment	134	\$581,480,200	1/24/2018	Pending
2017-26	Admin. Mod.	Pending	Pending	Pending	Pending
2017-27	Amendment	93	\$3,540,181,459	2/28/2018	Pending
Net Funding Change		796	\$14,583,470,405		
Absolute Funding Change			\$14,625,956,579		

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
02/28/18-C

Attachment B
Resolution No. 4275, Revised
Page 1 of 12

Revisions to the 2017 TIP

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

Revision 2017-01 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 2017-02 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 2017-03 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 2017-04 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 2017-05 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 2017-06 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 2017-07 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 2017-08 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 2017-09 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 2017-10 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 2017-11 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 2017-12 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 2017-13 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 2017-14 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 2017-15 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 2017-16 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 2017-17 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 2017-18 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 2017-19 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 2017-20 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 2017-21 is an administrative modification that revises 14 projects with a net funding increase of \$30 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on December 21, 2017. Among other changes, this revision:

- 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;
- Updates the funding plan of one federal earmark funded project to reflect the latest programming decisions;
- Updates the funding plans of three Active Transportation Program (ATP) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) - Safety Improvements funded grouped listing to reflect the addition of \$7.5 million in SHOPP funds;
- Updates the funding plan and back-up listing of the SHOPP Bridge Rehabilitation funded grouped listing to reflect the addition of \$9 million in SHOPP funds; and
- Updates funding plan and back-up listing of the Federal Highway Bridge Program (HBP) funded grouped listing to reflect the use of advanced construction for Contra Costa County's Marsh Creek Rd bridge replacement project.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$16.5 million in SHOPP funds to reflect the net change in SHOPP funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-21, 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 2017-22 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 was received on January 11, 2018, and final federal approval is expected in early-February, 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 2017-23 is a pending administrative modification.

Revision 2017-24 is a pending administrative modification.

Revision 2017-25 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.

Revision 2017-26 is a pending administrative modification.

Revision 2017-27 is an amendment that revises 93 projects with a net funding increase of approximately \$3.5 billion. The revision was referred by the Programming and Allocations Committee on February 14, 2018, and approved by the MTC Commission on February 28, 2018. Caltrans approval is expected in mid-March, 2018, and final federal approval is expected in mid-April, 2018. Among other changes, this revision:

- Amends 38 new exempt projects into the TIP and updates 50 existing projects to reflect the programming of funds for FY2017-18, FY2018-19 and FY2019-20 in the Transit Capital Priorities program including the programming of \$473 million in FTA Section 5307, \$612 million in FTA Section 5337 and \$35 million in FTA Section 5339 funds;
- Updates the funding plan of the Napa Valley Transportation Authority's Replacement Rolling Stock project to reflect the award of approximately \$1 million in FTA Low or No Emissions Bus Program discretionary funds; and
- Updates the City of Vallejo's Sonoma Blvd. Improvements project to reflect the latest information from Caltrans regarding the Highway Safety Improvement Program.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	18-0068	Version:	1	Name:	
Type:	Resolution	Status:		Consent:	Consent
File created:	1/17/2018	In control:		Programming and Allocations Committee:	Programming and Allocations Committee
On agenda:	2/14/2018	Final action:			
Title:	MTC Resolution Nos. 4284, Revised and Resolution 4285, Revised. Allocation of \$52 million of Transportation Development Act (TDA) and State Transit Assistance (STA) funds to AC Transit and Samtrans in support of transit operations.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	2d Resos 4284-4285 AC Transit SamTrams Allocation.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4284, Revised and Resolution 4285, Revised. Allocation of \$52 million of Transportation Development Act (TDA) and State Transit Assistance (STA) funds to AC Transit and Samtrans in support of transit operations.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 14, 2018

Agenda Item 2d

MTC Resolution Nos. 4284, Revised and 4285, Revised

Subject: Allocation of \$52 million of Transportation Development Act (TDA) and State Transit Assistance (STA) funds to AC Transit and SamTrans in support of transit operations.

Background: TDA and STA funds are apportioned annually to operators or counties through the MTC Fund Estimate in support of their transit operations and capital projects. This month, SamTrans is requesting \$46.6 million in TDA and STA funds based on amounts available in the FY2017-18 MTC Fund Estimate (Resolution 4268, Revised). Most of the funds will be allocated by resolution while \$0.7 million will be allocated by Executive Director's Delegated Authority. Of the total SamTrans request, \$4.3 million will be passed through to Caltrain in support of its transit operations. SamTrans claims STA funds on behalf of Caltrain since it is one of the Joint Powers Authority agencies and its managing partner.

Excluding the pass-through funds, TDA and STA funds comprise 25% of SamTrans' \$161 million operating budget. The operating budget increased 9% compared to last year's operating budget. Just over half of the budget increase can be almost evenly attributed to increases in the cost of purchased transportation and consultant services. Purchased transportation costs are increasing while service increases are only expected for paratransit.

Some initiatives SamTrans will undertake in the current fiscal year include:

- 1) Develop a business plan that will be a blueprint for how it will address its short-term and long-term fiscal, operational, and organization challenges;
- 2) Conduct a fare study expected to be completed this summer with any fare changes to go into effect in 2019; and
- 3) Pilot a mobile phone application for fare payment.

The STA program received a boost in funds with the passage of SB1 (2017). Therefore, AC Transit is requesting \$6.5 million to support increased service as the AC GO service expansion continues. It is expected that additional operators will also request additional allocations of STA this fiscal year.

Issues: None

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

Attachments: MTC Resolution Nos. 4284, Revised and 4285, Revised

Date: June 28, 2017
W.I.: 1514
Referred by: PAC
Revised: 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C
02/28/18-C

ABSTRACT

Resolution No. 4284, Revised

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

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

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

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

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

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

This resolution was revised on February 28, 2018 to allocate funds to Samtrans.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, and February 14, 2018.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4284

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

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

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

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

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

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

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

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

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

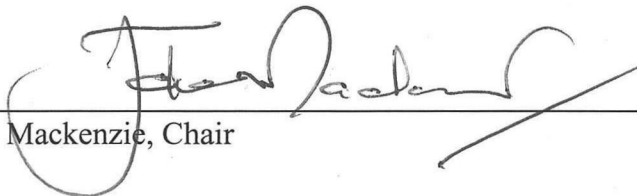
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

Date: June 28, 2017
 Referred by: PAC
 Revised: 07/26/17-C 09/27/17-C
 10/25/17-C 11/15/17-C
 02/28/18-C

Attachment A
 MTC Resolution No. 4284
 Page 1 of 2

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Transit Operations	3,617,066	19	09/27/17	Alameda County	
SamTrans	Transit Operating	1,917,934	31	02/28/18	San Mateo County	
	Subtotal	5,535,000				
5802 - 99260A Transit - Operations						
LAVTA	Transit Operations	9,778,570	01	06/28/17	LAVTA	
CCCTA	Transit Operations	19,877,894	02	06/28/17	CCCTA	
ECCTA	Transit Operations	10,284,989	03	06/28/17	ECCTA	
Vacaville	Transit Operations	1,130,551	04	06/28/17	Vacaville	1
SFMTA	Transit Operations	2,413,293	17	07/26/17	San Francisco County	2
SFMTA	Transit Operations	45,852,571	18	07/26/17	SFMTA	
WCCTA	Transit Operations	2,714,320	07	07/26/17	WCCTA	
SolTrans	Transit Operations	4,919,435	08	07/26/17	Vallejo/Benicia	1
Sonoma County	Transit Operations	6,985,631	09	07/26/17	Sonoma County	
Sonoma County	Transit Operations	207,476	09	07/26/17	Petaluma	
VTA	Transit Operations	99,692,671	10	07/26/17	VTA	
VTA	Transit Operations	5,246,983	11	07/26/17	Santa Clara County	2
NVTA	Transit Operations	4,530,669	12	07/26/17	NVTA	
AC Transit	Transit Operations	48,203,711	20	09/27/17	AC Transit Alameda D1	
AC Transit	Transit Operations	12,666,018	21	09/27/17	AC Transit Alameda D2	
AC Transit	Transit Operations	6,428,358	22	09/27/17	AC Transit Contra Costa	
Santa Rosa	Transit Operations	5,871,237	23	09/27/17	Santa Rosa	
GGBHTD	Transit Operations	7,507,125	24	09/27/17	GGBHTD (Marin)	
GGBHTD	Transit Operations	5,579,955	25	09/27/17	GGBHTD (Sonoma)	
Petaluma	Transit Operations	1,737,984	26	09/27/17	Petaluma	
Fairfield	Transit Operations	555,902	27	09/27/17	Fairfield	3
Fairfield	Transit Operations	840,531	27	09/27/17	Suisun City	3
Union City	Transit Operations	2,659,671	29	10/25/17	Union City	
Marin Transit	Transit Operations	4,614,306	30	11/15/17	Marin Transit	
SamTrans	Transit Operations	36,440,750	32	02/28/18	Samtrans	
	Subtotal	346,740,601				

5803 - 99260A Transit - Capital

LAVTA	Transit Capital	4,072,282	05	06/28/17	LAVTA	
Vacaville	Transit Capital	1,329,000	06	06/28/17	Vacaville	1
Soltrans	Transit Capital	3,025,171	13	07/26/17	Vallejo/Benicia	
NVTA	Transit Capital	1,919,000	14	07/26/17	NVTA	
Fairfield	Transit Capital	2,141,959	28	09/27/17	Fairfield	3
Subtotal		12,487,412				

5807 - 99400C General Public - Operating

Sonoma County	Transit Operating	2,174,320	15	07/26/17	Sonoma County	
Sonoma County	Transit Operating	41,495	15	07/26/17	Petaluma	
Subtotal		2,215,815				

5812 - 99400D Planning & Admin - Operating

NVTA	Planning and Administration	1,726,700	16	07/26/17	NVTA	
Subtotal		1,726,700				

TOTAL 368,705,528

Note:

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

Date: June 28, 2017
Referred by: PAC

Attachment B
Resolution No. 4284
Page 1 of 3

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

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

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

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

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

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

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

Transportation Development Act Article 8 Transit Funds

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

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

Date: June 28, 2017
W.I.: 1514
Referred by: PAC
Revised: 07/26/17-C 09/27/17-C
12/20/17-C 02/28/17-C

ABSTRACT

Resolution No. 4285, Revised

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

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

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

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

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

This resolution was revised on February 28, 2018 to allocate funds to AC Transit and Samtrans.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 14, 2017, July 12, 2017, September 13, 2017, December 13, 2017, and February 14, 2018.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4285

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

Date: June 28, 2017
 Referred by: PAC
 Revised: 07/26/17-C 09/27/17-C
 12/20/17-C 02/28/17-C

Attachment A
 MTC Resolution No. 4285
 Page 1 of 1

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

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
<i>5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties</i>					
CCCTA	Transit Operations	1,612,760	01	06/28/17	CCCTA
ECCTA	Transit Operations	1,069,516	02	06/28/17	ECCTA
	Subtotal	2,682,276			
<i>5820 - 6730A Operating Costs - Revenue-based</i>					
ECCTA	Transit Operations	2,624,596	03	06/28/17	BART
WCCTA	Transit Operations	2,353,641	07	07/26/17	BART
SFMTA	Transit Operations	31,943,432	05	07/26/17	SFMTA
VTA	Transit Operations	10,093,131	06	07/26/17	VTA
AC Transit	Transit Operations	7,633,993	08	09/27/17	AC Transit
GGBHTD	Transit Operations	3,775,956	09	09/27/17	GGBHTD
BART	Transit Operations	20,584,637	10	12/20/17	BART
SamTrans	Transit Operations	3,310,138	12	02/28/18	SamTrans
SamTrans	Transit Operations	4,265,650	13	02/28/18	Caltrain
AC Transit	Transit Operations	6,429,428	08	02/28/18	AC Transit
	Subtotal	93,014,602			
<i>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</i>					
MTC	Clipper Operations	11,080,700	04	06/28/17	MTC
	Subtotal	11,080,700			
<i>5828 - 6731B Planning and Admin - Population-based Small Operator/Northern Counties</i>					
Solano TA	Planning and Admin	1,561,488	11	12/20/17	Solano County
	Subtotal	1,561,488			
		TOTAL		108,339,066	

Date: June 28, 2017
Referred by: PAC

Attachment B
Resolution No. 4285
Page 1 of 2

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

FINDINGS

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0087 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 1/25/2018 **In control:** Programming and Allocations Committee
On agenda: 2/14/2018 **Final action:**
Title: MTC Resolution No. 4293, Revised. Programming for FY2017-18 and allocation of approximately \$5 million in Five Percent Unrestricted State Fund Revenues for the Water Emergency Transportation Authority's (WETA) ferry capital program.

Sponsors:

Indexes:

Code sections:

Attachments: [2e Reso 4293 WETA Capital Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4293, Revised. Programming for FY2017-18 and allocation of approximately \$5 million in Five Percent Unrestricted State Fund Revenues for the Water Emergency Transportation Authority's (WETA) ferry capital program.

Presenter:

Christina Hohorst

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 14, 2018

Agenda Item 2e

MTC Resolution No. 4293, Revised

Subject: Programming for FY2017-18 and allocation of approximately \$5 million in Five Percent Unrestricted State Fund Revenues for the Water Emergency Transportation Authority's (WETA) ferry capital program.

Background: The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to "federalize" certain toll bridge projects under BATA's jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations.

Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015. The Five Percent Revenues are proposed for WETA for the purchase of a high-speed, 250 passenger vessel in FY2017-18 that can be used on all of its services.

Of 13 vessels currently in use, two are slated for retirement at the end of 2018. The fleet currently has two vessels types, with one type used for long haul and the other used for shorter types of ferry service that pull into smaller ferry terminals. The Vallejo service must carry at least 250 passengers and travel at high speeds to meet current headways. Vessels on the shorter Alameda and South San Francisco routes need to be small enough to enter the tighter constraints of the Harbor Bay and South San Francisco terminals. The new vessel will carry the passenger loads required for the North Bay service and it will also be able to enter the smaller terminals characteristic of the central bay services.

These funds would provide full funding of the project. The remainder of the \$14 million project budget will be funded with WETA's Proposition 1B funds.

Issues: None.

Recommendation: Refer MTC Resolution No. 4293, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4293, Revised.

Date: June 28, 2017
W.I.: 1514
Referred by: PAC
Revised: 02/28/18-C

ABSTRACT

Resolution No. 4293, Revised

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2017-18. Attachment A to this resolution lists the projects to be funded.

This resolution was revised on February 28, 2018 to allocate funds to WETA.

Further discussion is contained in the MTC Programming and Allocations Summary sheets dated June 14, 2017 and February 14, 2018.

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

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2017-18 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4293

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, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

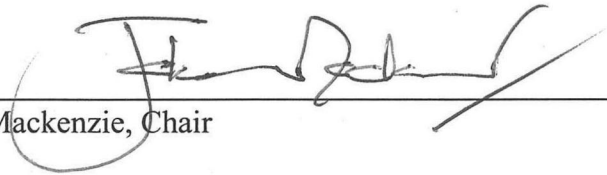
WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2017-18; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2017-18 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND
TWO PERCENT BRIDGE TOLL REVENUES
FOR FISCAL YEAR 2017-18

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Operations ¹	273,421	01	6/28/2017
WETA	Operation of Vallejo and Alameda Ferry Routes	1,702,900	02	6/28/2017
WETA	High Speed Vessel Procurement	<u>5,000,000</u>	08	2/28/2018
Total - Five Percent Unrestricted State Fund Revenues		\$6,976,321		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Program Management and Capital Support	450,000	03	6/28/2017
WETA	Vessel Engine Overhaul - MV Intinitoli & MV Mare Island	600,000	04	6/28/2017
WETA	Vessel Quarter Life Refurbishment - MV Taurus	500,000	05	6/28/2017
WETA	Purchase Spare Vessel Engine	400,000	06	6/28/2017
WETA	Purchase Service Vehicles	<u>500,000</u>	07	6/28/2017
Total - Two Percent Bridge Toll Revenues		\$2,450,000		
TOTAL		\$9,426,321		

¹ Amount reflects adjustment calculated every three years, beginning in FY2011-12, per Bridge Tolls Policy Resolution No. 4015.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3036 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 11/9/2017 **In control:** Programming and Allocations Committee
On agenda: 2/14/2018 **Final action:**
Title: MTC Resolution Nos. 3831, Revised, 3989, Revised and 4311. Preservation Pilot Fund.

Allocates \$10 million in MTC Exchange Program funds to establish the Bay Area Preservation Pilot (BAPP), a revolving loan fund to acquire and protect homes currently affordable to low-income residents that are currently available on the market.

Sponsors:

Indexes:

Code sections:

Attachments: [3a Reso 3831-3989-4311 Preservation Pilot.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 3831, Revised, 3989, Revised and 4311. Preservation Pilot Fund.

Allocates \$10 million in MTC Exchange Program funds to establish the Bay Area Preservation Pilot (BAPP), a revolving loan fund to acquire and protect homes currently affordable to low-income residents that are currently available on the market.

Presenter:

Therese Trivedi (MTC), Melissa Garcia (Low Income Investment Fund), and Noni Ramos (Enterprise Community Partners)

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 14, 2018

Agenda Item 3a

MTC Resolution Nos. 3831, Revised, 3989, Revised and 4311. Preservation Pilot Fund.

Subject: Allocates \$10 million in MTC Exchange Program funds to establish the Bay Area Preservation Pilot (BAPP), a revolving loan fund to acquire and protect homes currently affordable to low-income residents that are currently available on the market.

Background: In July 2016, MTC committed to establishing a new pilot revolving loan fund as part of the overall One Bay Area Grant Program (OBAG 2) framework. Originally referred to as the Naturally Occurring Affordable Housing (NOAH) program, this action proposes to establish the renamed Bay Area Preservation Pilot (BAPP) program, funded with \$10 million from the MTC Exchange Program. Loans available through the BAPP will be used to acquire currently affordable multifamily properties available on the market that are located in Priority Development Areas or Transit Priority Areas and ensure that these properties remain affordable without displacing current residents. BAPP will complement the existing MTC-supported Transit Oriented Affordable Housing (TOAH) fund, which primarily supports the construction of new affordable housing.

San Francisco Bay Area's housing crisis continues to put significant displacement pressures on families and communities across the region. According to the Urban Displacement Project at the University of California, Berkeley, 53% of neighborhoods in the Bay Area are at risk of or already experiencing displacement and gentrification pressures. Housing that is both affordable and in good physical condition has become increasingly scarce, making it especially difficult for the region's most vulnerable residents to stay in their homes and communities.

Low Income Investment Fund (LIIF), one of the TOAH fund manager, and Enterprise Community Loan Fund, Inc. (ECLF), a TOAH lender, will serve as BAPP fund managers. LIIF and ECLF estimate 200-400 homes will be taken off the speculative market and positioned to maintain permanent affordability through the 10-year BAPP pilot. Attachment A summarizes the proposed BAPP loan features. BAPP aims to demonstrate that public sector investments can stabilize communities and mitigate displacement pressure for the region's most vulnerable residents. If the BAPP meets expectations, it could be scaled for greater impact.

As part of this action, staff recommends clarifying the reference to a historical funding exchange during SAFETEA that was originally intended to fund PDA Planning efforts. Fortunately, eligibility of federal Surface Transportation Program (STP) broadened significantly in the years following the exchange, allowing MTC to fund the PDA plans through subsequent funding cycles. This clean-up action reflects the Commission's subsequent commitments to PDA Planning, and enables the exchanged funds to be redirected to current commitments including BAPP.

- Issues:** Considering that many Bay Area properties with existing affordable units may also require seismic improvements, the Bay Area Preservation Pilot Fund may offer a good opportunity to both preserve these units and incorporate seismic upgrades at the same time. Staff is exploring additional options to maximize this effort, including the possibility of attractive additional funding to address the significant costs associated with these improvements.
- Recommendation:** Refer MTC Resolution Nos. 3831, Revised, 3989, Revised and 4311 to the Commission for approval, and authorize the Executive Director or his designee to negotiate and enter into a \$5 million funding agreement with LIIF and a \$5 million funding agreement with ECLF. Because Resolution No. 3989, Revised, is also proposed for revision under Agenda 2b, it is included under this Agenda Item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.
- Attachments:**
- 1) Attachment A – Bay Area Preservation Pilot Loan Features
 - 2) Presentation
 - 3) MTC Resolution Nos. 3831, Revised, and 4311

Bay Area Preservation Pilot Fund – Loan Features

Development of BAPP is being led by LIIF, the TOAH fund manager, and ECLF, a TOAH lender, in close partnership with a working group¹ comprised of experts in the emerging housing preservation field including mission-driven developers, community land trusts, advocates, and public agencies to envision and structure the preservation finance tool seeded with MTC's \$10 million investment.

BAPP will offer a medium-term loan product up to 10-years that addresses a specific financing gap in the housing preservation and production system. Once a property is acquired using a BAPP loan, developers will have up to 10 years to stabilize the property making sure residents are not displaced and also determine a financial plan to ensure the long-term affordability of the property. The loan will play the critical role of providing financing needed to quickly acquire a property, and the loan will cover finance acquisition costs as well as carrying costs such as life and safety repairs and reserves. Beyond 10 years, developers will secure Low-Income Housing Tax Credits (LIHTC) and/or other existing sources of affordable housing financing at the local, state, and federal level to ensure long-term affordability. Acquisitions financed through BAPP will leverage other capital sources to achieve MTC's required 5:1 leverage ratio.

