



# 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*

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Wednesday, March 7, 2018

9:40 AM

Board Room - 1st Floor

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#### PLEASE NOTE DATE

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 9:35a.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. [18-0120](#) Minutes of the February 14, 2018 meeting

Action: Committee Approval

Attachments: [2a\\_02-14-2018\\_Prog&Allocations\\_Draft\\_Minutes.pdf](#)

- 2b. [18-0140](#) MTC Resolution Nos. 3989, Revised, 4035, Revised, and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and OBAG 2) program and the MTC Exchange Program, including the programming of \$1.5 million to reflect Community-Based Transportation Planning (CBTP) funding amounts for each of the nine County Congestion Management Agencies (CMAs) and programming of \$30,000 to support functionality improvements to the Bay Area Greenprint as part of the OBAG 2 Priority Conservation Area (PCA) program.

Action: Commission Approval

Presenter: Mallory Atkinson

Attachments: [2b\\_Resos\\_3989-4035-4202\\_OBAG\\_and\\_ExchangeProgram\\_Revisions\\_and\\_Prog](#)

- 2c. [18-0122](#) MTC Resolution No. 4273, Revised. Program of projects for FY2017-18 Cap and Trade Low Carbon Transit Operating Program.

Action: Commission Approval

Presenter: Craig Bosman

Attachments: [2c Reso 4273 FY2016-17 Cap&Trade and LowCarbonTransit.pdf](#)

- 2d. [18-0123](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-30.

Action: Commission Approval

Presenter: Adam Crenshaw

Attachments: [2d Reso 4275 TIP Amendment 2017-30-revised.pdf](#)

- 2e. [18-0125](#) MTC Resolution No. 4285, Revised. Allocation of \$20 million in State Transit Assistance (STA) funds to SFMTA and VTA in support of transit operations.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [2e Reso 4285 SFMTA and VTA Allocation.pdf](#)

### 3. State

- 3a. [18-0062](#) Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities.

Based on the Commission's adopted criteria, staff will present recommended priorities for Round 3 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.

Action: Commission Approval

Presenter: Craig Bosman

Attachments: [3a Cap and Trade AHSC Priorities.pdf](#)

#### 4. Regional

- 4a. [18-0141](#) MTC Resolution No. 3649, Revised. Allocation of \$1.4 million in Regional Measure 2 funds to the Transportation Authority of Marin (TAM) for the North-South Greenway Project and Reservation of \$3 million for the SMART Multi-Use Pathway in San Rafael.

The Transportation Authority of Marin requests allocation of \$500,000 in Regional Measure 2 (RM2) funds for the final design of the North-South Greenway (Northern Segment), \$850,000 for SMART right-of-way related costs, and \$3 million in RM2 funds for the construction of the Sonoma-Marín Area Rail Transit (SMART) Pathway from 2nd to Andersen in San Rafael.

**Action:** Commission Approval

**Presenter:** Kenneth Kao

**Attachments:** [4a\\_Reso\\_3649\\_NSG\\_SMARTPathway\\_Allocation\\_.pdf](#)

#### 5. Public Comment / Other Business

#### 6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on April 11, 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](http://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.

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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)

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**File #:** 18-0120      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 2/1/2018      **In control:** Programming and Allocations Committee  
**On agenda:** 3/7/2018      **Final action:**  
**Title:** Minutes of the February 14, 2018 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_02-14-2018\\_Prog&Allocations\\_Draft\\_Minutes.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

**Subject:**  
Minutes of the February 14, 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*

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Wednesday, February 14, 2018

9:40 AM

Board Room - 1st Floor

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### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

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

**Absent:** 1 - Commissioner Schaaf

Non-Voting Member Absent: Commissioner Sartipi

Ex Officio Voting Member Present: Commission Vice Chair Haggerty

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

#### 2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Commissioner Bruins and the second by Commissioner  
Glover, 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. [18-0059](#) Minutes of the January 10, 2018 meeting

**Action:** Committee Approval

- 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

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

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

- 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

- 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

## 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)

**Upon the motion by Commissioner Pedroza and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution Nos. 3831, Revised, 3989, Revised and 4311 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

- 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

**Commissioner Kim departed before the vote and approval of Agenda Item 3b.**

**Upon the motion by Commissioner Bruins and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution Nos. 4321 and 4322 to the Commission for approval. The motion carried by the following vote:**



**Aye:** 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum and Commissioner Worth

**Absent:** 2 - Commissioner Kim and Commissioner Schaaf

#### 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

Robert Del Rosario of AC Transit was called to speak.