Loan Capital: approximately \$49 million (with additional \$11 million developer equity contribution)

Project type: occupied properties, e.g. multi-family rental, co-ops

Project Size: 4+ units

Rent Restrictions: 75% of units affordable to households at 80% AMI

Term: Up to 10 years

Eligible Borrowers: non-profit developers or joint venture partnerships

Rehab Needs: limited rehab

Real Estate Exemption: meet the criteria

Oversight: occupancy/ management plan

Leverage: 5:1 (includes \$11 million developer equity contribution)

J:\COMMITTEE\PAC\2018 PAC Meetings\02 Feb'2018 PAC\3a_2-Attach-A_BAPP_Loan_Features.docx

¹ Working Group members include representation from: Association of Bay Area Governments, East Bay Asian Local Development Corporation, California Housing Partnership, City and Country of San Francisco, City of Oakland, Contra Costa County, MidPen Housing, Mission Economic Development Agency, and the Northern California Land Trust.

BAY AREA PRESERVATION PILOT



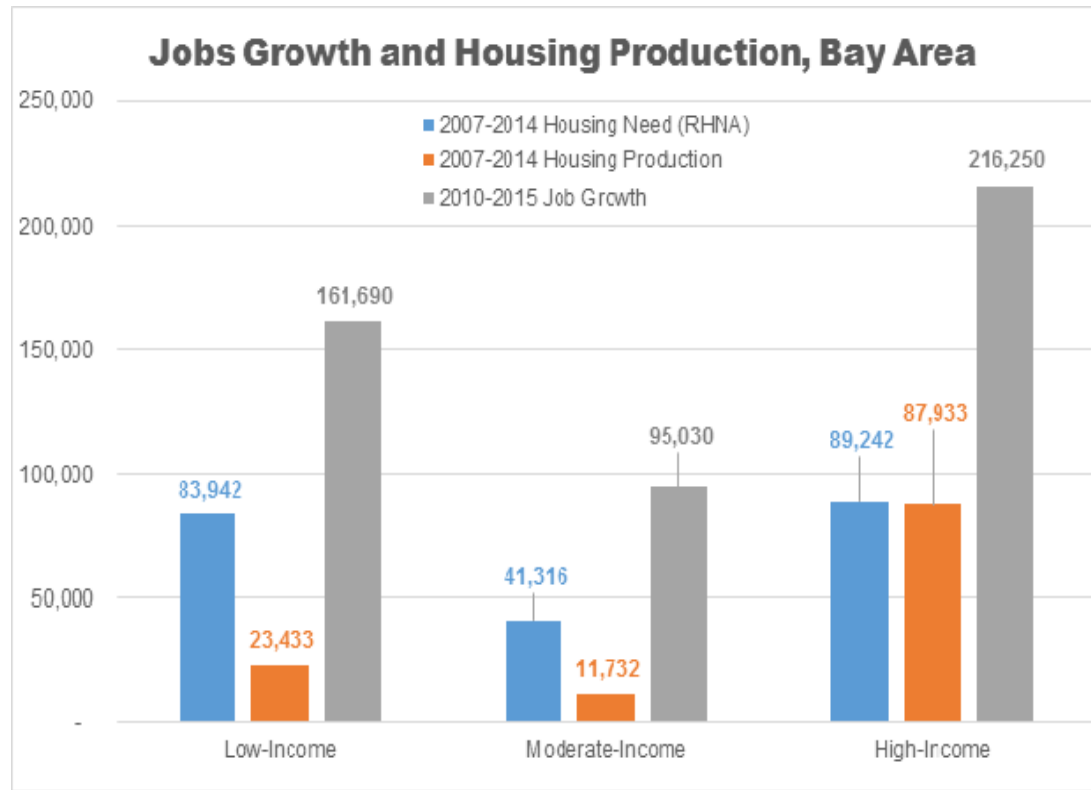
MTC PROGRAMMING & ALLOCATIONS COMMITTEE

FEBRUARY 14, 2018

NONI RAMOS, ENTERPRISE; MELISSA GARCIA, LIIF



BAY AREA HOUSING PRODUCTION NOT KEEPING UP WITH DEMAND



Source: Metropolitan Transportation Commission

WHAT IS PRESERVATION?

- Preservation is the acquisition and rehabilitation of occupied, unsubsidized homes for the purpose of providing permanently affordable housing and preventing the displacement of low-to-moderate income residents
- Serves dual purpose of **protecting residents** from pressures of speculative market while adding to the long-term affordable housing stock
- Estimated 300,000 low-income renters are paying more than 50 percent of their income on housing and are therefore considered at risk of displacement*



Garland Plaza, Sunnyvale CA (20 units)

BAY AREA PRESERVATION WORKING GROUP



ESTABLISHMENT OF BAPP

- **Revolving Loan Fund**
 - \$10 million from MTC OBAG2/Exchange Fund
 - \$39 million from CDFI Managers
- **Additional \$11 million developer equity contribution**
- **Managed in partnership**
 - Enterprise Community Loan Fund
 - Low Income Investment Fund

PROPOSED BAPP MANAGERS

- **Enterprise Community Loan Fund (ECLF):** ECLF has invested more than \$1.6 billion, creating and preserving over 106,000 units and leveraging over \$11 billion in additional capital to support affordable homes for low-income households, as well as facilities that support education opportunities, access health care, and small business growth.
- **Low Income Investment Fund (LIIF):** LIIF has provided over \$2.2 billion of financing and technical assistance to community organizations, leveraging an additional \$9.5 billion of capital and providing 2.0 million low income people with stable housing, quality child care, high performing schools, and vital community services.

SUCCESSFUL PRESERVATION STRATEGY

- **Meet existing need** — Offer a medium-term loan product up to 10 years
- **Nimble and Quick** — Level the playing field with market buyers
- **Low-cost and Patient Funds** — Provide more favorable financing compared to conventional lenders
- **Complement to TOAH Fund** — Option to preserve existing affordable units in addition to TOAH's financing for the construction of new affordable units

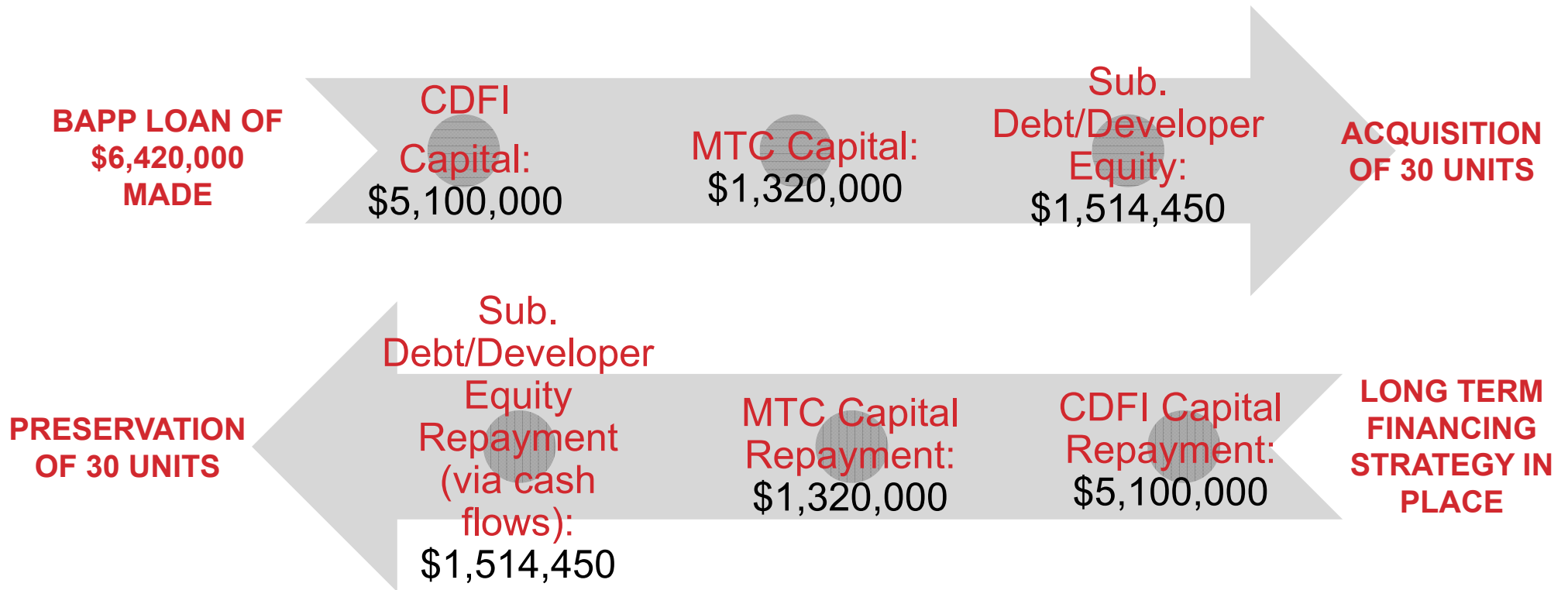
PROCESS

- MTC approves BAPP program structure and underwriting criteria
- Loan approvals, origination and servicing will be performed by LIIF and ECLF, in accordance with each CDFI's standard procedures
- Streamlined decision-making process similar to revised TOAH procedures
- 3-year origination period, loans up to 10 years

LOAN PRODUCT

- **Loan Capital:** approximately \$49 million (with additional \$11 million developer equity contribution)
- **Project type:** occupied properties, e.g. multi-family rental, co-ops
- **Project Size:** 4+ units
- **Rent Restrictions:** 75% of units affordable to households at 80% AMI
- **Term:** Up to 10 years
- **Eligible Borrowers:** non-profit developers or joint venture partnerships
- **Rehab Needs:** limited rehab
- **Real Estate Exemption:** meet the criteria
- **Oversight:** occupancy/management plan
- **Leverage:** 5:1

EXAMPLE PROJECT, 30-UNIT BUILDING



IMPACT

- Developers have up to 10 years to stabilize property using BAPP loan. Beyond 10 years, developers can secure Low-Income Housing Tax Credits and other affordable housing financing sources to ensure long-term affordability
- Loans cover finance acquisition costs, as well as carrying costs such as life and safety repairs and reserves
- Residents will not be displaced
- LIIF and ECLF estimate 200-400 homes will be taken off the speculative market and positioned to maintain permanent affordability
- As loans are repaid during the origination period, MTC capital may be recycled to originate additional loans. At the end of the term, the MTC capital will be used to make each CDFI whole on all of its Project Loans, then returned to MTC net of any losses
- Pilot phase has potential to be scaled up after evaluation by Program Managers and the BAPP Working Group

STAFF RECOMMENDATION

- Approve allocation of \$10 million to establish BAPP (MTC Resolution Nos. 3831, Revised 3989, Revised, and 4311, Revised)
- Authorize agreements with proposed fund managers
 - Enterprise Community Loan Fund (\$5 million) and Low Income Investment Fund (\$5 million)

Date: November 28, 2007
W.I.: 1512
Referred by: PAC
Revised: 01/28/09-C 12/16/09-C
04/28/10-C 06/22/11-C
02/28/18-C

ABSTRACT

Resolution No. 3831, Revised

This resolution adopts the policy and programming for the Third Cycle CMAQ Bonus Program. The policy contains the project categories that are to be funded with FY 2008-09 Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for inclusion in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Third Cycle Bonus Guiding Principles

Attachment B – Third Cycle Bonus Project List

Attachment B of this resolution was amended on January 28, 2009 to reflect changes associated with the 2008 Resolution 3434 Strategic Plan.

Attachment B of this resolution was amended on December 16, 2009 to reflect changes associated with the reassignment of \$35 million from the AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit project to implement restructured CMAQ eligible AC Transit bus services, subject to the conditions noted.

Attachment B of this resolution was further amended on April 28, 2010 to authorize a funding exchange to execute a portion of the \$35 million reassignment.

Attachment B of this resolution was further amended on June 22, 2011 to authorize a funding exchange to execute the final \$17.5 million of the \$35 million reassignment from the AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit to the SFMTA Central Subway project.

Attachment B of this resolution was further amended on February 28, 2018 to remove reference to the Priority Development Area (PDA) Plans funding exchange. PDA planning was funded in subsequent cycles using federal STP funds and therefore it is no longer necessary to use exchange funds. These exchange funds are being redirected to housing initiatives.

ABSTRACT

MTC Resolution No. 3831

Page 2

Further discussion of the Third Cycle CMAQ Bonus Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated November 14, 2007, the Programming and Allocations Committee summary sheet dated January 14, 2009 and the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated December 9, 2009, April 14, 2010, June 8, 2011, and February 14, 2018.

Date: November 28, 2007
W.I.: 1512
Referred By: PAC

RE: Third Cycle CMAQ Bonus Program: Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3831

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed principles guiding the policies and procedures to be used in the selection of projects to be funded with CMAQ funds for the Third Cycle CMAQ Bonus Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

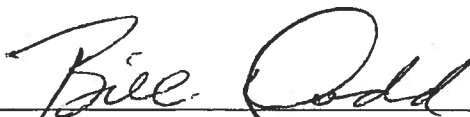
WHEREAS, using the principles and procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, developed a program of projects to be funded with CMAQ funds in Third Cycle CMAQ Bonus Program for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; now therefore be it

RESOLVED that MTC approves the policies and programming for the Third Cycle CMAQ Bonus Program, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the CMAQ funding shall be included in the federal TIP; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and approved by the Commission.

METROPOLITAN TRANSPORTATION COMMISSION



Bill Dodd, 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 28, 2007

Date: October 24, 2007
W.I.: 1514
Referred By: PAC

Attachment A
MTC Resolution No. 3831
Page 1 of 1

**Guiding Principles
For the development of the Third Cycle CMAQ Bonus Program**

November 28, 2007

1. **Project Screening and Compliance with Regional and Federal Requirements:** Projects funded in the Third Cycle CMAQ Bonus program must adhere to the Third Cycle STP/CMAQ Project Selection Criteria and Programming Policies in MTC Resolution 3723 adopted by the Commission on December 21, 2005. MTC staff has performed a cursory review of projects proposed for the CMAQ Third Cycle Bonus Program to ensure 1) eligibility; 2) RTP consistency; 3) potential impacts to air quality and delivery of TCMs; and 3) project readiness. The projects are also subject to compliance with the following policy areas detailed in MTC Resolution No.3723: Federal Project Eligibility, RTP Consistency, Title VI Compliance, and Accommodations for Bicyclists, Pedestrians and Persons with Disabilities.
2. **Regional Project Delivery Policy:** The additional federal CMAQ funding is available for ready-to-go projects to best poise the region to avoid losing federal funding capacity and potentially capture more capacity. As such, obligation of the CMAQ funds must take place by December 31, 2008. Projects must otherwise meet MTC's Regional Project Delivery Policy as set forth by Resolution 3606.
3. **Local Match:** Projects funded with CMAQ funding require a non-federal local match of at least 11.47%. Project sponsors are required to provide the non-federal match, which is subject to change, as well as a Resolution of Local Support.
4. **Projects must be fully funded.** The funding provided through the Third Cycle CMAQ Bonus is a fixed amount. Any cost increases beyond this amount, or any additional funds needed for the project is the responsibility of the project sponsor.

**METROPOLITAN TRANSPORTATION COMMISSION
SAFETEA THIRD CYCLE CMAQ BONUS Programming
Project List*
Attachment B**

Project Category and Title	County	Implementing Agency	Third Cycle Funding (thousand \$)
SAFETEA STP/CMAQ THIRD CYCLE BONUS PROGRAMMING			
1. Marin U.S. 101 HOV Gap Closure / PDA Plans			
Marin 101 Gap Closure - (Funding Exchange - MTC Res. No. 3989)	Marin	TAM	Exchange (\$12,500)
Specific Priority Development Area (PDA) Plans TBD by the Commission * (Note: PDA planning funded in subsequent cycles)	TBD	TBD	\$12,500
SUBTOTAL			\$12,500
2. Golden Gate Bridge Median Barrier			
Golden Gate Bridge Median Barrier	Marin/San Francisco	GGBHTD	Swap
Specific project(s) TBD by the Commission **	TBD	TBD	\$20,000
SUBTOTAL			\$20,000
3. Ed Roberts Campus			
Ed Roberts Campus	Alameda		\$4,500
SUBTOTAL			\$4,500
4. Resolution 3434 Strategic Plan Reserve			
AC Transit CMAQ Eligible New Operating Service - Funding Exchange ***	Alameda	AC Transit	\$35,000
SFMTA Central Subway - Funding Exchange**** (part 1)	San Francisco	SFMTA	\$17,500
SFMTA Central Subway - Funding Exchange (part 2)	San Francisco	SFMTA	\$17,500
SUBTOTAL			\$35,000
Third Cycle CMAQ Bonus Total			\$72,000

* Flexible funding provided by TAM in exchange for the Third Cycle CMAQ funds will be available to PDA planning activities. The programming commitments in this category are subject to the evaluation and approval of projects by the Commission.

** The GGB is ineligible to receive CMAQ funding. Therefore, the funds must be swapped with other CMAQ-eligible projects. Attachment B will be revised once the projects to receive the fund swap are identified.

*** On December 16, 2009, the Resolution 3434 strategic plan reserve funding was redirected from the AC Transit BRT to CMAQ eligible operating purposes at AC Transit's request. The programming commitments in this category are subject to the following conditions:

1. Agency Financial Review: Prior to the release of the FY2010 portion of CMAQ funding, AC Transit agrees to an independent comprehensive, financial review that considers cost control and revenue enhancement strategies to support the District's long-term financial viability. AC Transit must take the necessary steps to implement the identified strategies before the release of the requested FY2011 portion of CMAQ funding.

2. East Bay Operations Analysis: Consistent with the Commission's direction to proceed with subregional analysis of service effectiveness as part of the Transit Sustainability Project, AC Transit agrees to an independent, comprehensive operational analysis for the east bay and transbay service areas, in cooperation with BART, WestCAT, Union City, and the Water Emergency Transportation Authority. Where financially feasible, AC Transit agrees to take all reasonable steps to implement the recommendations of this analysis.

3. Address Eligibility for Fund Sources: AC Transit will demonstrate to MTC and the Federal Transit Administration that the proposed operating expenses for the restructured service are eligible for CMAQ funds. If the proposed expenses are not CMAQ eligible, AC Transit will identify another project that can use the CMAQ funds in exchange for operating funds. In the event AC Transit does not have such a project in its own capital plan, AC Transit will be responsible for obtaining the agreement of another transit operator to assist in the exchange of funds.

Attachment B

November 28, 2007
Attachment B, MTC Resolution No. 3831
Revised: 01/28/09-C 12/16/09-C
04/28/10-C 06/22/11-C
02/28/18-C

**** On December 16, 2009, the Commission authorized the reassignment of \$35 million in CMAQ funds from the AC Transit BRT project to the AC Transit operating budget. On April 28th, 2010, the Commission authorized \$17.5 million funding exchange between AC Transit and SFMTA to execute the initial installment of this transfer. On June 22nd, 2011, the Commission authorized \$17.5 million funding exchange between AC Transit, BART and SFMTA to execute the final installment of this transfer. AC Transit shall comply with the conditions related to the original transfer, listed above.

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\February PAC\[tmp-3831_Attach-B February.xlsx]Third Cycle Bonus 02-28-2018

Date: February 28, 2018
W.I.: 1611
Referred by: PAC

ABSTRACT

Resolution No. 4311

This resolution establishes the Bay Area Preservation Pilot Fund (Fund) and authorizes Executive Director or his designated representative to negotiate funding agreements with fund managers for the Fund, subject to certain specified conditions as noted in Attachment A, for the entities and amounts specified in Attachment B.

The resolution includes the following attachments:

Attachment A – Bay Area Preservation Pilot Specified Conditions

Attachment B – Bay Area Preservation Pilot Fund Managers

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated February 14, 2018.

Date: February 28, 2018
W.I.: 1611
Referred by: PAC

RE: Establishment of a Bay Area Preservation Pilot Fund

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4311

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

WHEREAS, MTC and the Association of Bay Area Governments (ABAG) support transit oriented development through the One Bay Area Grant and Priority Development Area Planning grant programs; and

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

WHEREAS, MTC and ABAG studied the combined cost of housing and transportation and found low income households throughout the Bay Area are severely burdened financially by the high cost of housing and transportation; and

WHEREAS, MTC previously adopted Resolution 3991 establishing the Bay Area Transit Oriented Affordable Housing (TOAH) Fund, which authorized MTC to invest \$10 million in a revolving loan fund for affordable housing development projects located in Priority Development Areas throughout the Bay Area; and

WHEREAS, MTC established a new pilot revolving loan fund in Resolution 4202 as part of the One Bay Area Grant Program (OBAG 2) framework,* outlining conditions to be met prior to MTC's \$10 million contribution to establish the Fund, which conditions have been met; and

WHEREAS, a tool to acquire and protect homes currently affordable to low-income residents will help to preserve affordability in the region; now therefore be it

RESOLVED, that the Commission establish the Bay Area Preservation Pilot Fund, based on the Principles of Agreement outlined in Attachment A, and authorizes the Executive Director to enter into agreements as listed in Attachment B.

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 February 28, 2018

* Naturally Occurring Affordable Housing (NOAH), since renamed to the Bay Area Preservation Pilot.

Date: February 28, 2018
W.I.: 1611
Referred by: PAC

Attachment A
MTC Resolution No. 4311
Page 1 of 2

Principles of Agreement
Bay Area Preservation Pilot Fund

The Commission adopts the following Principles of Agreement to establish the Bay Area Preservation Pilot Fund, which will be used as a tool to acquire and protect homes currently affordable to low-income residents that are currently available on the market. These Principles of Agreement will govern two funding agreements MTC will enter into with Low Income Investment Fund (LIIF) (\$5 million) and Enterprise Community Loan Fund, Inc. (ECLF) (\$5 million), contributing \$10 million to the Bay Area Preservation Pilot Fund (the Fund). The Fund will begin in 2018 and will operate for at least ten years from the date of inception. MTC's contribution to the Fund is dependent upon the availability of anticipated funds that are eligible for use in the Fund.

1. MTC will enter into an agreement with LIIF (\$5 million) and Enterprise Community Loan Fund, Inc. (ECLF) (\$5 million) to contribute \$10 million to the Fund via LIIF and ECLF.
2. The Fund will begin in 2018 and will operate for at least ten years from the date of inception.
3. MTC will make its contribution of \$10 million to the Fund after the funding agreements are signed, subject to Commission approval of this item on February 28, 2018.
4. The Fund will be managed by LIIF and ECLF, both not-for profit entities, on behalf of MTC.
5. All loans from the Fund will be made to projects in Transit Priority Areas (TPAs) or Priority Development Areas (PDAs) and will target households at and below 80% Area Median Income.
6. A 5:1 funding leverage will be achieved across the overall Bay Area Preservation Pilot Fund program (vs. project by project).
7. Prior to closing, LIIF and ECLF will adopt a business plan that establishes the Fund's priorities and serves as a guide for the Fund's operations, financial structure, underwriting criteria, and evaluation.
8. LIIF and ECLF will certify compliance with each organization's underwriting guidelines and provide MTC with summary reports of the Fund's progress against the business plan. MTC will not participate in the selection of specific projects.

Date: February 28, 2018
W.I.: 1611
Referred by: Programming and Allocations

Attachment A
MTC Resolution No. 4311
Page 2 of 2

9. The Fund managers (LIIF and ECLF) will use standard accounting controls and MTC will have the right to review all financial reports of the Fund.
10. No representative from MTC will participate in the Fund in any paid capacity.
11. MTC is in the subordinate position for repayment during the life of the Fund and at the close of the Fund. As such, after LIIF and ECLF are repaid in full, any balance remaining in the Fund will be returned to MTC unless the Fund is extended beyond the initial 10 year period.

Attachment B
MTC Resolution No. 4311
Bay Area Preservation Pilot Fund
February 2018

MTC Resolution No. 4311
Attachment B
Adopted: 02/28/18-C

Fund Managers	\$, millions
Bay Area Preservation Pilot Fund Managers	Amount
Low Income Investment Fund (LIIF)	\$5
Enterprise Community Loan Fund, Inc. (ECLF)	\$5
Total	\$10

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0069 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 1/17/2018 **In control:** Programming and Allocations Committee
On agenda: 2/14/2018 **Final action:**
Title: Fiscal Year 2018-19 Fund Estimate and a proposed new policy for STA Population-Based funds administered by MTC, which have been augmented with new funding through Senate Bill 1.

i. MTC Resolution No. 4322 - Fiscal Year 2018-19 Fund Estimate -- Annual Fund Estimate and proposed apportionment and distribution of \$792 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair Program, Assembly Bill 1107 (AB 1107), transit-related bridge and Low Carbon Transit Operations Program funds for FY 2018-19.

ii. MTC Resolution No. 4321 - State Transit Assistance (STA) Population-Based Funds Distribution Policy

Sponsors:

Indexes:

Code sections:

Attachments: [3bi Reso 4322 Fund Estimate.pdf](#)
[3bii Reso 4321 STA Pop-Based Funds.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Fiscal Year 2018-19 Fund Estimate and a proposed new policy for STA Population-Based funds administered by MTC, which have been augmented with new funding through Senate Bill 1.

i. MTC Resolution No. 4322 - Fiscal Year 2018-19 Fund Estimate -- Annual Fund Estimate and proposed apportionment and distribution of \$792 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair Program, Assembly Bill 1107 (AB 1107), transit-related bridge and Low Carbon Transit Operations Program funds for FY 2018-19.

ii. MTC Resolution No. 4321 - State Transit Assistance (STA) Population-Based Funds Distribution Policy

Presenter:

William Bacon

Recommended Action:
Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 14, 2018

Agenda Item 3b.i.

MTC Resolution No. 4322. FY 2018-19 Fund Estimate

Subject: Annual Fund Estimate and proposed apportionment and distribution of \$792 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2018-19.

Background: The following are highlights of the fund estimate for FY 2018-19:

- 1. Economic Overview:** The Bay Area economy continues its robust performance with decreases in unemployment rates and continued growth in taxable sales. However, with the Bay Area economy entering its ninth year of expansion, the likelihood of an economic downturn is increasing based on historic economic cycles. With unemployment at an all-time low, population growth slowing, and taxable sales growth decreasing in the region, it is prudent for transit operators to budget cautiously should the economic outlook worsen in the coming year.
- 2. Transportation Development Act (TDA):** State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to increase by 4% in FY 2017-18, with an additional increase of 3% in FY 2018-19. However some counties estimate more moderate increases and in one case a slight decrease in revenue. Specific areas of note include:
 - The auditors in San Francisco and Santa Clara counties are projecting TDA sales tax growth of less than 2.5% in FY 2018-19. In addition each of these counties revised downward their forecasts for FY 2017-18 TDA sales tax revenue. San Francisco and Santa Clara's revised FY 2017-18 forecasts are 7% (\$3.4 million) and 4% (\$4.0 million) lower respectively than their initial FY 2017-18 forecasts adopted in the FY 2017-18 Fund Estimate in February 2017.
 - The Solano County Auditor-Controller is projecting no TDA sales tax growth in the current year FY 2017-18.

Despite robust sales tax growth since the Great Recession and that the Bay Area is at all-time highs of population and employment, overall sales tax revenue in inflation adjusted terms remains 14% below the "dot-com boom" peak reached in FY 2000-01. On a per-capita basis, TDA sales tax revenues have *decreased* by nearly 21% since FY 2000-01.

The Bay Area's challenge in returning to previous levels of sales tax revenue highlights significant structural changes in the regional economy away from goods (subject to sales tax) and towards untaxed services. This structural change is significant as sales tax revenues account for 40% of operating revenues for transit and are the entire underpinning of the county-based self-help transportation funding movement.

3. **AB 1107:** A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and MTC staff is responsible for estimating the annual revenue generation. Based on trends in actual revenues, and this fiscal year's second quarter actual receipts, staff recommends leaving the current-year FY 2017-18 estimate unchanged at \$84.8 million (a 3% increase over actual FY 2016-17 revenues). Staff proposes an increase of 2% in FY 2018-19 (\$86.5 million). This amount would be split evenly between San Francisco Muni and AC Transit per Commission policy.
4. **State Transit Assistance (STA):** Governor Brown's proposed FY 2018-19 State Budget estimates \$554 million in STA funds statewide in FY 2018-19. Based on this estimate, the Bay Area would receive approximately \$198 million (\$144 million in Revenue-Based and \$54 million in Population-Based) in FY 2018-19 STA funds. FY 2018-19 is the first full year to see additional revenues from Senate Bill (SB) 1. The anticipated FY 2018-19 STA funds for the Bay Area represent nearly a doubling over the actual STA funds received in FY 2016-17 (before the passage of SB 1).

In light of the Commission's consideration of MTC Resolution 4321 in Agenda Item 3b.ii. on this agenda, regarding a new STA Population-Based distribution policy, the proposed fund estimate reflects a Population-Based program consistent with the proposed new STA policy (MTC Resolution 4321 for FY 2018-19. Should MTC Resolution 4321 not be adopted, staff will return to the Commission next month to distribute the Population-Based funds according to the existing policy contained in MTC Resolution 3837, Revised.

In the FY 2017-18 Fund Estimate (MTC Resolution 4268, Revised) \$17.1 million in FY 2017-18 Population-Based funds derived from the augmentation of STA revenues through SB 1 were placed in reserve pending the Commission's consideration of a new Population-Based distribution policy. Given the Commission's consideration of MTC Resolution 4321 this month and the ramp-up terms needed with the new policy framework, staff proposes to program the reserve balance of \$17.1 million in FY 2017-18 STA Population-Based funds through the existing MTC Resolution 3837, Revised framework. This will allow dollars to be put to use as soon as possible, in keeping with the intent of SB 1. Funds for the Northern Counties/Small Operators (\$4.8 million), Regional Paratransit (\$2.6 millions), and MTC Regional Coordination Program (\$4.6 million) will be distributed to the appropriate apportionment jurisdictions. Funds designated for the Lifeline Program (\$5 million) will be held in reserve for a possible Means-Based Fare Program as Lifeline Cycle 5 is already underway.

5. **State of Good Repair (SGR) Program:** SB 1 established a new State of Good Repair (SGR) Program funded by a new Transportation Improvement Fee (a value-based vehicle registration fee). This program will bring over \$37.5 million to the Bay Area in FY 2018-19 and is focused on funding transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program. However, unlike regular STA program funds, recipients of SGR Program funds must have

their projects pre-approved by Caltrans. MTC Resolution 4321, described above, also proposes a distribution policy for SGR Program Population-Based funds (first priority: Clipper® 2.0; second priority: funding for the cost increment of zero emission buses for the Bay Area transit fleet in partnership with funds from the Bay Area Air Quality Management District).

6. **BART Feeder Bus Agreements:** The transit coordination program allows funding to be transferred from BART's STA and TDA apportionments to cover local bus operator expenses for feeder bus services to BART stations. The FY 2018-19 feeder bus expenses are \$7.0 million, a 2% increase over FY 2017-18. Feeder bus expenses are indexed to the annual change in BART's ½-cent sales tax revenue generation
7. **Bridge Tolls:** In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022. Beginning with FY 2018-19, staff are no longer reflecting AB 664 funds in the Fund Estimate due to the inclusion of AB 664 funds in the Core Capacity Challenge Grant (MTC Resolution 4123, Revised).
8. **Cap and Trade – Low Carbon Transit Operations Program:** The FY 2018-19 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2018-19, the region is projected to receive \$64 million from the program based on an estimate from Governor Brown's proposed FY 2018-19 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Recommendation: Refer MTC Resolution No. 4322 to the Commission for approval.

Attachments: Presentation slides
MTC Resolution No. 4322



FY 2018-19 Fund Estimate and STA Population-Based Program

MTC Resolution Nos. 4321 and 4322


**Programming and
Allocations Committee
February 14, 2018
Items 3b i and 3b ii**

MTC's Fund Estimate

- State law requires MTC to complete a Fund Estimate by March 1st annually
- Assists transit operators in budgeting
- Approx. 40% of Bay Area transit operating revenues are based on sales taxes
- Operators are urged to be cautious in their budgeting for FY 2018-19 given uncertainty about the economy and the future of SB 1
- **FY 2018-19 Fund Estimate programs \$792 million, mostly for transit operations**

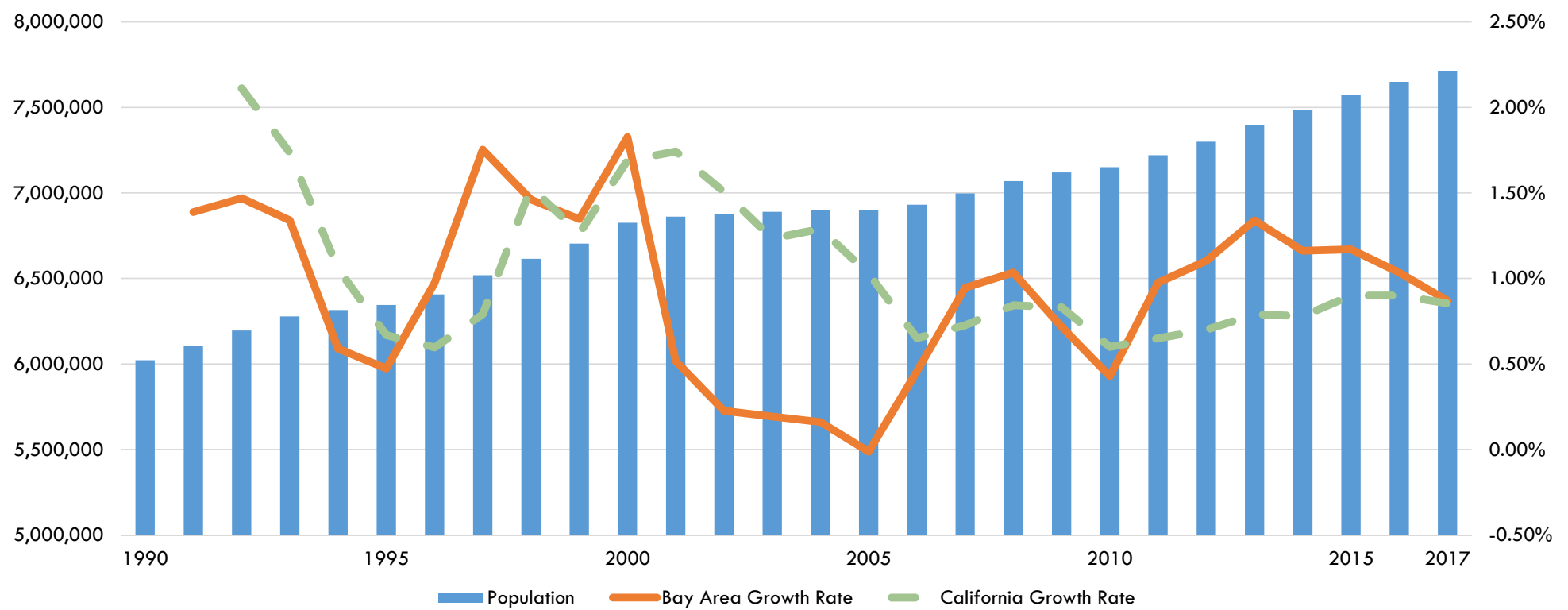


Fund Estimate Overview

	Program	Description	 SB 1 Increase ¹ (\$, in millions)	FY 2017-18 Estimate (\$, in millions)	FY 2018-19 Estimate (\$, in millions)
Sales Taxes and Tolls	Transportation Development Act (TDA) ¼ ¢ Sales Tax	¼ ¢ sales tax in each county	N/A	\$389.5	\$400.5
	AB 1107 ½ ¢ Sales Tax	MTC administers 25% of the revenue from the ½ ¢ sales tax in the three BART district counties	N/A	\$84.8	\$86.5
	Bridge Tolls	MTC 2% Toll Revenues and 5% State General Fund Revenues	N/A	\$4.7	\$5.0
STA Formula	State Transit Assistance (STA)	Sales tax on diesel fuel in CA	\$99.1	\$167.8	\$198.3
	State of Good Repair (SGR) Program	Transportation Improvement Fee (vehicle registration fee)	\$37.6	\$37.6	\$37.6
	Low Carbon Transit Operations Program	5% of Cap-and-Trade auction revenues	N/A	\$35.0	\$64.1

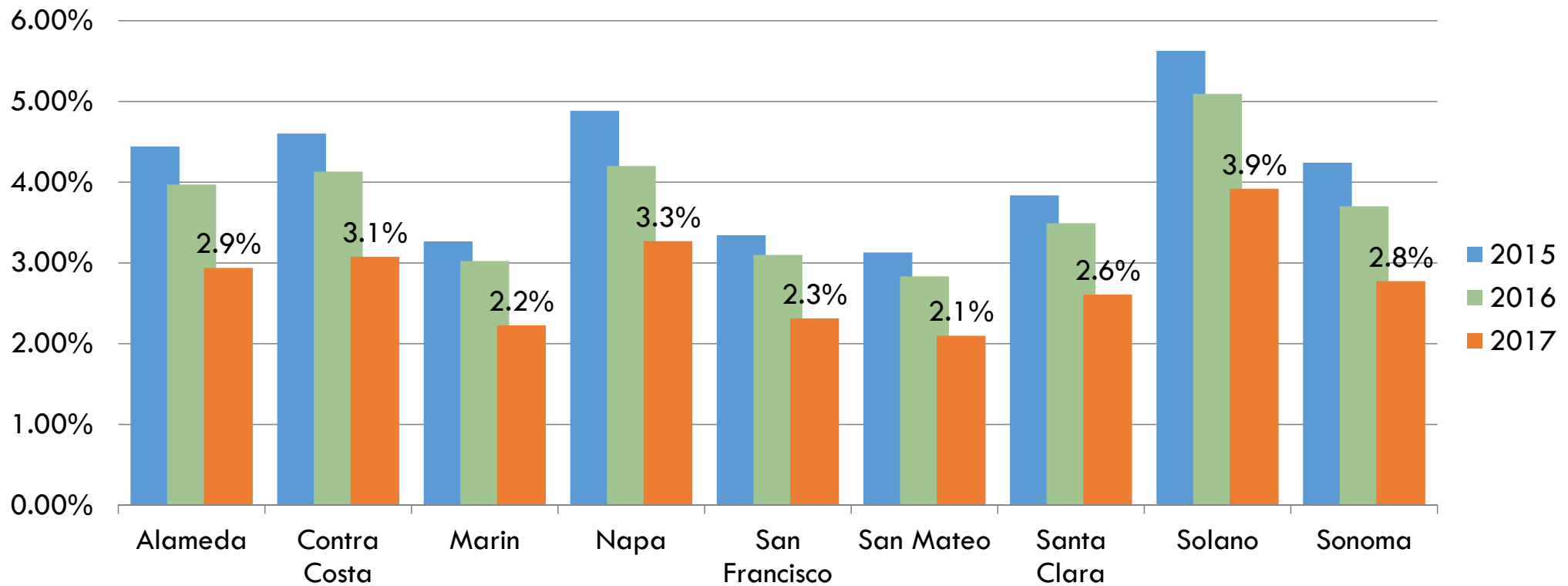
¹ SB 1 increase represents change from FY 2016-17 to FY 2018-19 and uses Caltrans' assumption of a 50% increase in STA and SGR Program revenue under SB 1.

Bay Area Population



Source: California Department of Finance

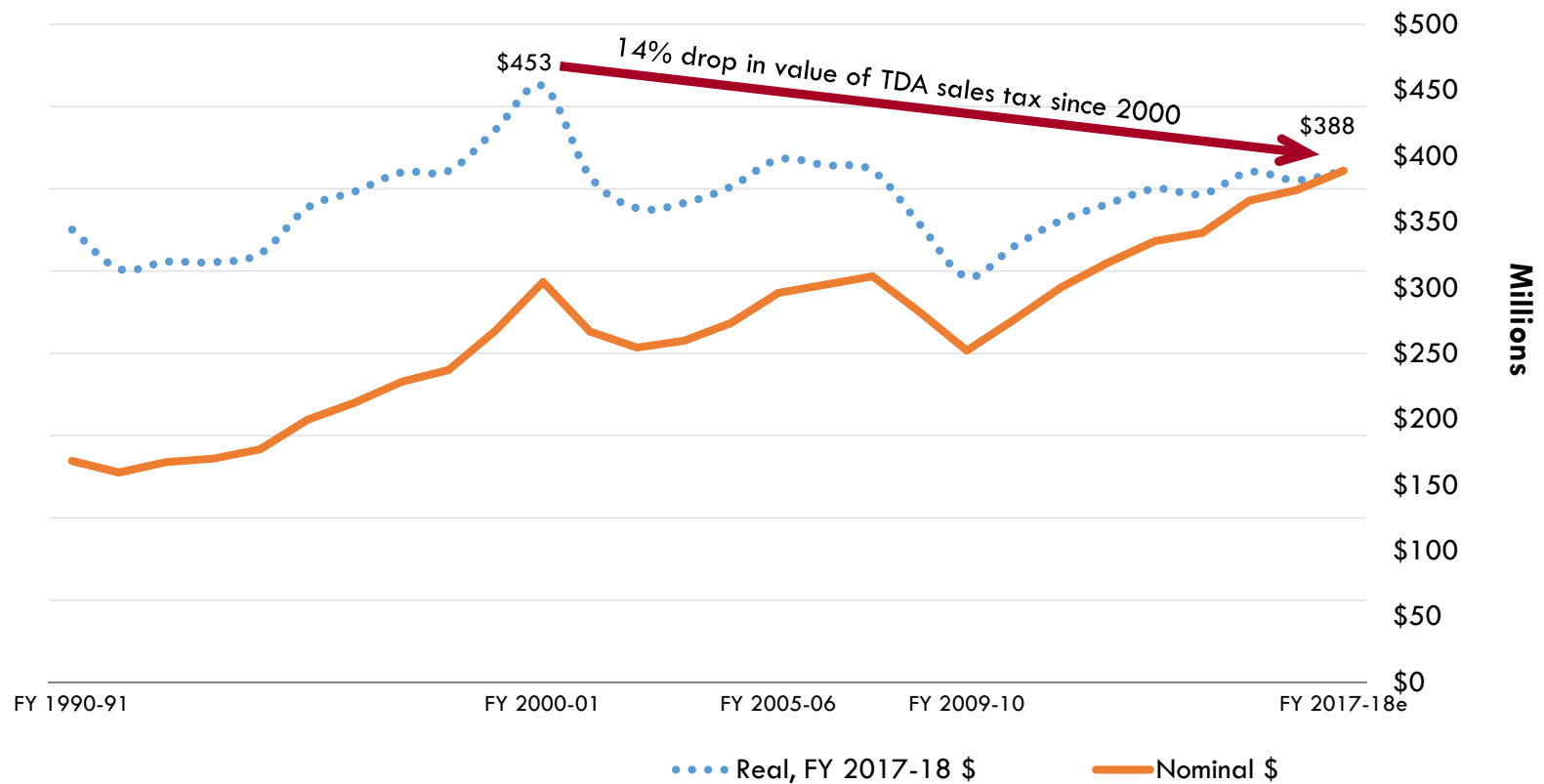
2.7% Unemployment Rate – An All Time Low



Data current as of November 2017 (most recent available data).