- 4b. [17-3099](#) California Transportation Commission Update

Update on the January 31-February 1 CTC meetings

**Action:** Information

**Presenter:** Kenneth Kao

#### 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.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

|                      |  |                      |   |                                       |  |
|----------------------|--|----------------------|---|---------------------------------------|--|
| <b>File #:</b>       | 18-0140  | <b>Version:</b>      | 1 | <b>Name:</b>                          |  |
| <b>Type:</b>         | Resolution   | <b>Status:</b>       |   | Consent                               |  |
| <b>File created:</b> | 2/6/2018   | <b>In control:</b>   |   | Programming and Allocations Committee |  |
| <b>On agenda:</b>    | 3/7/2018   | <b>Final action:</b> |   |                                       |  |
| <b>Title:</b>        | MTC Resolution Nos. 3989, Revised, 4035, Revised, and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and OBAG 2) program and the MTC Exchange Program, including the programming of \$1.5 million to reflect Community-Based Transportation Planning (CBTP) funding amounts for each of the nine County Congestion Management Agencies (CMAs) and programming of \$30,000 to support functionality improvements to the Bay Area Greenprint as part of the OBAG 2 Priority Conservation Area (PCA) program. |                      |   |                                       |  |

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [2b\\_Resos\\_3989-4035-4202\\_OBAG and ExchangeProgram\\_Revisions and Programming.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

### Subject:

MTC Resolution Nos. 3989, Revised, 4035, Revised, and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and OBAG 2) program and the MTC Exchange Program, including the programming of \$1.5 million to reflect Community-Based Transportation Planning (CBTP) funding amounts for each of the nine County Congestion Management Agencies (CMAs) and programming of \$30,000 to support functionality improvements to the Bay Area Greenprint as part of the OBAG 2 Priority Conservation Area (PCA) program.

### Presenter:

Mallory Atkinson

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 7, 2018

Agenda Item 2b

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

**Subject:** Revisions to the One Bay Area Grant (OBAG 1 and OBAG 2) program and the MTC Exchange Program, including the programming of \$1.5 million to reflect Community-Based Transportation Planning (CBTP) funding amounts for each of the nine County Congestion Management Agencies (CMAs) and programming of \$30,000 to support functionality improvements to the Bay Area Greenprint as part of the OBAG 2 Priority Conservation Area (PCA) program.

**Background:** The 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 FY2012-13 through FY2021-22.

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

### 1. Community-Based Transportation Plans (CBTP)

Revise the OBAG 2 Regional Planning Program to reflect the approved distribution of the CBTP Program funds. In January 2018, the Commission distributed the \$1.5 million program among the nine county CMAs and to MTC for program evaluation.

#### OBAG 2 CBTP Funding Distribution, as Adopted January 2018

| County        | CBTP Grant | County          | CBTP Grant  |
|---------------|------------|-----------------|-------------|
| Alameda       | \$300,000  | San Mateo       | \$120,000   |
| Contra Costa  | \$215,000  | Santa Clara     | \$300,000   |
| Marin         | \$75,000   | Solano          | \$95,000    |
| Napa          | \$75,000   | Sonoma          | \$110,000   |
| San Francisco | \$175,000  | Regionwide/MTC* | \$35,000    |
| Total         |            |                 | \$1,500,000 |

\*Funds reserved for CBTP program evaluation.

### 2. Priority Conservation Area (PCA) Program

Revise the MTC Exchange Program to program \$30,000 (from the PCA program) for Bay Area Greenprint functionality improvements to support the implementation of the PCA Program. The Bay Area Greenprint is an online, interactive conservation planning tool. This action will use non-federal exchange funds to integrate additional data layers and improved functionality to fully align with the PCA Program goals and implementation. More information about Bay Area Greenprint can be found on its website: <https://www.bayareagreenprint.org/>. The Greenprint is expected to be a useful tool for the next round of PCA funding, expected later this spring.

### 3. Climate Initiatives Program

Revise the OBAG 1 Climate Initiatives program to reflect scope change and reduced funding request for Contra Costa Transportation Authority's (CCTA's) car share project. As part of the original project scope for the Car Share4All project, CCTA anticipated partnering with a private vendor for the purchase of electric vehicles and charging stations in Richmond and El Cerrito. During project development, the car share vendor changed ownership and left the Bay Area market, leaving CCTA unable to proceed with the project as originally scoped. CCTA has proposed revising the scope to purchase conventional low emission and hybrid car share vehicles. This action results in a \$400,000 balance in the Climate Initiatives program.