Source: California Employment Development Department, Labor Market Information Division – www.labormarketinfo.edd.ca.gov

Real Sales Tax Revenue: 14% Drop Since 2000



TDA Sales Tax Forecast FY 2018-19

- Estimates for each county prepared by individual county Auditor/Controllers
- Return to source, revenue earned in a county is spent in that county
- Revenue primarily used for transit operations and capital expenses
- FY 2018-19 forecast of \$400.5 million** is a **2.7% increase** above the Auditor/Controllers' revised forecast for FY 2017-18 (\$389.5 million)



AB 1107 Sales Tax Forecast FY 2018-19

- 25% of total revenue from BART's sales tax in Alameda, Contra Costa, and San Francisco counties
- MTC estimates revenue and establishes funding policy
- Only AC Transit, BART, and SFMTA eligible to receive AB 1107 funds per state statute
- Historically, Commission policy is to distribute 50% of funds to AC Transit and 50% to SFMTA
- **FY 2018-19 forecast of \$86.5 million** is a **2.0 % increase** above the forecast for FY 2017-18 (\$84.8 million)



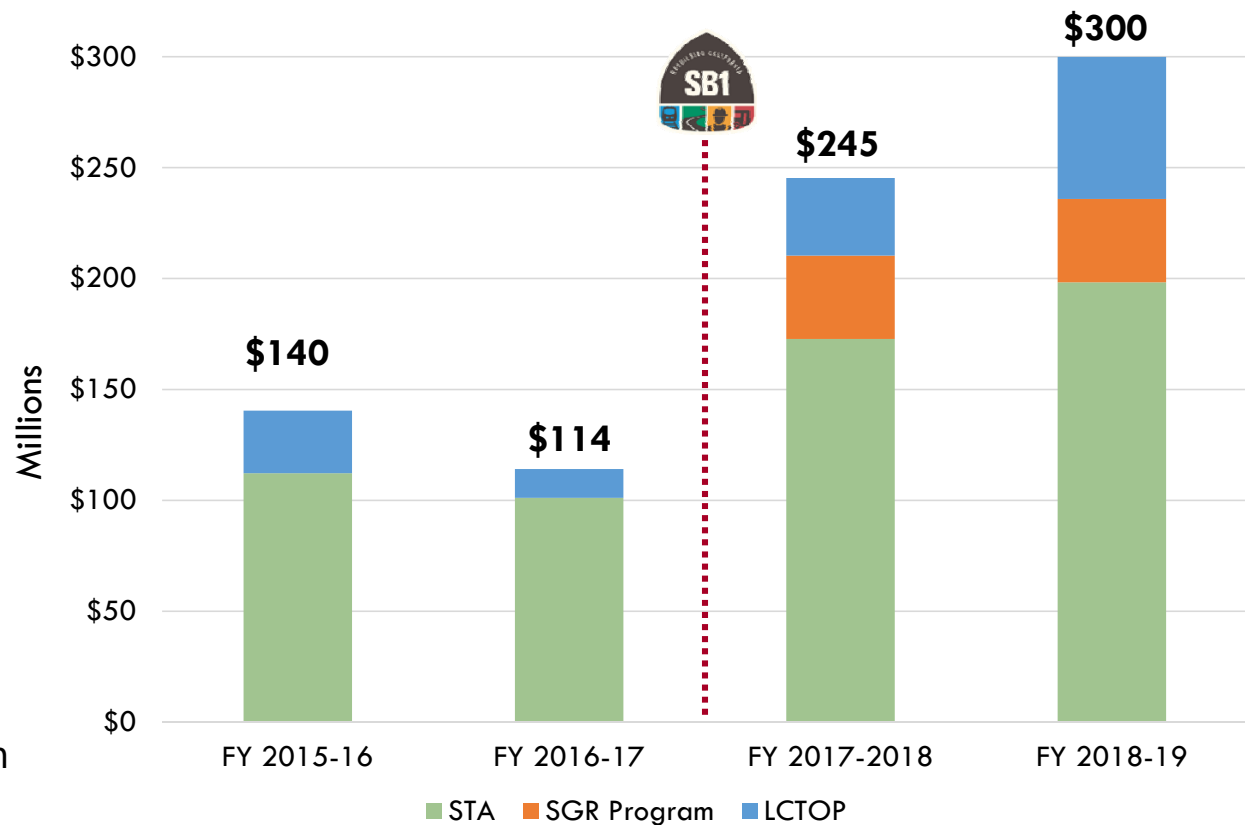
STA Formula Programs FY 2018-19

State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program

Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue

Population-Based funds flow to the Bay Area based on our 19.5% share of the state's population and are programmed by MTC

FY 2018-19 forecast of \$300 million in STA, State of Good Repair (SGR) Program and Low Carbon Transit Operations Program (LCTOP) revenue



STA Population-Based Policy in Bay Area

2007: Commission adopts Resolution 3837, establishes current STA Population-Based Policy, calls for review in 10 years.

- Northern Counties/Small Operators Program (28%)
- Lifeline Transportation Program (29%)
- Regional Paratransit Program (16%)
- Regional Coordination Program (e.g. Clipper and 511) (27%)

2008-2016: Bay Area STA funding fluctuates between \$101 million to \$156 million depending on the price of diesel fuel.

2017: Legislature approves SB 1, doubles diesel sales tax.
10 year review of Resolution 3837 initiated by MTC staff.

New State of Good Repair Program program established

Fall 2017: Outreach to stakeholders on proposed update to the STA Population-Based framework

January 2018: Staff presents information item on STA Policy to PAC



Proposed STA Framework

Replace Resolution 3837 with a transit-focused, OBAG-style STA County Block Grant receiving 70% of Population-Based funds

Funds can only go to eligible transit operators.

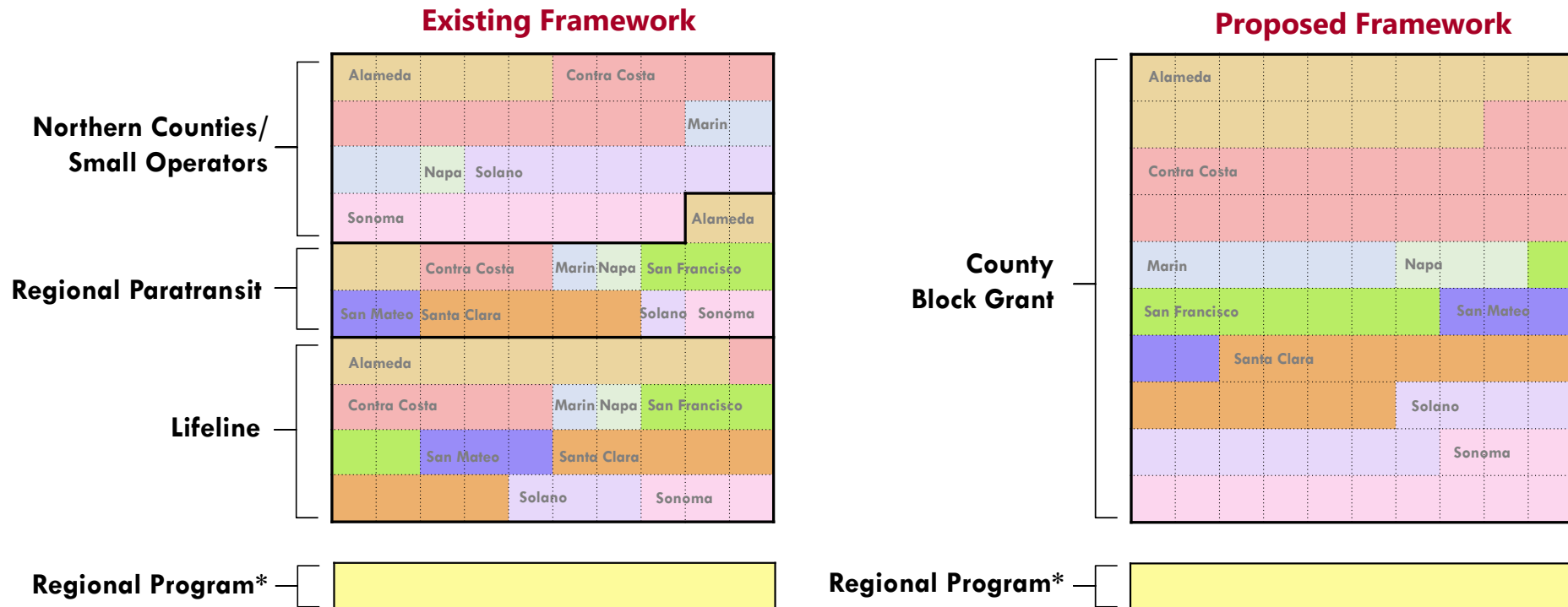
County shares based on the total amount received by a county across all three current program categories.

		County Share	Est. FY 2018-19 STA Population Based (Millions of \$)
County/Local Program 70%	Alameda	18%	\$6.7
	Contra Costa	22%	\$8.4
	Napa	4%	\$2.2
	Marin	6%	\$1.3
	San Francisco	8%	\$3.2
	San Mateo	5%	\$1.9
	Santa Clara	14%	\$5.3
	Solano	11%	\$4.0
	Sonoma	13%	\$4.9
		County/Local Program Subtotal	\$37.8
Regional Program 30%		Regional Program Subtotal	\$16.2

30% of Population-Based funds to a Regional Program to support Clipper, 511, and a potential Means-Based transit fare



Proposed STA Framework



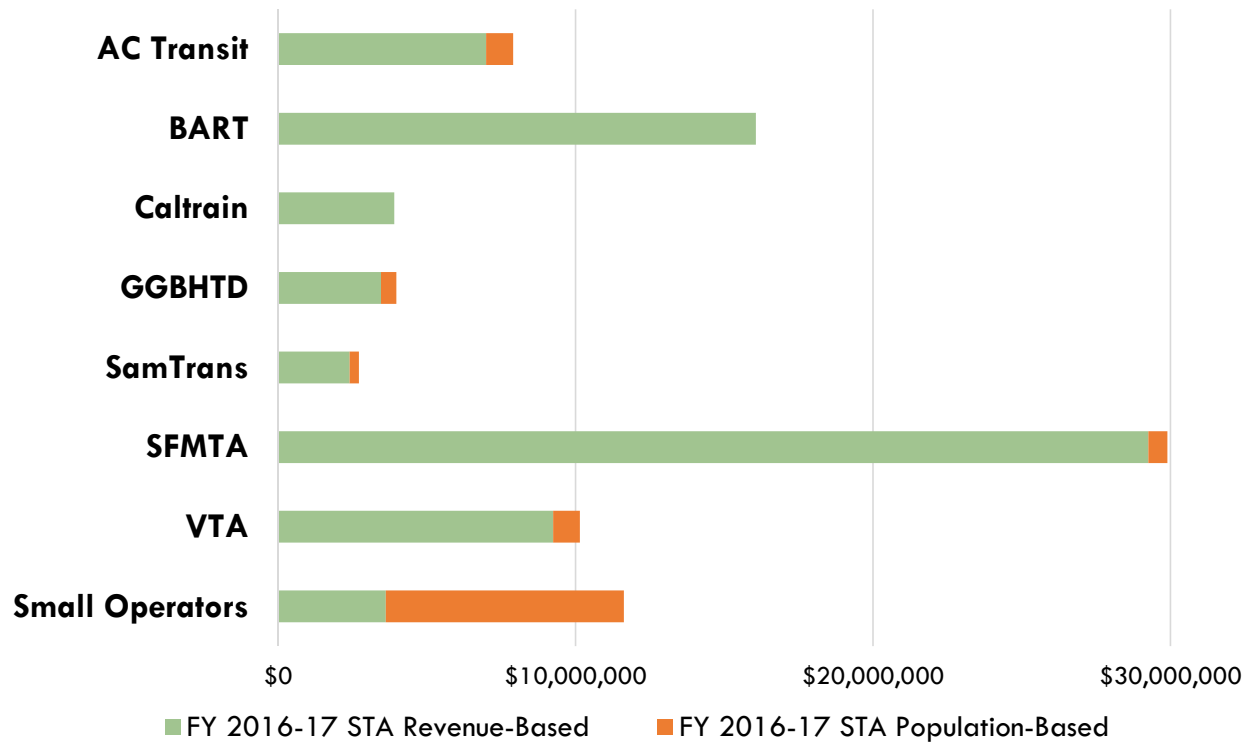
Each county's share in the Proposed Framework is equal to the sum of its shares under the three local/county programs in the Existing Framework (Res. 3837).

See Attachment 3 for a \$ amount comparison.

*Regional Program size not shown to scale

STA Population-Based Funds Key for Small Operators

FY 2016-17 STA Revenue-Based vs. Population-Based, by Operator*



*FY 2016-17 is most recent year with complete expenditure data



Proposed STA Framework Policy Conditions

- **TSP Performance Requirements for all Small and Medium Sized Operators or Develop Plan to Consolidate Transit Operators (North Bay Counties only)**
- **Minimum Amounts for East Bay Small Bus Operators**
- **Seek MTC Approval and Operator Consensus for Fund Swaps**
- **Coordinated STA Population-Based Claims**
- **Establish/Enhance a Mobility Management Program (Alameda, Contra Costa, SF, San Mateo, Santa Clara)**
- **STA County Block Grant Annual Snapshot**



State of Good Repair (SGR) Program Proposed Framework

State of Good Repair Program
\$10.2 million annually



CLIPPER

SGR Program Priority 1: Clipper ® 2.0

Invest in the development and deployment of the next generation fare payment system, Clipper® 2.0.

Funds may not be needed should RM 3 pass.



SGR Program Priority 2: Green Transit Capital Priorities

If not needed for Clipper ® 2.0, fund the acquisition of zero emission buses or infrastructure.

- Partner with Air District for 1:1 leverage and \$20 million total annually
- Could support conversion of 65 buses annually

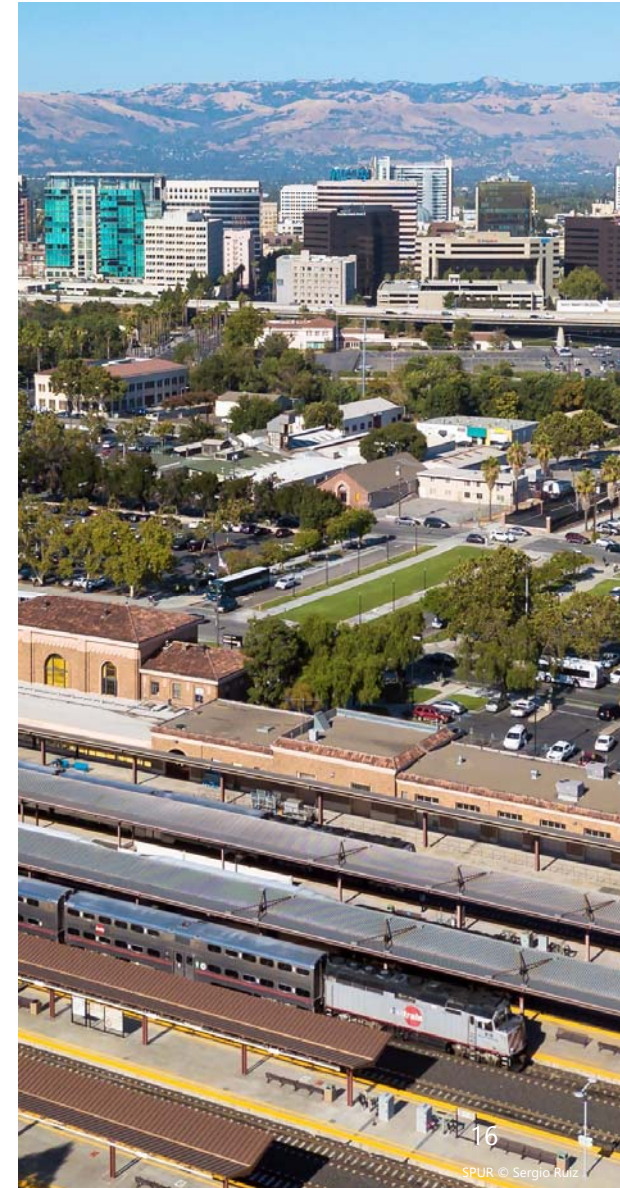


Staff recommendation is to forward to the Commission for approval:

MTC Resolution 4321 (STA Population-Based Policy)

MTC Resolution 4322 (FY 2018-19 Fund Estimate)

Note: Staff will return to the Commission to re-evaluate the proposed STA policy should there be a major change in the availability of SB 1 funds in the future.



Date: February 28, 2018
W.I.: 1511
Referred by: PAC

ABSTRACT

MTC Resolution No. 4322

This resolution approves the FY 2018-19 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated February 14, 2018.

Date: February 28, 2018
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2018-19

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4322

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

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2017-18 and FY 2018-19 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

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

WHEREAS, all area apportionments of TDA funds for the 2018-19 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

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

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2018-19 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2018-19 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on February 28, 2018.

**FY 2018-19 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
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TDA REGIONAL SUMMARY TABLE								
Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	FY2018-19	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	22,915,659	(86,671,349)	80,257,000	2,875,886	(3,325,315)	85,627,000	(3,425,080)	98,253,799
Contra Costa	17,567,390	(50,454,471)	41,139,992	965,109	(1,684,204)	43,662,990	(1,746,520)	49,450,285
Marin	586,566	(12,636,994)	12,876,410	138,209	(520,585)	13,492,255	(539,690)	13,396,173
Napa	5,620,749	(10,334,213)	8,638,000	615,739	(370,150)	9,623,888	(384,955)	13,409,058
San Francisco	599,665	(49,797,765)	51,303,002	(3,378,002)	(1,917,000)	49,067,500	(1,962,701)	43,914,699
San Mateo	6,407,873	(3,804,830)	40,772,410	2,056,583	(1,713,160)	44,447,807	(1,777,912)	86,388,773
Santa Clara	5,742,520	(110,856,141)	111,543,000	(3,982,550)	(4,302,418)	109,927,000	(4,397,080)	103,674,332
Solano	24,033,764	(27,631,754)	18,508,568	1,214,285	(788,914)	19,722,853	(788,914)	34,269,889
Sonoma	8,800,311	(24,657,112)	23,700,000	300,000	(960,000)	24,900,000	(996,000)	31,087,199
TOTAL	\$92,274,497	(\$376,844,628)	\$388,738,382	\$805,259	(\$15,581,746)	\$400,471,293	(\$16,018,852)	\$473,844,207
STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE								
Column	A		B	C	D	E=Sum(A:D)		
	6/30/2017		FY2016-18	FY2017-18	FY2018-19	FY2018-19		
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Revenue Estimate	Revenue Estimate	Available for Allocation		
State Transit Assistance								
Revenue-Based	8,232,635		(84,342,106)	122,016,490	144,183,275	190,090,294		
Population-Based	34,423,285		(31,161,611)	45,757,460	54,070,238	103,089,372		
SUBTOTAL	42,655,920		(115,503,717)	167,773,950	198,253,513	293,179,666		
AB1107 - BART District Tax (25% Share)	0		(84,840,000)	84,840,000	86,536,800	86,536,800		
Bridge Toll Total								
MTC 2% Toll Revenue	5,413,461		(2,929,279)	1,450,000	1,450,000	5,384,181		
5% State General Fund Revenue	10,083,610		(3,657,254)	3,275,431	3,581,607	13,283,393		
SUBTOTAL	15,497,071		(6,586,533)	4,725,431	5,031,607	18,667,574		
Low Carbon Transit Operations Program	0		0	35,000,000	64,053,753	99,053,753		
State of Good Repair Program								
Revenue-Based	0		0	27,325,923	27,325,923	54,651,846		
Population-Based	0		0	10,247,507	10,247,507	20,495,014		
SUBTOTAL	0		0	37,573,430	37,573,430	75,146,860		
TOTAL	\$58,152,992		(\$206,930,250)	\$329,912,811	\$391,449,103	\$572,584,653		

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

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

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

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FY2017-18 TDA Revenue Estimate				FY2018-19 TDA Revenue Estimate			
FY2017-18 Generation Estimate Adjustment				FY2018-19 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 17)	80,257,000			13. County Auditor Estimate	85,627,000		
2. Revised Estimate (Feb, 18)	83,132,886			FY2018-19 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		2,875,886		14. MTC Administration (0.5% of Line 13)	428,135		
FY2017-18 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	428,135		
4. MTC Administration (0.5% of Line 3)	14,379			16. MTC Planning (3.0% of Line 13)	2,568,810		
5. County Administration (Up to 0.5% of Line 3) ¹	14,379			17. Total Charges (Lines 14+15+16)	3,425,080		
6. MTC Planning (3.0% of Line 3)	86,277			18. TDA Generations Less Charges (Lines 13-17)	82,201,920		
7. Total Charges (Lines 4+5+6)		115,035		FY2018-19 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		2,760,851		19. Article 3.0 (2.0% of Line 18)	1,644,038		
FY2017-18 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	80,557,882		
9. Article 3 Adjustment (2.0% of line 8)	55,217			21. Article 4.5 (5.0% of Line 20)	4,027,894		
10. Funds Remaining (Lines 8-9)		2,705,634		22. TDA Article 4 (Lines 20-21)	76,529,988		
11. Article 4.5 Adjustment (5.0% of Line 10)	135,282						
12. Article 4 Adjustment (Lines 10-11)		2,570,352					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,872,749	11,473	3,884,222	(4,677,686)	0	1,540,934	55,217	802,687	1,644,038	2,446,725
Article 4.5	181,374	2,379	183,753	(3,956,758)	0	3,775,289	135,282	137,566	4,027,894	4,165,460
SUBTOTAL	4,054,123	13,852	4,067,975	(8,634,444)	0	5,316,223	190,499	940,253	5,671,932	6,612,185
Article 4										
AC Transit										
District 1	1,749,075	30,389	1,779,464	(48,203,711)	0	46,448,401	1,664,407	1,688,561	49,454,451	51,143,012
District 2	463,104	7,992	471,096	(12,666,018)	0	12,201,287	437,214	443,579	13,021,099	13,464,678
BART ⁴	16,460	9	16,469	(98,995)	0	87,670	3,142	8,285	93,204	101,489
LAVTA	10,935,740	12,619	10,948,359	(13,850,852)	0	9,778,570	350,400	7,226,477	10,544,788	17,771,265
Union City	5,697,158	16,821	5,713,978	(3,299,011)	0	3,214,568	115,189	5,744,724	3,416,446	9,161,170
SUBTOTAL	18,861,535	67,831	18,929,366	(78,118,587)	0	71,730,496	2,570,352	15,111,626	76,529,988	91,641,614
GRAND TOTAL	\$22,915,659	\$81,682	\$22,997,341	(\$86,753,031)	\$0	\$77,046,719	\$2,760,851	\$16,051,879	\$82,201,920	\$98,253,799

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

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

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

4. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

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FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	41,139,992		13. County Auditor Estimate		43,662,990
2. Revised Estimate (Feb, 18)	42,105,101		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		965,109	14. MTC Administration (0.5% of Line 13)		218,315
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		218,315
4. MTC Administration (0.5% of Line 3)	4,826		16. MTC Planning (3.0% of Line 13)		1,309,890
5. County Administration (Up to 0.5% of Line 3) ¹	4,826		17. Total Charges (Lines 14+15+16)		1,746,520
6. MTC Planning (3.0% of Line 3)	28,953		18. TDA Generations Less Charges (Lines 13-17)		41,916,470
7. Total Charges (Lines 4+5+6)		38,605	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		926,504	19. Article 3.0 (2.0% of Line 18)		838,329
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		41,078,141
9. Article 3 Adjustment (2.0% of line 8)	18,530		21. Article 4.5 (5.0% of Line 20)		2,053,907
10. Funds Remaining (Lines 8-9)		907,974	22. TDA Article 4 (Lines 20-21)		39,024,234
11. Article 4.5 Adjustment (5.0% of Line 10)	45,399				
12. Article 4 Adjustment (Lines 10-11)		862,575			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,134,256	6,408	1,140,663	(1,874,495)	0	789,888	18,530	74,586	838,329	912,915
Article 4.5	2,443	213	2,655	(1,936,572)	0	1,935,225	45,399	46,707	2,053,907	2,100,614
SUBTOTAL	1,136,698	6,620	1,143,318	(3,811,067)	0	2,725,113	63,929	121,293	2,892,236	3,013,529
Article 4										
AC Transit										
District 1	4,722	2,290	7,012	(6,428,358)	0	6,424,133	150,705	153,492	6,799,654	6,953,146
BART ⁴	286	0	286	(259,418)	0	259,418	6,086	6,372	275,140	281,512
CCCTA	12,648,440	27,841	12,676,281	(25,758,360)	0	17,334,823	406,660	4,659,403	18,312,124	22,971,527
ECCTA	356,428	1,452	357,879	(10,586,773)	0	10,564,901	247,843	583,851	11,300,787	11,884,638
WCCTA	3,420,816	8,086	3,428,902	(3,656,784)	0	2,186,004	51,282	2,009,404	2,336,529	4,345,933
SUBTOTAL	16,430,692	39,669	16,470,361	(46,689,693)	0	36,769,279	862,575	7,412,522	39,024,234	46,436,756
GRAND TOTAL	\$17,567,390	\$46,289	\$17,613,679	(\$50,500,760)	\$0	\$39,494,392	\$926,504	\$7,533,815	\$41,916,470	\$49,450,285

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

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

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

4. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2017-18 TDA Revenue Estimate					FY2018-19 TDA Revenue Estimate					
FY2017-18 Generation Estimate Adjustment					FY2018-19 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 17)			12,876,410		13. County Auditor Estimate				13,492,255	
2. Revised Estimate (Feb, 18)			13,014,619		FY2018-19 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				138,209	14. MTC Administration (0.5% of Line 13)				67,461	
FY2017-18 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				67,461	
4. MTC Administration (0.5% of Line 3)			691		16. MTC Planning (3.0% of Line 13)				404,768	
5. County Administration (Up to 0.5% of Line 3) ¹			691		17. Total Charges (Lines 14+15+16)				539,690	
6. MTC Planning (3.0% of Line 3)			4,146		18. TDA Generations Less Charges (Lines 13-17)				12,952,565	
7. Total Charges (Lines 4+5+6)				5,528	FY2018-19 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				132,681	19. Article 3.0 (2.0% of Line 18)				259,051	
FY2017-18 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				12,693,514	
9. Article 3 Adjustment (2.0% of line 8)			2,654		21. Article 4.5 (5.0% of Line 20)				0	
10. Funds Remaining (Lines 8-9)				130,027	22. TDA Article 4 (Lines 20-21)				12,693,514	
11. Article 4.5 Adjustment (5.0% of Line 10)			0							
12. Article 4 Adjustment (Lines 10-11)				130,027						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	589,920	711	590,632	(519,650)	0	247,227	2,654	320,863	259,051	579,914
Article 4.5										
SUBTOTAL	589,920	711	590,632	(519,650)	0	247,227	2,654	320,863	259,051	579,914
Article 4/8										
GGBHTD ³	(2,073)	2,092	19	(7,507,125)	0	7,507,125	80,578	80,597	7,626,263	7,706,860
Marin Transit ³	(1,282)	1,284	2	(4,614,306)	0	4,607,002	49,449	42,148	5,067,251	5,109,399
SUBTOTAL	(3,354)	3,376	22	(12,121,431)	0	12,114,127	130,027	122,745	12,693,514	12,816,259
GRAND TOTAL	\$586,566	\$4,087	\$590,653	(\$12,641,081)	\$0	\$12,361,354	\$132,681	\$443,608	\$12,952,565	\$13,396,173

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

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

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

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

Attachment A
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FY2017-18 TDA Revenue Estimate					FY2018-19 TDA Revenue Estimate					
FY2017-18 Generation Estimate Adjustment					FY2018-19 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 17)			8,638,000		13. County Auditor Estimate				9,623,888	
2. Revised Estimate (Feb, 18)			9,253,739		FY2018-19 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)				615,739	14. MTC Administration (0.5% of Line 13)				48,119	
FY2017-18 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)				48,119	
4. MTC Administration (0.5% of Line 3)			3,079		16. MTC Planning (3.0% of Line 13)				288,717	
5. County Administration (Up to 0.5% of Line 3) ¹			3,079		17. Total Charges (Lines 14+15+16)				384,955	
6. MTC Planning (3.0% of Line 3)			18,472		18. TDA Generations Less Charges (Lines 13-17)				9,238,933	
7. Total Charges (Lines 4+5+6)				24,630	FY2018-19 TDA Apportionment By Article					
8. Adjusted Generations Less Charges (Lines 3-7)				591,109	19. Article 3.0 (2.0% of Line 18)				184,779	
FY2017-18 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)				9,054,154	
9. Article 3 Adjustment (2.0% of line 8)			11,822		21. Article 4.5 (5.0% of Line 20)				452,708	
10. Funds Remaining (Lines 8-9)				579,287	22. TDA Article 4 (Lines 20-21)				8,601,446	
11. Article 4.5 Adjustment (5.0% of Line 10)			28,964							
12. Article 4 Adjustment (Lines 10-11)				550,323						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	279,373	2,272	281,646	(322,338)	0	165,850	11,822	136,979	184,779	321,758
Article 4.5	14,607	0	14,608	(419,941)	0	406,332	28,964	29,963	452,708	482,671
SUBTOTAL	293,981	2,272	296,253	(742,279)	0	572,182	40,786	166,942	637,487	804,429
Article 4/8										
NVTA ³	5,326,768	14,465	5,341,233	(10,064,673)	456,002	7,720,298	550,323	4,003,183	8,601,446	12,604,629
SUBTOTAL	5,326,768	14,465	5,341,233	(10,064,673)	456,002	7,720,298	550,323	4,003,183	8,601,446	12,604,629
GRAND TOTAL	\$5,620,749	\$16,738	\$5,637,487	(\$10,806,952)	\$456,002	\$8,292,480	\$591,109	\$4,170,125	\$9,238,933	\$13,409,058

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

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

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

**FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2017-18 TDA Revenue Estimate				FY2018-19 TDA Revenue Estimate			
FY2017-18 Generation Estimate Adjustment				FY2018-19 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 17)	51,303,002			13. County Auditor Estimate		49,067,500	
2. Revised Estimate (Feb, 18)	47,925,000			FY2018-19 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(3,378,002)		14. MTC Administration (0.5% of Line 13)		245,338	
FY2017-18 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)		245,338	
4. MTC Administration (0.5% of Line 3)	(16,890)			16. MTC Planning (3.0% of Line 13)		1,472,025	
5. County Administration (Up to 0.5% of Line 3) ¹	(16,890)			17. Total Charges (Lines 14+15+16)		1,962,701	
6. MTC Planning (3.0% of Line 3)	(101,340)			18. TDA Generations Less Charges (Lines 13-17)		47,104,799	
7. Total Charges (Lines 4+5+6)		(135,120)		FY2018-19 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(3,242,882)		19. Article 3.0 (2.0% of Line 18)		942,096	
FY2017-18 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		46,162,703	
9. Article 3 Adjustment (2.0% of line 8)	(64,858)			21. Article 4.5 (5.0% of Line 20)		2,308,135	
10. Funds Remaining (Lines 8-9)		(3,178,024)		22. TDA Article 4 (Lines 20-21)		43,854,568	
11. Article 4.5 Adjustment (5.0% of Line 10)	(158,901)						
12. Article 4 Adjustment (Lines 10-11)		(3,019,123)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	596,121	0	596,121	(1,531,901)	0	985,018	(64,858)	(15,620)	942,096	926,476
Article 4.5	1,383	0	1,383	0	(2,413,293)	2,413,293	(158,901)	(157,518)	2,308,135	2,150,617
SUBTOTAL	597,504	0	597,504	(1,531,901)	(2,413,293)	3,398,311	(223,759)	(173,138)	3,250,231	3,077,093
Article 4										
SFMTA	2,161	0	2,161	(48,265,864)	2,413,293	45,852,571	(3,019,123)	(3,016,962)	43,854,568	40,837,606
SUBTOTAL	2,161	0	2,161	(48,265,864)	2,413,293	45,852,571	(3,019,123)	(3,016,962)	43,854,568	40,837,606
GRAND TOTAL	\$599,665	\$0	\$599,665	(\$49,797,765)	\$0	\$49,250,882	(\$3,242,882)	(\$3,190,100)	\$47,104,799	\$43,914,699

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

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

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FY2017-18 TDA Revenue Estimate				FY2018-19 TDA Revenue Estimate			
FY2017-18 Generation Estimate Adjustment				FY2018-19 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 17)	40,772,410			13. County Auditor Estimate		44,447,807	
2. Revised Estimate (Feb, 18)	42,828,993			FY2018-19 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		2,056,583		14. MTC Administration (0.5% of Line 13)	222,239		
FY2017-18 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	222,239		
4. MTC Administration (0.5% of Line 3)	10,283			16. MTC Planning (3.0% of Line 13)	1,333,434		
5. County Administration (Up to 0.5% of Line 3) ¹	10,283			17. Total Charges (Lines 14+15+16)	1,777,912		
6. MTC Planning (3.0% of Line 3)	61,697			18. TDA Generations Less Charges (Lines 13-17)	42,669,895		
7. Total Charges (Lines 4+5+6)		82,263		FY2018-19 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		1,974,320		19. Article 3.0 (2.0% of Line 18)	853,398		
FY2017-18 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	41,816,497		
9. Article 3 Adjustment (2.0% of line 8)	39,486			21. Article 4.5 (5.0% of Line 20)	2,090,825		
10. Funds Remaining (Lines 8-9)		1,934,834		22. TDA Article 4 (Lines 20-21)	39,725,672		
11. Article 4.5 Adjustment (5.0% of Line 10)	96,742						
12. Article 4 Adjustment (Lines 10-11)		1,838,092					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,101,092	(2,197)	3,098,895	(3,836,682)	0	782,830	39,486	84,529	853,398	937,927
Article 4.5	298,174	1,572	299,746	0	0	1,917,934	96,742	2,314,422	2,090,825	4,405,247
SUBTOTAL	3,399,266	(625)	3,398,641	(3,836,682)	0	2,700,764	136,228	2,398,951	2,944,223	5,343,174
Article 4										
SamTrans	3,008,607	32,477	3,041,084	0	0	36,440,750	1,838,092	41,319,927	39,725,672	81,045,599
SUBTOTAL	3,008,607	32,477	3,041,084	0	0	36,440,750	1,838,092	41,319,927	39,725,672	81,045,599
GRAND TOTAL	\$6,407,873	\$31,852	\$6,439,726	(\$3,836,682)	\$0	\$39,141,514	\$1,974,320	\$43,718,878	\$42,669,895	\$86,388,773

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/17 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY

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FY2017-18 TDA Revenue Estimate				FY2018-19 TDA Revenue Estimate			
FY2017-18 Generation Estimate Adjustment				FY2018-19 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 17)	111,543,000			13. County Auditor Estimate		109,927,000	
2. Revised Estimate (Feb, 18)	107,560,450			FY2018-19 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		(3,982,550)		14. MTC Administration (0.5% of Line 13)		549,635	
FY2017-18 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)		549,635	
4. MTC Administration (0.5% of Line 3)	(19,913)			16. MTC Planning (3.0% of Line 13)		3,297,810	
5. County Administration (Up to 0.5% of Line 3) ¹	(19,913)			17. Total Charges (Lines 14+15+16)		4,397,080	
6. MTC Planning (3.0% of Line 3)	(119,477)			18. TDA Generations Less Charges (Lines 13-17)		105,529,920	
7. Total Charges (Lines 4+5+6)		(159,303)		FY2018-19 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		(3,823,247)		19. Article 3.0 (2.0% of Line 18)		2,110,598	
FY2017-18 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		103,419,322	
9. Article 3 Adjustment (2.0% of line 8)	(76,465)			21. Article 4.5 (5.0% of Line 20)		5,170,966	
10. Funds Remaining (Lines 8-9)		(3,746,782)		22. TDA Article 4 (Lines 20-21)		98,248,356	
11. Article 4.5 Adjustment (5.0% of Line 10)	(187,339)						
12. Article 4 Adjustment (Lines 10-11)		(3,559,443)					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,742,520	62,025	5,804,545	(5,978,512)		2,141,626	(76,465)	1,891,194	2,110,598	4,001,792
Article 4.5	0	0	0	0	(5,246,983)	5,246,983	(187,339)	(187,339)	5,170,966	4,983,627
SUBTOTAL	5,742,520	62,025	5,804,545	(5,978,512)	(5,246,983)	7,388,609	(263,804)	1,703,855	7,281,564	8,985,419
Article 4										
VTA	0	0	0	(104,939,654)	5,246,983	99,692,671	(3,559,443)	(3,559,443)	98,248,356	94,688,913
SUBTOTAL	0	0	0	(104,939,654)	5,246,983	99,692,671	(3,559,443)	(3,559,443)	98,248,356	94,688,913
GRAND TOTAL	\$5,742,520	\$62,025	\$5,804,545	(\$110,918,166)	\$0	\$107,081,280	(\$3,823,247)	(\$1,855,588)	\$105,529,920	\$103,674,332

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/17 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

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FY2017-18 TDA Revenue Estimate			FY2018-19 TDA Revenue Estimate		
FY2017-18 Generation Estimate Adjustment			FY2018-19 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 17)	18,508,568		13. County Auditor Estimate	19,722,853	
2. Revised Estimate (Feb, 18)	19,722,853		FY2018-19 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,214,285	14. MTC Administration (0.5% of Line 13)	98,614	
FY2017-18 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	98,614	
4. MTC Administration (0.5% of Line 3)	6,071		16. MTC Planning (3.0% of Line 13)	591,686	
5. County Administration (Up to 0.5% of Line 3) ¹	6,071		17. Total Charges (Lines 14+15+16)	788,914	
6. MTC Planning (3.0% of Line 3)	36,429		18. TDA Generations Less Charges (Lines 13-17)	18,933,939	
7. Total Charges (Lines 4+5+6)		48,571	FY2018-19 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,165,714	19. Article 3.0 (2.0% of Line 18)	378,679	
FY2017-18 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	18,555,260	
9. Article 3 Adjustment (2.0% of line 8)	23,314		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		1,142,400	22. TDA Article 4 (Lines 20-21)	18,555,260	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		1,142,400			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	507,349	1,641	508,990	(470,658)	0	355,365	23,314	417,012	378,679	795,691
Article 4.5										
SUBTOTAL	507,349	1,641	508,990	(470,658)	0	355,365	23,314	417,012	378,679	795,691
Article 4/8										
Dixon	1,348,430	3,931	1,352,361	(945,314)	0	776,613	50,951	1,234,612	821,240	2,055,852
Fairfield	3,222,220	10,867	3,233,087	(5,979,146)	0	4,535,754	297,576	2,087,270	4,858,030	6,945,300
Rio Vista	421,422	1,303	422,725	(359,182)	0	332,122	21,789	417,455	383,810	801,265
Solano County	1,310,854	3,695	1,314,549	(694,037)	0	784,315	51,456	1,456,283	843,581	2,299,864
Suisun City	36,018	773	36,791	(1,206,390)	0	1,171,040	76,828	78,269	1,246,669	1,324,938
Vacaville	8,593,421	21,487	8,614,908	(5,114,248)	0	3,838,959	251,861	7,591,481	4,189,863	11,781,344
Vallejo/Benicia	8,594,052	21,693	8,615,745	(12,928,171)	0	5,974,057	391,938	2,053,568	6,212,067	8,265,635
SUBTOTAL	23,526,415	63,750	23,590,165	(27,226,488)	0	17,412,860	1,142,400	14,918,938	18,555,260	33,474,198
GRAND TOTAL	\$24,033,764	\$65,391	\$24,099,156	(\$27,697,146)	\$0	\$17,768,225	\$1,165,714	\$15,335,950	\$18,933,939	\$34,269,889

1. Balance as of 6/30/17 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

FY 2018-19 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

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FY2017-18 TDA Revenue Estimate				FY2018-19 TDA Revenue Estimate			
FY2017-18 Generation Estimate Adjustment				FY2018-19 County Auditor's Generation Estimate			
1. Original County Auditor Estimate (Feb, 17)	23,700,000			13. County Auditor Estimate	24,900,000		
2. Revised Estimate (Feb, 18)	24,000,000			FY2018-19 Planning and Administration Charges			
3. Revenue Adjustment (Lines 2-1)		300,000		14. MTC Administration (0.5% of Line 13)	124,500		
FY2017-18 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)	124,500		
4. MTC Administration (0.5% of Line 3)	1,500			16. MTC Planning (3.0% of Line 13)	747,000		
5. County Administration (Up to 0.5% of Line 3) ¹	1,500			17. Total Charges (Lines 14+15+16)	996,000		
6. MTC Planning (3.0% of Line 3)	9,000			18. TDA Generations Less Charges (Lines 13-17)	23,904,000		
7. Total Charges (Lines 4+5+6)		12,000		FY2018-19 TDA Apportionment By Article			
8. Adjusted Generations Less Charges (Lines 3-7)		288,000		19. Article 3.0 (2.0% of Line 18)	478,080		
FY2017-18 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)	23,425,920		
9. Article 3 Adjustment (2.0% of line 8)	5,760			21. Article 4.5 (5.0% of Line 20)	0		
10. Funds Remaining (Lines 8-9)		282,240		22. TDA Article 4 (Lines 20-21)	23,425,920		
11. Article 4.5 Adjustment (5.0% of Line 10)	0						
12. Article 4 Adjustment (Lines 10-11)		282,240					

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2017	FY2016-17	6/30/2017	FY2016-18	FY2017-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,393,638	20,503	1,414,140	(1,019,550)	0	455,040	5,760	855,390	478,080	1,333,470
Article 4.5										
SUBTOTAL	1,393,638	20,503	1,414,140	(1,019,550)	0	455,040	5,760	855,390	478,080	1,333,470
Article 4/8										
GGBHTD ⁴	21,363	4,282	25,645	(5,579,955)	0	5,574,240	70,560	90,490	5,856,480	5,946,970
Petaluma	928,979	4,702	933,681	(2,115,336)	0	1,910,014	24,177	752,536	1,752,259	2,504,795
Santa Rosa	2,290,009	14,746	2,304,755	(6,251,598)	0	5,852,331	74,080	1,979,568	6,247,693	8,227,261
Sonoma County	4,166,322	24,329	4,190,652	(10,025,708)	266,474	8,960,375	113,422	3,505,215	9,569,488	13,074,703
SUBTOTAL	7,406,673	48,059	7,454,732	(23,972,598)	266,474	22,296,960	282,240	6,327,809	23,425,920	29,753,729
GRAND TOTAL	\$8,800,311	\$68,561	\$8,868,873	(\$24,992,148)	\$266,474	\$22,752,000	\$288,000	\$7,183,199	\$23,904,000	\$31,087,199

1. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.
2. Balance as of 6/30/17 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.
4. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.

**FY 2018-19 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2017-18 STA Revenue Estimate			FY2017-18 STA Revenue Estimate			
1. State Estimate (Nov, 17)	\$122,016,490		4. Projected Carryover (Aug, 18)	\$45,907,019		
2. Actual Revenue (Aug, 18)			5. State Estimate (Jan, 18)	\$144,183,275		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$190,090,294		
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
ACCMA - Corresponding to ACE	381,070	(5,902)	167,020	542,188	197,363	739,551
Caltrain	33,779	0	5,560,440	5,594,219	6,570,607	12,164,826
CCCTA	26,618	(482,118)	532,083	76,583	628,747	705,330
City of Dixon	12,181	0	4,637	16,818	5,479	22,297
ECCTA	69,815	(291,501)	246,290	24,604	291,034	315,638
City of Fairfield	0	(92,606)	117,330	24,724	138,645	163,369
GGBHTD	26,661	(3,775,956)	2,582,066	(1,167,229)	3,051,151	1,883,922
LAVTA	175,695	(173,758)	248,445	250,382	293,580	543,962
Marin Transit	950,498	(900,000)	915,875	966,373	1,082,262	2,048,635
NVTA	14,010	(62,363)	60,053	11,700	70,963	82,663
City of Petaluma	188	(11,051)	29,282	18,419	34,602	53,021
City of Rio Vista	539	0	1,652	2,191	1,952	4,143
SamTrans	19,117	(801,024)	5,475,482	4,693,575	6,470,215	11,163,790
SMART	0	0	686,488	686,488	811,203	1,497,691
City of Santa Rosa	1	(98,298)	128,560	30,263	151,916	182,179
Solano County Transit	0	(217,392)	262,426	45,034	310,101	355,135
Sonoma County Transit	1	(112,793)	151,623	38,831	179,168	217,999
City of Union City	2,496	(35,234)	76,423	43,685	90,307	133,992
Vacaville City Coach	0	0	19,733	19,733	23,318	43,051
VTA	71,271	(10,093,131)	19,336,542	9,314,682	22,849,419	32,164,101
VTA - Corresponding to ACE	0	(261,864)	130,595	(131,269)	154,320	23,051
WCCTA	2,446	(253,323)	318,830	67,953	376,752	444,705
WETA	5,957,198	0	1,238,007	7,195,205	1,462,916	8,658,121
SUBTOTAL	7,743,585	(17,668,314)	38,289,882	28,365,152	45,246,020	73,611,172
AC Transit	0	(7,633,993)	14,063,421	6,429,428	16,618,328	23,047,756
BART	271,301	(27,096,367)	27,247,120	422,055	32,197,116	32,619,171
SFMTA	217,749	(31,943,432)	42,416,067	10,690,384	50,121,811	60,812,195
SUBTOTAL	489,050	(66,673,792)	83,726,608	17,541,867	98,937,255	116,479,122
GRAND TOTAL	\$8,232,635	(\$84,342,106)	\$122,016,490	\$45,907,019	\$144,183,275	\$190,090,294

1. Balance as of 6/30/17 is from MTC FY2016-17 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Negative balances are due to accrual adjustments made by MTC Finance because of delayed STA revenue payments from the State Controller's Office.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

3. Projected carryover as of 6/30/18 does not include interest accrued in FY2017-18.

4. FY2018-19 STA revenue generation based on the \$554.0 million in the Governor's FY2018-19 State Budget.

**FY 2018-19 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

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FY2017-18 STA Revenue Estimate						
1. State Estimate (Nov, 17)		\$45,757,460				
2. Actual Revenue (Aug, 18)						
3. Revenue Adjustment (Lines 2-1)						
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance	Outstanding	Revenue	Projected	Revenue	Available For
	(w/interest) ¹	Commitments ²	Estimate	Carryover ³	Estimate ⁴	Allocation
Northern Counties/Small Operators						
Marin	9,766	(854,104)	1,365,936	521,598	0	521,598
Napa	5,277	(461,569)	738,170	281,879	0	281,879
Solano/Vallejo ⁵	5,645,322	(2,055,488)	2,223,049	5,812,883	0	5,812,883
Sonoma	18,770	(1,633,561)	2,612,496	997,705	0	997,705
CCCTA	18,512	(1,612,760)	2,589,413	995,164	0	995,164
ECCTA	102,676	(1,069,516)	1,564,121	597,281	0	597,281
LAVTA	599,319	(592,225)	1,070,082	1,077,176	0	1,077,176
Union City	185,983	(246,495)	374,612	314,100	0	314,100
WCCTA	2,468	(215,084)	344,981	132,365	0	132,365
SUBTOTAL	6,588,093	(8,740,802)	12,882,859	10,730,151	0	10,730,151
Regional Paratransit						
Alameda	10,977	(885,361)	1,414,545	540,161	0	540,161
Contra Costa	2	(724,375)	1,001,332	276,959	0	276,959
Marin	1,382	(120,808)	193,203	73,777	0	73,777
Napa	1,121	(97,973)	156,686	59,834	0	59,834
San Francisco	8,023	(701,777)	1,122,326	428,572	0	428,572
San Mateo	4,086	0	553,361	557,447	0	557,447
Santa Clara	11,330	(991,012)	1,584,887	605,205	0	605,205
Solano	945,349	(428,995)	432,686	949,040	0	949,040
Sonoma	4,433	(375,365)	619,754	248,822	0	248,822
SUBTOTAL	986,703	(4,325,666)	7,078,780	3,739,817	0	3,739,817
Lifeline						
Alameda	2,211,823	(523,333)	1,674,967	3,363,457	0	3,363,457
Contra Costa	1,207,342	(127,836)	1,070,684	2,150,190	0	2,150,190
Marin	193,930	0	192,575	386,505	0	386,505
Napa	152,312	0	151,356	303,668	0	303,668
San Francisco	1,070,330	(16,200)	886,302	1,940,431	0	1,940,431
San Mateo	924,343	0	609,595	1,533,938	0	1,533,938
Santa Clara	6,399,024	0	1,632,590	8,031,614	0	8,031,614
Solano	606,212	(119,285)	481,849	968,777	0	968,777
Sonoma	1,175,256	(574,432)	560,203	1,161,027	0	1,161,027
MTC Mean-Based Discount Project	725,583	(50,000)	0	675,583	0	675,583
JARC Funding Restoration ⁶	351,829	0	0	351,829	0	351,829
Participatory Budgeting Pilot	0	0	1,000,000	1,000,000	0	1,000,000
Reserve for a Means-Based Transit Fare	0	0	5,002,155	5,002,155	0	5,002,155
SUBTOTAL	15,017,984	(1,411,086)	13,262,276	26,869,174	0	26,869,174
MTC Regional Coordination Program ⁷	10,794,046	(15,767,435)	12,200,213	7,226,824	0	7,226,824
BART to Warm Springs	328,985	(328,985)	0	0	0	0
eBART	78	(78)	0	0	0	0
Transit Emergency Service Contingency Fund ⁸	667,367	(587,560)	333,333	413,140	0	413,140
SamTrans	40,029	0	0	40,029	0	40,029
STA Population-Based SB 1 Reserve	0	0	0	0	0	0
GRAND TOTAL	\$34,423,285	(\$31,161,611)	\$45,757,460	\$49,019,135	\$0	\$49,019,135

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

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

3. The projected carryover as of 6/30/2018 does not include interest accrued in FY 2017-18. All apportionment jurisdictions must spend or request to transfer all fund balances by June 20, 2019.

4. FY 2018-19 revenue is distributed through the framework under consideration in MTC Resolution 4321 in February 2018. See following page for details.

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

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

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

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

**FY 2018-19 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

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				FY2018-19 STA Revenue Estimate		
				4. Projected Carryover (Aug, 18)		\$7,639,964
				5. State Estimate ⁴ (Jan, 18)		\$54,070,238
				6. Total Funds Available (Lines 4+5)		\$61,710,202
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
<i>Column</i>	<i>A</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>	<i>F</i>	<i>G=Sum(E:F)</i>
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
County Block Grant⁵						
Alameda	0	0	0	0	6,649,391	6,649,391
Contra Costa	0	0	0	0	8,344,142	8,344,142
Marin	0	0	0	0	2,146,528	2,146,528
Napa	0	0	0	0	1,313,035	1,313,035
San Francisco	0	0	0	0	3,180,601	3,180,601
San Mateo	0	0	0	0	1,904,308	1,904,308
Santa Clara	0	0	0	0	5,300,829	5,300,829
Solano	0	0	0	0	3,950,403	3,950,403
Sonoma	0	0	0	0	4,826,595	4,826,595
SUBTOTAL	0	0	0	0	37,615,833	37,615,833
Regional Program⁶	10,794,046	(15,767,435)	12,200,213	7,226,824	16,121,071	23,347,895
Transit Emergency Service Contingency Fund⁷	667,367	(587,560)	333,333	413,140	333,333	746,473
GRAND TOTAL	\$11,461,413	(\$16,354,995)	\$12,533,546	\$7,639,964	\$54,070,237	\$61,710,201

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

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

3. The projected carryover as of 6/30/2018 does not include interest accrued in FY 2017-18.

4. FY2018-19 STA revenue generation based on the \$554.0 million in the Governor's FY2018-19 State Budget.

5. County Block Grant reflects the proposed framework under consideration through MTC Resolution 4321 in February 2018.

6. Regional Program reflects the proposed framework under consideration through MTC Resolution 4321 in February 2018. Balance and carryover amounts are from the MTC Regional Coordination Program established through MTC Resolution 3837, Revised. Funds are committed to Clipper® and other MTC Customer Service projects.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2018-19 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2017	FY2015-18	FY2017-18	6/30/2018	FY2018-19	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	4,707,660	(2,458,828)	1,000,000	3,248,831	1,000,000	4,248,831
Bay Trail	20,201	(470,201)	450,000	0	450,000	450,000
Studies	685,601	(250)	0	685,350	0	685,350
SUBTOTAL	5,413,461	(2,929,279)	1,450,000	3,934,181	1,450,000	5,384,181
5% State General Fund Revenues						
Ferry	10,083,610	(3,383,833)	3,002,010	9,701,786	3,308,186	13,009,972
Bay Trail	0	(273,421)	273,421	0	273,421	273,421
SUBTOTAL	10,083,610	(3,657,254)	3,275,431	9,701,786	3,581,607	13,283,393

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.
2. Balance as of 6/30/17 is from MTC FY2017-18 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.
4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2018-19 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2017-18 AB1107 Revenue Estimate					FY2018-19 AB1107 Estimate				
1. Original MTC Estimate (Feb, 17)				\$84,840,000	4. Projected Carryover (Feb, 18)				\$0
2. Revised Estimate (Feb, 18)				\$84,840,000	5. MTC Estimate (Feb, 18)				\$86,536,800
3. Revenue Adjustment (Lines 2-1)				\$0	6. Total Funds Available (Lines 4+5)				\$86,536,800
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2017	FY2016-18	6/30/2017	FY2016-18	FY2017-18	FY2017-18	6/30/2018	FY2018-19	FY2018-19
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(42,420,000)	42,420,000	0	0	43,268,400	43,268,400
SFMTA	0	0	0	(42,420,000)	42,420,000	0	0	43,268,400	43,268,400
TOTAL	\$0	\$0	\$0	(\$84,840,000)	\$84,840,000	\$0	\$0	\$86,536,800	\$86,536,800

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

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/17, and FY2017-18 allocations as of 1/31/18.

**FY 2018-19 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda Article 4.5		Contra Costa Article 4.5	
Total Available	\$4,165,460		\$2,100,614	
AC Transit	\$3,805,829		\$634,463	
LAVTA	\$141,539			
Pleasanton	\$78,169			
Union City	\$139,922			
CCCTA				
ECCTA			\$869,577	
WCCTA			\$457,953	
			\$138,621	
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2018-19			
CCCTA	\$826,124			
LAVTA	\$695,178			
ECCTA	\$2,685,749			
WCCTA	\$2,808,443			
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds			\$32,619,171	
STA Revenue-Based	BART	AC Transit	(437,582)	BART-AC Transit MOU Set-Aside ²
STA Revenue-Based	BART	CCCTA	(826,124)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(593,690)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,685,749)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,526,931)	BART Feeder Bus
Total Payment			(7,070,076)	
Remaining BART STA Revenue-Based Funds			\$25,549,095	
Total Available BART TDA Article 4 Funds			\$383,001	
TDA Article 4	BART-Alameda	LAVTA	(101,489)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(281,512)	BART Feeder Bus
Total Payment			(383,001)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$6,470,215	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$5,669,191	
Total Available Union City TDA Article 4 Funds			\$9,161,170	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$9,044,471	

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

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

**FY 2018-19 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-17	MTC Res-3833	MTC Res-3925	FY2018-19
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

FY 2018-19 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

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FY2017-18 LCTOP Revenue Estimate¹		FY2018-19 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Feb, 18)	\$101,208,389	5. Estimated Statewide Appropriation (Jan, 17)	\$179,000,000
2. MTC Region Revenue-Based Funding	\$26,000,000	6. Estimated MTC Region Revenue-Based Funding	\$46,584,193
3. MTC Region Population-Based Funding	\$9,000,000	7. Estimated MTC Region Population-Based Funding	\$17,469,560
4. Total MTC Region Funds	\$35,000,000	8. Estimated Total MTC Region Funds	\$64,053,753

1. The FY 2017-18 LCTOP revenue generation based on FY 2017-18 Cap and Trade auction proceeds. As of February 2018 Caltrans and the State Controller's Office have yet to release detailed FY 2017-18 funding information.

2. The FY 2018-19 LCTOP revenue generation based on the \$179 million estimated in the FY 2018-19 State Budget.

**FY 2018-19 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

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FY2017-18 SGR Revenue-Based Revenue Estimate			FY2018-19 SGR Revenue-Based Revenue Estimate			
1. State Estimate (Nov, 17)	\$27,325,923		4. Projected Carryover (Jun, 18)	\$27,325,923		
2. Actual Revenue (Aug, 18)	\$0		5. State Estimate (Jan, 18)	\$27,325,923		
3. Revenue Adjustment (Lines 2-1)	\$0		6. Total Funds Available (Lines 4+5)	\$54,651,846		
STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMMA - Corresponding to ACE	0	0	37,404	37,404	37,404	74,808
Caltrain	0	0	1,245,276	1,245,276	1,245,276	2,490,552
CCCTA	0	0	119,162	119,162	119,162	238,324
City of Dixon	0	0	1,039	1,039	1,039	2,078
ECCTA	0	0	55,157	55,157	55,157	110,314
City of Fairfield	0	0	26,276	26,276	26,276	52,552
GGBHTD	0	0	578,261	578,261	578,261	1,156,522
LAVTA	0	0	55,640	55,640	55,640	111,280
Marin Transit	0	0	205,113	205,113	205,113	410,226
NVTA	0	0	13,449	13,449	13,449	26,898
City of Petaluma	0	0	6,558	6,558	6,558	13,116
City of Rio Vista	0	0	370	370	370	740
SamTrans	0	0	1,226,249	1,226,249	1,226,249	2,452,498
SMART	0	0	153,741	153,741	153,741	307,482
City of Santa Rosa	0	0	28,791	28,791	28,791	57,582
Solano County Transit	0	0	58,771	58,771	58,771	117,542
Sonoma County Transit	0	0	33,956	33,956	33,956	67,912
City of Union City	0	0	17,115	17,115	17,115	34,230
Vacaville City Coach	0	0	4,419	4,419	4,419	8,838
VTA	0	0	4,330,471	4,330,471	4,330,471	8,660,942
VTA - Corresponding to ACE	0	0	29,248	29,248	29,248	58,496
WCCTA	0	0	71,403	71,403	71,403	142,806
WETA	0	0	277,255	277,255	277,255	554,510
SUBTOTAL	0	0	8,575,124	8,575,124	8,575,124	17,150,248
AC Transit	0	0	3,149,541	3,149,541	3,149,541	6,299,082
BART	0	0	6,102,066	6,102,066	6,102,066	12,204,132
SFMTA	0	0	9,499,192	9,499,192	9,499,192	18,998,384
SUBTOTAL	0	0	18,750,799	18,750,799	18,750,799	37,501,598
GRAND TOTAL	\$0	\$0	\$27,325,923	\$27,325,923	\$27,325,923	\$54,651,846

1. FY2017-18 State of Good Repair Program revenue generation is based on November 3, 2017 estimates from the State Controller's Office (SCO). The State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18. As of February 2018 Caltrans has yet to approve agencies' proposed FY 2017-18 SGR Program projects. Once Caltrans approves projects and the SCO issues payments of SGR Program funds MTC will begin to show outstanding commitments of SGR Program funds.
2. FY2018-19 State of Good Repair Program revenue generation is based on January 31, 2018 estimates from the SCO.

**FY 2018-19 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2017-18 SGR Population-Based Revenue Estimate		FY2018-19 SGR Population-Based Revenue Estimate				
1. State Estimate (Nov, 17)	\$10,247,507	4. Projected Carryover (Jun, 18)				\$10,247,507
2. Actual Revenue	\$0	5. State Estimate (Jan, 18)				\$10,247,507
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)				\$20,495,014
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2017	FY2016-18	FY2017-18	6/30/2018	FY2018-19	Total
Apportionment	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ¹	Projected Carryover ³	Revenue Estimate ²	Available For Allocation
BART Railcar Replacement Project ³	0	0	10,247,507	10,247,507	0	10,247,507
Clipper®/Clipper® 2.0 ⁴	0	0	0	0	10,247,507	10,247,507
GRAND TOTAL	\$0	\$0	\$10,247,507	\$10,247,507	\$10,247,507	\$20,495,014

1. FY2017-18 State of Good Repair Program revenue generation is based on November 3, 2017 estimates from the State Controller's Office (SCO). The State of Good Repair Program was established through SB 1 in April 2017. The program commenced with FY 2017-18. As of February 2018 Caltrans has yet to approve agencies' proposed FY 2017-18 SGR Program projects. Once Caltrans approves projects and the SCO issues payments of SGR Program funds MTC will begin to show outstanding commitments of SGR Program funds.
2. FY2018-19 State of Good Repair Program revenue generation is based on January 31, 2018 estimates from the SCO.
3. FY2017-18 State of Good Repair Program funds were programmed to the BART Railcar Replacement Project through MTC Resolution 4313.
4. FY2018-19 State of Good Repair Program funds are shown here according to the policy proposed in MTC Resolution 4321, under consideration in February 2018.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 14, 2018

Agenda Item 3b. ii.

MTC Resolution No. 4321

State Transit Assistance (STA) Population-Based Funds Distribution Policy

Subject: A proposed new policy framework for State Transit Assistance (STA) Population-Based funds, which have been augmented with new funding through SB 1.

Background: **State Transit Assistance:** STA is the state's flexible transit funding program which may be used for capital or operating purposes. STA provides an important source of operations funding for the Bay Area's transit operators and is a key funding source for regional priorities such as Clipper® and 511.

Senate Bill (SB) 1 provided a significant infusion of funding for public transit through several programs including an augmentation of the existing STA program. MTC estimates the Bay Area would receive approximately \$99 million per year from this augmentation of the STA program.

Revenue derived from a new Transportation Improvement Fee (TIF) is used to establish a new State of Good Repair (SGR) Program which will be distributed using the STA formulas, but is targeted at capital improvements focused on modernizing transit vehicles and facilities. The Bay Area will receive approximately \$37 million per year from the SGR Program.

This item was presented for information and discussion at the January 10, 2018 Programming and Allocations Committee meeting.

STA and SGR Program Population-Based Funds in the Bay Area: The table below shows new STA funding expected to flow to the Bay Area as a result of SB 1.

Funding Program (\$ in Millions)	Estimated FY2018-19 Pre-SB 1	Estimated FY2018-19 SB 1 Increment¹	Estimated FY2018-19 Total	% Increase
STA Revenue-Based	\$72.1	\$72.1	\$144.2	100%
STA Population-Based	\$27.0	\$27.0	\$54.1	100%
Total State Transit Assistance (STA)	\$99.1	\$99.1	\$198.3	100%
SGR Program Revenue-Based	\$0.0	\$27.3	\$27.3	N/A
SGR Program Population-Based	\$0.0	\$10.3	\$10.3	
Total State of Good Repair (SGR) Program	\$0.0	\$37.6	\$37.6	
Total STA + SGR Program	\$99.1	\$136.7	\$235.9	138%

¹ FY 2018-19 SB 1 increment uses Caltrans' assumption that 50% of STA and SGR Program revenue is derived from SB 1.

MTC Resolution No. 3837, Revised established MTC's policy for allocating funds from the Population-Based program. Resolution 3837 was originally adopted in January 2008 and designated four major programs as recipients of the Population-Based funding. Coincidentally, Resolution 3837 called for reevaluating the STA Population-Based distribution in 2017.

Proposed Framework: The proposed framework detailed in Attachment 1 would replace MTC Resolution 3837 with a new transit-focused, OBAG-style STA County Block Grant for STA Population-Based funds (70%), with funds continuing for the Regional Program (30%). The policy is also proposed to be accompanied by several policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding. Staff will return to the Commission to re-evaluate the proposed policy should there be a major change in the availability of SB 1 funds in the future. For SGR Program funds the proposed framework would dedicate 100% of the funds to the development and deployment of the Clipper® 2.0 system as the first priority for use of the funds with a second priority use to support the incremental cost of replacing the region's bus fleet with zero emission buses (ZEBs). This item is being presented jointly with adoption of the FY2018-19 Fund Estimate.

Issue: The proposed framework provides 30% to a Regional Program. In addition to on-going Clipper®, 511, and transit coordination programs, this funding is also intended to support the administrative costs and partially offset revenue losses for a means-based fare program. The Committee asked for more information and alternatives at the January meeting. Staff is working with the operators to ensure comprehensive responses and will return at a future meeting with a recommended approach for the means-based program.

Recommendation: Refer MTC Resolution No. 4321 to the Commission for approval.

Attachments: Attachment 1 – MTC Resolution 4321
Attachment 2 – January 3, 2018 Memo on SB 1 and STA Pop.-Based Funds from Executive Director
Attachment 3 – Comparison of STA Population-Based County Distribution Existing Framework vs. Proposed Framework
Presentation Slides (see Agenda Item 3b.i.)

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

ABSTRACT

Resolution No. 4321

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheet dated February 14, 2018.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and
be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds
contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on February 28, 2018.

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- **Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- **Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
- **Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- **Performance Measures:** All small and medium sized operators shall meet Transit Sustainability Project (TSP) performance requirements similar to the large operators and achieve a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile by Fiscal Year 2022-23. For operators that have already achieved a 5% real reduction in one of the above performance measures by FY 2017-18 no further reduction is required. Operators may substitute TSP performance measures for a similar local voter approved or CMA adopted performance measure, subject to MTC concurrence. Once the 5% reduction is achieved transit operators are expected to keep future cost increases to no higher than the San Francisco Area Consumer Price Index as defined by the U.S. Bureau of Labor Statistics. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target. Staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. Staff will return within one year to

report on whether to retain the current framework or adjust the performance requirements.

- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should

the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers, joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.



METROPOLITAN
TRANSPORTATION
COMMISSION

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

TO: Programming and Allocations Committee

DATE: January 3, 2018

FR: Executive Director

RE: SB 1 and State Transit Assistance (STA) Population-Based Funds

State Transit Assistance (STA)

STA is the state's flexible transit funding program which may be used for capital or operating purposes. STA provides an important source of operations funding for the Bay Area's transit operators and is a key funding source for regional priorities such as Clipper®.

The statewide STA program is split equally between a Revenue-Based program (Public Utilities Code 99314) and a Population-Based program (Public Utilities Code 99313). The Revenue-Based program distributes funds directly to transit operators based on each transit operator's share of statewide qualifying revenues used for transit operations, while the Population-Based program distributes funds to regional transportation planning agencies (such as MTC) based on their share of California's population.

SB 1's Impact

Senate Bill (SB) 1 provided a significant infusion of funding for public transit through several programs. Among these, the State Transit Assistance (STA) program will be boosted by approximately \$250 million per year from the increase in the diesel sales tax rate of 3.5 percent. These funds would augment the existing STA program (around \$294 million statewide, pre-SB 1). MTC estimates the Bay Area would receive approximately \$94 million per year from this augmentation of the STA program.

Another \$105 million per year derived from a new Transportation Improvement Fee (TIF) is used to establish a new State of Good Repair (SGR) Program which will be distributed using the STA Revenue-Based and Population-Based formulas but is targeted at capital improvements focused on modernizing transit vehicles and facilities. The Bay Area will receive approximately \$39 million per year from the SGR Program.

STA Population-Based Funds in the Bay Area

Of the new STA funding expected to flow to the Bay Area as a result of SB 1, approximately \$34 million per year (\$24 million through existing STA program and \$10 million through the new SGR Program program) will flow through the Population-Based program which is subject to MTC's discretion. The STA Revenue-Based funds, which flows directly to the transit operators, will grow by an estimated \$66 million per year (starting in FY2019) as well.

MTC Resolution No. 3837, Revised established MTC's policy for allocating funds from the Population-Based program. Resolution 3837 was originally adopted in January 2008 and designated four major programs as recipients of the Population-Based funding: a Northern Counties/Small Operators Program (28.3% of funds), a Regional Paratransit Program (15.6% of funds), the Lifeline Transportation Program (29.2% of funds), and the MTC Regional Coordination Program (26.9% of funds). Coincidentally, Resolution 3837 called for reevaluating the STA Population-Based distribution in 2017.

Proposed Framework

The below table illustrates a proposal for a new distribution framework for STA Population-Based funds.

Table 1. STA Population-Based Distributed Through a County Block Grant Program

				Est. FY 2018-19 STA Population Based	Est. FY 2017-18 STA Population Based (pre-SB 1)	Increase	Percent Increase
Local Program	70%	<i>Alameda</i>	18%	\$6,546,447	\$3,651,329	\$2,895,118	79%
		<i>Contra Costa</i>	22%	\$8,262,187	\$4,608,294	\$3,653,892	
		<i>Napa</i>	4%	\$1,300,377	\$725,295	\$575,082	
		<i>Marin</i>	6%	\$2,129,276	\$1,187,619	\$941,657	
		<i>San Francisco</i>	8%	\$3,109,937	\$1,734,590	\$1,375,347	
		<i>San Mateo</i>	5%	\$1,866,459	\$1,041,031	\$825,428	
		<i>Santa Clara</i>	14%	\$5,193,795	\$2,896,877	\$2,296,918	
		<i>Solano</i>	11%	\$3,913,788	\$2,182,944	\$1,730,844	
		<i>Sonoma</i>	13%	\$4,777,734	\$2,664,816	\$2,112,918	
		Subtotal		\$37,100,000	\$20,692,795	\$16,407,205	
Regional Program	30%	Subtotal		\$15,900,000	\$7,598,638	\$8,301,362	109%
FY 2018-19 TOTAL				\$53,000,000	\$28,291,433	\$24,708,567	87%

Staff proposes a new framework which would replace MTC Resolution 3837 with a new transit-focused, OBAG-style STA County Block Grant for STA Population-Based funds. Funds would be distributed into a Local Program (70%) and a Regional Program (30%). Within the Local Program, each county CMA would receive a specified share (see Table 1) of STA Population-Based funds each year which could be prioritized by the CMA for use by transit operators within their county or in coordination with other counties/the region. This would allow each county to determine how best to invest in paratransit, transit operating, and lifeline needs and it is MTC's expectation that the funds will continue to support similar needs overall as are funded in the current policy. Each county's share in Table 1 was calculated based on the county's share of STA funds from the current Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

The Regional Program would continue to support existing regional programs like Clipper ® 2.0 and could provide seed funding for a regional means-based fare program (see agenda item 5a on today's agenda). The local and regional shares allow significant funding increases for local programs while providing roughly \$8 million annually for the regional contribution to the Means-Based program.

Similar to OBAG, the additional funding and flexibility would be accompanied by policy conditions:
County Block Grant Program Conditions:

1. Each CMA must submit to MTC by May 1st of each year a report including the following: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the anticipated amount of STA population-Based funding that will be spent within or benefitting Communities of Concern.

With this information from the CMAs MTC staff will prepare an annual STA Population-Based "Snapshot" report to ensure transparency for the new SB 1 funds.

2. To respond to comments and concerns raised and ensure that small bus operators in Alameda and Contra Costa counties continue to receive adequate funding from a County Block Grant Program, this proposal would include a minimum amount of funding to be allocated on an annual basis amongst eligible small operators in each county. Based on the share of small operator funding out of the total STA Population-Based funds allocated to Alameda and Contra Costa counties under the current framework, Table 2 below contains the percentage shares which would be required to flow to each county's eligible small operators.

Table 2: Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

3. CMAs in all counties would be required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The swaps will be limited to transit-eligible activities unless there is concurrence from the transit operators. In addition, the CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
4. Direct CMAs and transit operators to coordinate STA Population-Based fund distribution in their county.
 - The CMAs would be expected to play a role in coordinating STA Population-Based claims from operators. CMAs, in cooperation with transit operators, could also consider whether to extend their coordination role in the claims process beyond STA Population-Based funds to include TDA Local Transportation Fund and STA Revenue-Based funds but this would not be required. MTC would still determine the amounts available for TDA and STA Revenue-Based funds through the annual Fund Estimate process.
 - A fully coordinated claim, already in use in Sonoma and Solano Counties, allows for all transit operators in a county to jointly plan their annual operations budgets and

coordinate investments of TDA Local Transportation Fund ¼ cent sales tax revenues and STA Revenue and Population-Based funds.

5. All small and medium sized operators to meet Transit Sustainability Project (TSP) performance requirements similar to the large operators (cost efficiency/effectiveness)
 - The TSP was intended to identify strategies to enable transit operators to remain financially viable so that they can continue to provide service to the public. The performance measures requiring a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile currently only apply to the region's larger transit operators.
 - This proposal would extend the requirement to small and medium-sized operators to further incentivize financial sustainability. For operators already meeting a TSP performance measure as shown in Table 3, the requirement would be to keep future operating cost increases at a level not higher than inflation; no further reduction in costs would be required for these operators. For operators that have not already achieved a TSP performance measure they, would have until FY 2022-2023 to do so. Operators would be able to decide which base year to use in calculating their TSP performance measures, similar to the discretion given to large operators.
 - Similar to the TSP requirement for large operators (MTC Resolution No. 4060), starting in FY2023-24, "MTC will link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target."
 - If a CMA already has locally voter or board approved transit operator financial performance requirements in place, these measures may be substituted for TSP performance requirements, subject to concurrence from MTC.
 - Given that most small operators have a lower cost per hour and different cost pressures than the large operators, staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. It is worth mentioning, however, that the majority of small operators have already met one of the TSP metrics (as discussed further below). Staff will return within one year to report on whether to retain the current framework or adjust the performance requirements.

Table 3 below provides preliminary information on which small and medium sized operators are already achieving at least one of the TSP performance measures as of FY 2016. If this policy is adopted, MTC would work with operators to confirm the data, select baseline years, and establish a process for monitoring into the future.

Table 3: Small Operator TSP Performance Measures Comparison, Data for Fixed-Route Service Only. (In Constant FY 2012 \$)

Operator	Achieved Cost Reduction of ≥ 5% from FY 2012 to FY 2016	Operator	Achieved Cost Reduction of ≥ 5% from FY 2012 to FY 2016
County Connection	Yes -11% Cost per Passenger	SolTrans	Yes -11% Cost per Passenger
FAST	Yes -15% Cost per Passenger	Sonoma County Transit	No -3% Cost per Service Hour
LAVTA	No -4% Cost per Service Hour	Tri Delta Transit	Yes -18% Cost per Passenger
Marin Transit	Yes -6% Cost per Service Hour	Union City Transit	No +20% Cost per Service Hour
Napa Vine	Yes -49% Cost per Passenger	Vacaville City Coach	Yes -8% Cost per Passenger
Petaluma Transit	Yes -12% Cost per Service Hour	WETA	Yes -31% Cost per Passenger
Rio Vista	No +13% Cost per Service Hour	WestCAT	No +1% Cost per Service Hour
Santa Rosa CityBus	No +13% Cost per Service Hour		

Source: FY 2011-12 Through 2015-16 Transit Statistical Summary (Note: data is preliminary)

6. In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements shown above, develop a plan to consolidate into a single county operator (e.g. Napa).
 - Sonoma and Solano Counties have already expressed interest in pursuing consolidation and this initiative would support those efforts and encourage other counties to investigate consolidation.
7. In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) in addition to meeting the TSP performance requirements shown on page 3, establish or enhance mobility management programs.
 - Each CMA/county, working with the transit operators, should establish or enhance mobility management programs within their county to help provide equitable and effective access to transportation.

SGR Program

As noted on page 1 of this memo, the Bay Area can expect to receive approximately \$39 million per year from a new SGR Program, \$10.2 million of which will be Population-Based funds. The following priorities are proposed to inform how to invest these SGR Program Population-Based funds.

State of Good Repair Program Priority 1: Clipper® 2.0

State of Good Repair priority 1 would allow MTC to invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0. Clipper® is funded jointly by MTC and transit operators, however there are significant unfunded anticipated capital and operating costs associated with Clipper® 2.0 which will need to be funded to ensure a successful deployment. If Regional Measure 3 is approved by the voters, all these funds may not be needed to support the development and deployment of Clipper® 2.0.

State of Good Repair Program Priority 2: Green Transit Capital Priorities

If not needed for Clipper® 2.0, the Population-Based funds from the new STA State of Good Repair program could fund the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators.

The STA State of Good Repair funds would be used to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. Staff is working with the Air District in an effort to leverage this investment with their funding to be able to accelerate the conversion of the transit fleet toward zero emission. With a 1:1 leverage, the region could replace roughly 65 buses with ZEBs annually based on current ZEB costs.

**Comparison of STA Population-Based County Distribution
Existing Framework vs. Proposed Framework**

Estimated <u>Base</u> FY 2018-19 STA Population-Based Funds	\$27,035,119
Estimated <u>SB 1 Increment</u> FY 2018-19 STA Population-Based Funds	\$27,035,119
Total Estimated FY 2018-19 STA Population-Based Funds	<u>\$54,070,237</u> (106% increase from FY 2016-17 to FY 2018-19)

Exsiting STA Population-Based Framework Resolution 3837, Revised Estimated FY 2018-19	
Northern Counties/Small Operators - 28%	
Marin	\$1,615,908
Napa	\$873,258
Solano	\$2,629,875
Sonoma	\$3,090,592
CCCTA	\$3,063,285
ECCTA	\$1,850,361
LAVTA	\$1,265,910
Union City	\$443,167
WCCTA	\$408,113
SUBTOTAL	\$15,240,469
Regional Paratransit - 16%	
Alameda	\$1,673,411
Contra Costa	\$1,184,578
Marin	\$228,560
Napa	\$185,360
San Francisco	\$1,327,716
San Mateo	\$654,628
Santa Clara	\$1,874,928
Solano	\$511,869
Sonoma	\$733,171
SUBTOTAL	\$8,374,220
Lifeline - 29%	
Alameda	\$3,552,865
Contra Costa	\$2,246,683
Marin	\$411,303
Napa	\$319,011
San Francisco	\$1,966,974
San Mateo	\$1,322,712
Santa Clara	\$3,627,417
Solano	\$1,004,551
Sonoma	\$1,237,804
SUBTOTAL	\$15,689,320

Proposed STA Population-Based Framework Resolution 4321 Estimated FY 2018-19 70% County Block Grant Distribution	
County Block Grant - 70%	
Alameda	\$6,650,479
Contra Costa	\$8,343,192
Marin	\$2,147,864
Napa	\$1,312,793
San Francisco	\$3,182,299
San Mateo	\$1,903,361
Santa Clara	\$5,300,071
Solano	\$3,949,662
Sonoma	\$4,826,111



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #:	18-0071	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	1/17/2018	In control:		Programming and Allocations Committee	
On agenda:	2/14/2018	Final action:			
Title:	Regional Measure 2 (RM2) Operating Program: Annual Program Update for FY2016-17				
	Annual program update for FY2016-17 Regional Measure 2 Operating Program including assessment of routes not meeting performance requirements.				

Sponsors:

Indexes:

Code sections:

Attachments: [4a_RM2_Operating_Program_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Measure 2 (RM2) Operating Program: Annual Program Update for FY2016-17

Annual program update for FY2016-17 Regional Measure 2 Operating Program including assessment of routes not meeting performance requirements.

Presenter:

Christina Hohorst

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

February 14, 2018

Agenda Item 4a

Regional Measure 2 Operating Program Update

Subject: Annual program update for FY2016-17 Regional Measure 2 Operating Program including assessment of routes not meeting performance requirements.

Background: RM2 provides operating support for certain transit services; these are subject to performance standards and are assessed annually. This item presents the results of the performance review for FY2016-17.

Of the forty-three RM2 funded routes, there were three routes that did not meet the performance standards as required by the close of FY2016-17, as summarized below:

Agency	Required Farebox Ratio	2016-17 (audited)	2015-16 (audited)	2014-15 (audited)	Year Required	Passenger Productivity (Passengers per Hour)	
AC Transit - Route LA	30%	24.2%	24.6%	27.7%	FY2006-07	↓	12.8
AC Transit - Dumbarton Service DB1	20%	21.3%	25.9%	26.9%	FY2014-15	↓	10.0
CCCTA Route 96X	30%	27.3%	24.1%	25.0%	FY2010-11	↑	16.1

AC Transit Route LA receives \$145,339, and it provides service between Hilltop Dr. Park & Ride and the Richmond Transit Center to San Francisco. Route LA did not meet the 30% farebox recovery standard required for All-day service, and it saw a decline in passenger productivity. The route is part of AC Transit's "Transbay Tomorrow" program and is proposed to be rerouted to serve a more productive corridor closer to Richmond. In addition, although AC Transit-managed Route DB1 did meet the minimum farebox ratio requirement, the route did not meet the revised performance standard for passenger productivity set by the Commission for FY2016-17.

County Connection Route 96x receives \$146,761 in RM2 Operating Program funds and serves San Ramon Transit Center and Bishop Ranch Business Park to Walnut Creek BART Station. Route 96x did not meet the 30% farebox recovery standard required for all-day service, though it did see an increase in passenger productivity during the most recent performance review.

Both operators were sent a warning letter about the status of the above-listed routes, and staff is currently working with the operators on corrective action plans. Recommendations for these routes will be provided during the Spring when the RM2 Operating Program of Projects is presented to the Commission for approval.

Additional background for each route is provided in Attachment A.

Recommendation: Information Only

Attachments: Attachment A – Detail of Routes Not Meeting Performance Standards
Attachment B – FY 2016-17 RM2 Operating Program Performance Review

Agenda Item 4a – Attachment A

Additional Information on Routes Not Meeting Performance Standards

The table below summarizes the FY2016-17 route statistics for the operating projects that did not meet performance standards.

Table 1 – FY2016-17 Route Statistics

Agency	RM2 Funds Paid	Operating Cost	Fare Revenue	Revenue Hours	Operating Cost per Revenue Hour	Passengers Carried	RM2 Cost Per Passenger	Subsidy Per Passenger
AC Transit - Route LA	\$ 146,761	\$ 1,866,066	\$ 382,418	9,687	\$ 192.64	123,760	\$ 1.19	\$ 11.99
AC Transit - Dumbarton Service DB1	\$ 1,441,669	\$ 1,846,864	\$ 392,874	13,684	\$ 134.97	136,890	\$ 10.53	\$ 10.62
CCCTA Route 96X	\$ 145,339	\$ 1,150,677	\$ 313,704	8,668	\$ 132.75	139,424	\$ 1.04	\$ 6.00

AC Transit Route LA

Route LA did not meet the farebox or passenger productivity standards for RM2 Operating Program-funded service. The route carries passengers from the Richmond Parkway Transit Center and areas that surround Hilltop Mall to the San Francisco Temporary Transbay Terminal. The route was an all-day route that met the 20% farebox recovery standard for all-day service until FY2010-11; that year, it became a peak-only service because the midday trips were underutilized. The route last met the 30% farebox recovery in FY2011-12 when it achieved a 31.7% farebox recovery. The most recent performance review confirmed that the route is peak-only, and it has not met the standard for the last five years due to steadily declining ridership (6.6% reduction in passengers per hour in the last year). AC Transit has proposed a corrective action plan that allows the agency to implement its Transbay Tomorrow program, a comprehensive operational analysis (COA) of its Transbay service, which would restructure Route LA; implementation of these changes is currently planned for August of 2018.

MTC staff is working with AC Transit on recommendations for the route in FY2018-19, including consideration of whether to fund the LA or an alternative Transbay route once the COA has been finalized and a comprehensive plan for Transbay services has been developed.

Dumbarton Bridge Regional Operations Consortium (DBROC) Route DB1

The DBROC is a regional partnership between AC Transit, Santa Clara Valley Transportation Authority, BART, City of Union City, and SamTrans; AC Transit manages the service for the DBROC. During FY2016-17, DBROC Route DB1 did not meet the performance measure standard for passenger productivity and Routes DB and U are being closely being monitored due to declining passengers and farebox recovery.

The DB1, which runs from the Ardenwood Park n Ride lot to the Stanford Medical Center and Business Park, originally needed to meet the performance measure standards for peak service by FY2014-15 with FY2015-16 being the year the route is evaluated for compliance with RM2 Policies and Procedures. AC Transit, on behalf of the DBROC and with the support of Stanford Medical Center, advocated for all-day service funding because the most utilized trips were the last morning and first afternoon trips. This indicated that there was demand for midday service, and MTC agreed to pilot all-day service of the route for one year contingent upon cost per passenger not increasing. While the DB1 did meet the lower farebox recovery performance standard for all-day service, the cost per passenger has increased.

Agenda Item 4a – Attachment A
Page 2 of 2

Staff is engaging in discussions with public and private partners including AC Transit, Stanford University, and the employers at Stanford Research Park on ways to rationalize and improve transit service in the Dumbarton corridor and to generate greater transit demand. For FY2018-19, staff may recommend continued funding for the DB1, until a successful public-private partnership can be developed and plans for improved service implemented.

County Connection Route 96X

Route 96x did not meet the farebox recovery standard but did meet the Passenger Productivity standard for RM2 Operating Program-funded service. The route provides peak-only service between the Walnut Creek BART Station and the Bishop Ranch Business Park. County Connection began this route as an all-day service with funding assistance from Bishop Ranch Business Park, which pays for all fares on the route so that passengers board for free.

All day service is generally defined as service that is provided at least hourly between the hours of 6 a.m. and 7 p.m. Long-haul bus services (> 25 miles) are deemed “all day” in the RM2 Policies and Procedures if service is provided at least every two hours during the midday. County Connection removed some of its midday service and kept one trip in the midday, but the service span between the last morning trip and the first midday trip is too long (2 hours and 30 minutes) and the route length is too short for it to qualify as all-day service. County Connection has proposed a corrective action that only applies RM2 funds to the most productive morning trips to the Transit Center and to Bishop Ranch; most of these passengers use the service during the mornings to travel to work and then they carpool to BART or back home.

Route 96x is very close to meeting the farebox recovery standard and is well-utilized by passengers. Staff is working with County Connection to explore ways for the route to meet performance requirements through increasing its Express Bus fare and/or reducing costs by eliminating unproductive trips.

Attachment B

FY 2016-17 RM2 Operating Program Performance Review

Peak Services

Required Farebox Recovery: 30% for Express Bus, 40% for Ferry

Agency	2016-17 (audited)	2015-16 (audited)	2014-15 (audited)	Year Required	Passenger Productivity
WETA - Alameda Harbor Bay Ferry	66.9%	59.3%	51.0%	FY2013-14	↑
WETA - Vallejo Ferry	62.2%	68.7%	58.8%	FY2006-07	↓
WETA - Alameda Oakland Ferry	62.0%	63.2%	56.0%	FY2012-13	↓
WestCAT Hercules LYNX	61.1%	55.5%	68.1%	FY2005-06	↓
Golden Gate Transit Route 72X	54.3%	70.6%	74.5%	FY2007-08	↓
AC Transit - Rte P	42.0%	41.9%	41.7%	FY2009-10	↑
AC Transit - Rte NX1	37.6%	40.7%	45.5%	FY2009-10	↓
AC Transit - Rte NX2	36.5%	40.5%	42.7%	FY2009-10	↓
AC Transit - Rte U	30.5%	30.8%	35.7%	FY2007-08	↑
AC Transit - Rte W	30.2%	32.6%	32.0%	FY2009-10	↓
CCCTA Route 96X	27.3%	24.1%	25.0%	FY2010-11	↑
AC Transit - Rte LA	24.2%	24.6%	27.7%	FY2006-07	↓
WETA - South San Francisco Ferry	37.2%	31.1%	20.6%	FY2018-19	↑

Green	= Meeting Standard
Yellow	= Reason for Concern
Pink	= Not Meeting Standard

All-Day Services

Required Farebox Recovery: 20% for Express Bus

Agency	2016-17 (audited)	2015-16 (audited)	2014-15 (audited)	Year Required	Passenger Productivity
AC Transit - Rte NL	22.6%	27.6%	30.6%	FY2007-08	↓
AC Transit - Dumbarton Service DB	20.4%	24.2%	27.9%	FY2014-15	↓
AC Transit - Dumbarton Service DB1	21.3%	25.9%	26.9%	FY2014-15	↓
AC Transit - Rte F	41.2%	61.9%	66.7%	FY2009-10	↓
AC Transit - Rte O	37.8%	49.3%	49.2%	FY2009-10	↓
ECCTA (Tri Delta Transit) Express Route 300	39.1%	36.2%	28.9%	FY2007-08	↑
Fairfield/Suisun -Transit Route 40	24.5%	26.2%	27.8%	FY2007-08	↓
Fairfield/Suisun -Transit Route 90	66.4%	68.5%	63.2%	FY2007-08	↓
Golden Gate Transit Route 101 Ops	28.3%	29.2%	33.7%	FY2011-12	↓
Golden Gate Transit Routes 40/40X	23.9%	25.4%	28.7%	FY2006-07	↓
LAVTA Tri-Valley Rapid	14.1%	13.4%	13.7%	FY2018-19	↑
NVTA Route 29	21.4%	23.6%	22.9%	FY2011-12	↑
SolTrans - Route 78	20.1%	22.9%	29.2%	FY2010-11	↓
SolTrans - Route 80/82	70.5%	73.9%	75.6%	FY2006-07	↓
SolTrans - Route 85	24.5%	32.3%	31.7%	FY2006-07	↓
WestCAT Route JPX	23.2%	25.8%	23.0%	FY2006-07	↓

Green	= Meeting Standard
Yellow	= Reason for Concern
Pink	= Not Meeting Standard

Owl Services

Required Farebox Recovery: 10%

Agency	2016-17 (audited)	2015-16 (audited)	2014-15 (audited)	Year Required	Passenger Productivity
AC Transit - Owl Service Route 800	29.6%	19.2%	24.0%	FY2007-08	↓
AC Transit - Owl Service Route 801	12.9%	10.6%	11.9%	FY2007-08	↓
Sam Trans - Route 397 Owl Service	17.7%	22.3%	21.3%	FY2007-08	↓
SFMTA Route 14 Mission Owl Service	13.0%	16.1%	17.5%	FY2007-08	↓

Green	= Meeting Standard
Yellow	= Reason for Concern
Pink	= Not Meeting Standard



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Legislation Details (With Text)

File #: 17-3099 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/12/2017 **In control:** Programming and Allocations Committee
On agenda: 2/14/2018 **Final action:**
Title: California Transportation Commission Update
Update on the January 31-February 1 CTC meetings

Sponsors:

Indexes:

Code sections:

Attachments: [4b CTC Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission Update

Update on the January 31-February 1 CTC meetings

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

February 14, 2018

Agenda Item 4b

California Transportation Commission Update

Subject: Update on the January 31-February 1, 2018 California Transportation Commission meeting.

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

January CTC Meeting (January 31-February 1, Sacramento, CA)

CTC-related topics of regional significance are discussed below.

Senate Bill 1 Implementation Update.

Local Streets and Roads Eligible Cities and Counties. CTC approved the updated list of eligible cities of counties for local streets and roads maintenance funding made possible by Senate Bill 1. All Bay Area jurisdictions are now eligible to receive SB 1 local streets and roads funding.

Local Partnership Program (LPP). CTC approved the LPP formula program. In the Bay Area, programming totals \$43.3 million. An additional \$4.8 million remains unprogrammed, and is being held to match Senate Bill 1 competitive program applications (including Sonoma's earlier proposal for the US-101 Marin-Sonoma Narrows Segment C-2 project). A full list of projects programmed in the LPP formula program is included in Attachment 1 to this memo.

Applications for the LPP competitive program were due to the CTC by January 30. CTC will consider approval of the LPP competitive programming in May.

Trade Corridor Enhancement Program (TCEP). Applications for the TCEP were due to the CTC by January 30. The Bay Area submitted seven applications, consistent with MTC Resolution No. 4318 (approved by MTC in January). MTC, along with our partners in the Northern California Trade Corridors Coalition, submitted a letter to CTC indicating the Coalition's intent to restart mega-regional coordination for the TCEP. The Coalition's letter is included as Attachment 2. CTC will consider approval of the TCEP programming in May.

Solutions for Congested Corridors (SCC). Applications for the SCC are due to the CTC by February 16. The Bay Area is expected to submit four applications in coordination with Caltrans, consistent with MTC Resolution No. 4317 (approved by MTC in January). CTC will consider approval of the SCC programming in May.

Accountability Guidelines. CTC staff is preparing SB 1 Accountability and Transparency Guidelines, which lays out the process for baseline agreements, reporting, and auditing on SB 1 projects. MTC staff is monitoring the guidelines and will provide input before it is presented for adoption at the March CTC meeting.

2018 STIP. CTC held the 2018 State Transportation Improvement Program (STIP) Hearing for Northern California on February 1. MTC staff presented the region's STIP proposals, in coordination with county Congestion Management Agency partners. CTC is expected to adopt the 2018 STIP at the next meeting in March.

Draft 2018 SHOPP. Caltrans provided an overview of the 2018 State Highway Operation and Protection Program (SHOPP) which provides funding for the operation and maintenance of the state highway system. MTC staff provided comments on an earlier draft of the 2018 SHOPP, which is included as Attachment 3.

Allocation of Funding. CTC approved funding allocations for various projects, including the first allocation of LPP formula funds for Alameda County Transportation Commission's 7th Street Grade Separation (East) project at the Port of Oakland, and allocation of four Active Transportation Program projects in Alameda County (2), Contra Costa County (1), and San Francisco County (1).

New Chair/Vice-Chair. CTC elected Fran Inman to serve as the new CTC Chair for two years, and Jim Earp as the new CTC Vice-Chair for one year. Both terms start on February 1.

The subsequent CTC meeting is scheduled for March 21-22, 2018 in Orange County.

Issues: None.

Recommendation: Information. No action required.

Attachments:

1. List of Bay Area Local Partnership Program (Formula Program) Projects
2. Letter to Ms. Bransen, CTC, regarding Trade Corridor Enhancement Program from the Northern California Trade Corridors Coalition, January 29, 2018
3. Letter to Mr. Dougherty, Caltrans, regarding 2018 State Highway Operations and Protection Program Draft Project List, December 20, 2017

Attachment 1

Bay Area 2018 LPP Formula Program - Approved by CTC on January 31, 2018 (\$thousands)

County	Applicant Agency	Project Title	Implementing Agency	Amount	Programming Year		Unprogrammed Balance	Total Proposed for County
					2018	2019		
Alameda	AC Transit	Customer Service Center Rehab	AC Transit	\$815	\$50	\$765	\$0	\$9,048
	AC Transit	Purchase 59 Hybrid Buses	AC Transit	\$253		\$253		
	ACTC	7th Street Grade Separation East Segment (7SGSE)	ACTC	\$7,980	\$907	\$7,073		
Contra Costa	City of Orinda	Miner Road Rehab	Orinda	\$200	\$200		\$0	\$5,399
	CCTA	I-680 NB Express Lane	CCTA	\$4,799		\$4,799		
	CCTA	El Cerrito Pavement Project	El Cerrito	\$200		\$200		
	CCTA	Martinez Pavement Project	Martinez	\$200		\$200		
Marin	TAM	Marin-Sonoma Narrows (Design Contracts B1-Ph2 and A4)	Caltrans	\$500	\$250	\$250	\$0	\$1,002
	TAM	Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	San Rafael	\$502		\$502		
Napa*	NVTA	TBD	TBD	\$0	\$0	\$0	\$323	\$0
Regional	BATA	Dumbarton Bridge Operational Improvements	BATA	\$8,200		\$8,200	\$0	\$13,633
	BATA	SFOBB/West Oakland Regional Bicycle/Ped Link Connection	MTC/BATA/CT	\$2,000		\$2,000		
	BART	BART Escalator Replacement (Downtown SF Stations)	BART	\$1,880		\$1,880		
	SMART	SMART Rail Maintenance Equipment Expansion	SMART	\$1,553	\$1,553			
San Francisco	SFCTA	Park Merced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	\$2,106	\$2,106		\$0	\$4,189
	SFCTA	Alemaney Boulevard Pavement Renovation	SFPW	\$2,083		\$2,083		
San Mateo	SMCTA	TBD	TBD	\$0	\$0	\$0	\$3,784	\$0
	SMCTD	TBD	TBD	\$0	\$0	\$0		
	C/CAG	TBD	TBD	\$0	\$0	\$0		
Santa Clara	VTA	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	\$9,442	\$9,442		\$0	\$9,442
Sonoma	SCTA**	Route 101 Marin/Sonoma Narrows C-2 project	Caltrans	\$0		\$0	\$579	\$573
	SCTA	Santa Rosa OBAG2 Bike and Pedestrian Project	Santa Rosa	\$573	\$100	\$473		
Total Proposed for Formula Program				\$43,286			\$4,686	\$43,286

* Napa Valley Transportation Authority Eligibility Effective 7/18

** SCTA's US-101 MSN C-2 project will receive LPP programming if it is successful in receiving Solutions for Congested Corridors funding.



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Brad Paul
Deputy Executive Director,
Local Government Services

January 29, 2018

Susan Bransen, Executive Director
California Transportation Commission
1120 N St., Room 2221, MS-52
Sacramento, CA 95814

RE: Northern California Trade Corridor Coalition Comments on Senate Bill 1
Trade Corridor Enhancement Program (TCEP)

Dear Ms. Bransen:

In a few days, your staff will receive applications for the Trade Corridor Enhancement Program (TCEP) enabled in part by Senate Bill 1 (SB 1). The TCEP Guidelines, approved by the California Transportation Commission (CTC) in October 2017, identifies programming targets by corridor – including a target of \$217 million for the Northern California corridor. Under the Guidelines, the Northern California corridor includes the nine-county Bay Area, five (of six) county Sacramento area, and eight-county San Joaquin Valley.

The Northern California region serves as a major trade corridor for the state. With the fifth-busiest port in the nation at Oakland, goods flow between international destinations through the Bay Area and across major rail and highway links through the Sacramento and San Joaquin Valleys to the rest of the state and nation. Under Proposition 1B, passed by California voters in 2006, CTC programmed roughly \$2.5 billion in trade corridor improvements through the Trade Corridor Improvement Fund (TCIF) program. In response to TCIF, the Northern California counties formed the Northern California Trade Corridors Coalition (Coalition) – led by the Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), and San Joaquin Council of Governments (SJCOG). The Coalition told the story of goods movement in Northern California, and packaged a cohesive set of TCIF projects to improve goods movement in the megaregion.

Over the life of the Proposition 1B TCIF program, the Coalition worked with our member agencies to ensure prompt delivery of programmed projects and recommend new projects for project cost savings and deletions. The Coalition's framework ensured that TCIF monies were programmed on the highest and best use to promote goods movement in the Northern California megaregion. Since the adoption of Proposition 1B, the Bay Area, Sacramento, and San Joaquin Valley approved new Goods Movement Plans and are developing a Mega-Region Goods Movement Plan that provide the vision for goods movement in the future.

The TCEP Guidelines call on each Metropolitan Planning Organization (MPO) to compile TCEP applications and ensure their consistency with regional transportation plans and goods movement plans. While the Guidelines do not have an explicit role for the Coalition, it is the Coalition's intent to continue providing the CTC with recommendations for projects within the Northern California megaregion. However, given the expedited turn-around time for the TCEP applications, the Coalition is not providing recommendations for the first TCEP cycle. The Coalition is committed to coming together in the coming months to leverage our goods movement plans into joint investment priorities so that we can provide recommendations for future TCEP cycles.

The Coalition and its member agencies appreciate the CTC's commitment and dedication to improving the movement of goods within and across the state. We look forward to our continued working relationship in future TCEP cycles. Should you have any questions regarding the Coalition's plans, please contact Kenneth Kao, Coalition Coordinator, at (415) 778-6768, or via email at kkao@bayareametro.gov.

Sincerely,



Steve Heminger
Executive Director, MTC



James Corless
Executive Director, SACOG



Andrew T. Chesley
Executive Director, SJCOG



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December 20, 2017

Mr. Bruce De Terra, Chief
Division of Transportation Programming
California Department of Transportation
P.O. Box 942873, MS-82
Sacramento, CA 94273

RE: **Comments on Draft 2018 SHOPP Project List**

Dear Mr. De Terra:

Thank you for the opportunity to comment on the Draft 2018 State Highway Operation and Protection Program (SHOPP). The passage of the Road Repair and Accountability Act of 2017, or Senate Bill 1, provided a much needed funding boost for the program. Compared to past SHOPP cycles, under the 2018 SHOPP, most regions will benefit from a substantial increase in resources to invest and preserve the transportation system. These resources will be essential for the Department to meet the various performance targets established in the California Transportation Asset Management Plan.

MTC applauds the Department for programming \$3.4 million to upgrade the legacy software and hardware components in District 4's Transportation Management Center (TMC). TMC hardware and software, together with the underlying communication infrastructure, play a critical role to ensure both the operability of field devices and the ability to collect information. The upgraded system will enable the District to have a more reliable and efficient way of managing and monitoring over 4,000 active traffic operation elements, and achieve the 90% or better device health goal, as outlined in Caltrans' Strategic Plan.

MTC and Caltrans are active partners in delivering the Freeway Performance Initiative, a regional initiative that deploys ramp metering and Traffic Operation Systems equipment on congested freeway corridors in the Bay Area. MTC appreciates the State investing \$13 million for the Marin US 101 ramp metering project, extending from the Golden Gate Bridge to north of Sir Francis Drake Blvd., and another \$40 million on the I-680 ramp metering project spanning the cities of Fremont, Pleasanton and Dublin. MTC has previously invested regional discretionary funds towards the Preliminary Engineering phases for both projects. The proposed construction funding in the 2018 SHOPP will enable the region to deliver the last remaining projects identified within the Initiative.

Additionally, we have identified some recommendations as well as specific funding requests to be included in the final SHOPP.

A. General Policy Comments

- **Increase Mobility Funding Share to Keep Assets in a State of Good Repair:** For several decades, a significant number of TMS elements have been installed to enhance efficiency and actively manage the existing State Highway System in the Bay Area, while minimizing the need to construct new facilities. Additional funding from Senate Bill 1 will help to address some of the mobility and operational improvement needs. However, there is still a substantial shortfall to keep assets in a state of good repair. The Bay Area region's mobility funding share dropped from 30% in 2016 to 18% in the current draft SHOPP. MTC recommends adding resources to this category to align with the Department's "Fix it first" policy.
- **Implement a Performance Based Approach to Transportation Management System Upgrade and Replacement:** Many Caltrans districts will receive funding to restore, upgrade, and replace non-operational Transportation Management System (TMS) field elements. MTC strongly encourages the Department to develop a set of performance measures for contractors to adhere to and tie a contractor's payment to their abilities in meeting the metrics. MTC implemented a performance based maintenance and repair pilot for the 50-mile long I-880 corridor to protect over 1,000 technology assets. The contract establishes that the third party contractor shall be on site responding to failures within 24 to 48 hours, and that repairs are to be completed within 2 to 20 days, depending on the asset priority level, as identified by District 4. Payment to the contractor is adjusted downward when the contractor is unable to meet these thresholds. MTC found that this performance driven structure ensures responsiveness to repairs, and keeps elements performing at high levels.
- **Establish a Statewide Vision on the Future of Detection:** The Department is investing significant resources to repair or replace standard loop detection units across the State. Because vehicle detectors account for such a large percentage of the overall Transportation Management System devices, the repair of detection stations is crucial to reaching the 90% device health goal. However, traditional detectors can be difficult and costly to repair due to factors such as the need to complete repairs at night and coordinate lane closures. MTC recommends that the Department establishes a statewide vision for the future of detection technology. Such guidance would enable Districts to standardize the type of technology, determine the appropriate budget needed for transitioning to the new technology, and invest properly on the maintenance of the existing system. Without a plan, preserving loop detectors will continue to require extraordinary, and likely unsustainable, investments.

- **Leverage Regional Funding-Challenge Grant Concept:** MTC and Caltrans District 4 have a strong partnership, and have long collaborated to fund and implement ITS infrastructure used to monitor and manage freeway traffic and incidents throughout the region. More recently, since 2013, MTC and the District have worked collaboratively to identify and fund priority TMS projects, including specific initiatives aimed at bringing the region's ITS infrastructure into a state of good repair. In Fiscal Year 2018, a total of \$12.5 million for regional TMS projects have been identified, with \$7.5M from Caltrans and \$5M from MTC. MTC requests that the State considers a "Challenge Grant" concept—whereby agencies provide complementary funding for priority projects to meet the shared goal of improving transportation system performance in the Bay Area. By utilizing regional investments, the Department can leverage state and federal funding to maximize the impact of limited regional and local dollars, and accomplish priority projects in a shorter timeframe.

B. Project Specific Comments

- **Invest in a real time device health monitoring tool:** The Department owns a large number of TMS field elements, and according to the draft California Transportation Asset Management Plan, it is expected that over 400 new devices will be added to the system each year. Maintenance resources can be strained to keep up with preventative maintenance and repairs. MTC recommends that the Department invests in software tools that monitor device health and enable the ability to diagnose and troubleshoot issues remotely. MTC had success in developing a first generation software tool that actively monitors the communication status of each device along the I-880 corridor. After detecting communication failures, this tool immediately sends alerts to the MTC contractor for investigation and repair. A similar tool can be helpful for the Department to increase device uptime, improve operation and device reliability, and target judicious use of limited maintenance resources for actual preventative maintenance and repairs.
- **Direct \$7 Million in Mobility Funds to Improve Communication Connectivity on I-880:** Currently, the communications component of the I-880 corridor relies on leased telephone phone lines (both landline and wireless) to communicate to field devices. Most of the landline telephone circuits are outdated, and offer limited bandwidth capacity. This proposed communication project would connect TMS field devices to the fiber network being built for the I-880 Express Lanes, and would extend communications north and south using wireless high bandwidth radios. This would support connected vehicles and other applications, and eliminate the recurring cost for leased communications, which is estimated at \$574,000 per year.
- **Provide Funds to Connect TMS Elements to Fiber Network on I-680:** As part of the 680 Express Lane project, the Bay Area Infrastructure Financing Authority (BAIFA) has installed main line fiber and 54 laterals to vaults near current TMS field devices. However, those laterals are not connected to the field devices. To improve the overall

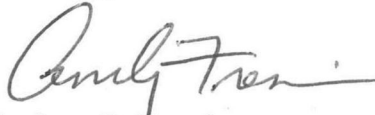
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communications to each device and increase bandwidth capabilities, MTC recommends that the Department provides resources to make the final connection between the laterals and the field elements.

Thank you once again for including us in the SHOPP process and providing this opportunity to comment. Please contact me if you have any questions or desire to follow up with a staff member who has expertise in the issues raised in this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew B. Fremier".

Andrew B. Fremier
Deputy Executive Director, Operations

AF: KC

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Comment Letter.docx

CC: Dan McElhinney, Chief Deputy District Director, Caltrans District 4
Stephen Maller, Deputy Director, California Transportation Commission