#### 4. Regional Active Operational Management Program

##### a. Freeway Performance Program

Revise the OBAG 2 Freeway Performance Program to identify the limits proposed for three corridors. This action does not change the project limits proposed for each corridor, but provides additional detail on the projects for improved transparency. The corridors (with project limits identified) and programmed amounts are detailed below.

| OBAG 2 Freeway Performance Program |                       | \$, in millions |
|------------------------------------|-----------------------|-----------------|
| Corridors                          | County                | Amount          |
| I-880: SR 237 to Hegenberger       | Santa Clara / Alameda | \$3             |
| I-680: Alameda Co. to Solano Co.   | Contra Costa          | \$8             |
| SR 84: US 101 to I-880             | Alameda / San Mateo   | \$5             |
| FPP Corridors TBD                  | TBD                   | \$27            |
| Total                              |                       | \$45            |

##### b. NextGen Arterial Operations Program

Revise the OBAG 1 NextGen Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to redirect \$630,000 in program savings to AC Transit's South Alameda County Corridors Travel Time Improvements project. The AC Transit project was approved for \$500,000 in NextGen AOP funds by the Commission in September 2014, in addition to a \$5 million grant provided to the project through the Transit Performance Initiative (TPI). This action proposes to redirect cost savings from completed projects within the NextGen AOP program to the AC Transit South Alameda County Corridors project to address a funding shortfall resulting from higher than anticipated bids for construction. All other NextGen AOP projects have been completed.

#### 5. County Programs

Revise Santa Clara County's OBAG 1 County Program to correctly identify Santa Clara Valley Transportation Authority (VTA) as the sponsor for the Montague Expressway Pedestrian Overcrossing at Milpitas BART project.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 3989, Revised, 4035, Revised, and 4202, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3989, Revised, Attachment B  
 MTC Resolution No. 4035, Revised, Attachments B-1 and B-2  
 MTC Resolution No. 4202, Revised, Attachment B-1

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 03/28/18-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.

Attachment B was revised on March 28, 2018 to program \$30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

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, February 14, 2018, and March 7, 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

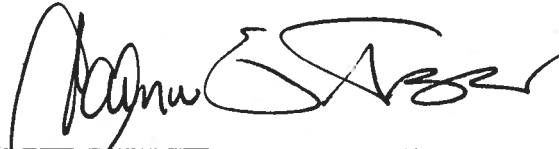
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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



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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

March 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               | <b><u>\$8,170,000</u></b> |
| 6                               | MTC          | <b><u>Bay Area Greenprint PCA Improvements</u></b>    | <b><u>4202</u></b> | <b><u>3/28/2018</u></b> | <b><u>\$30,000</u></b>    |
| 7                               | TAM/SCTA     | Bike Share Capital and Outreach - SMART Corridor      | 3925               | 2/28/2018               | \$826,000                 |
| 8                               | Richmond     | Bike Share Capital and Outreach - Richmond            | 3925               | 2/28/2018               | \$1,024,000               |
| 9                               | MTC          | Bay Area Preservation Pilot (BAPP)                    | 4311               | 2/28/2018               | \$10,000,000              |
| <b>Total Committed To-Date:</b> |              |   |                    |                         | <b>\$44,326,000</b>       |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\March PAC\[tmp-3989 Attachments\_A\_B Feb 2018 PAC.xlsx]Attach B 3-28-18

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

On March 28, 2018, Attachments B-1 and B-2 were revised to reduce the amount programmed within the Regional Climate Initiatives Program to the Contra Costa Transportation Authority (CCTA) Car Share4All project to \$573,453 to reflect a change in scope; redirect \$630,000 in project savings from the NextGen Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to the AC Transit South Alameda County Corridors Travel Time Improvements project; and to identify Santa Clara Valley Transportation Authority (VTA) as the sponsor of the Montague Expressway Pedestrian Overcrossing at Milpitas BART.

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, February 14, 2018, and March 7, 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

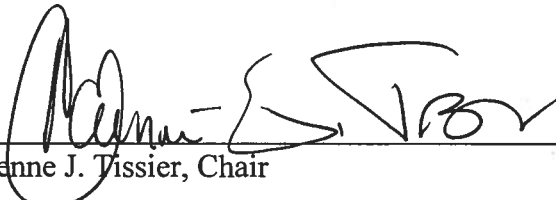
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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 March 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 03/28/18-C

### OBAG 1 Regional Programs Project List

| Project Category and Title   | Implementing Agency | Total STP/CMAQ              | Total Other RTIP/TAP/TFCA | Total OBAG 1         |
|--|---------------------|-----------------------------|---------------------------|----------------------|
| <b>OBAG 1 REGIONAL PROGRAMS</b>  |                     | <b>\$437,324,000</b>        | <b>\$53,900,000</b>       | <b>\$491,224,000</b> |
| <b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>                        |                     |                             |                           |                      |
| 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          |
| <b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>                        |                     | <b>TOTAL: \$8,487,000</b>   | <b>\$0</b>                | <b>\$8,487,000</b>   |
| <b>2. REGIONAL OPERATIONS (RO)</b>   |                     |                             |                           |                      |
| 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         |
| <b>2. REGIONAL OPERATIONS (RO)</b>   |                     | <b>TOTAL: \$104,739,000</b> | <b>\$0</b>                | <b>\$104,739,000</b> |
| <b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>                               |                     |                             |                           |                      |
| 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                 | \$8,370,000                 | \$0                       | \$8,370,000          |
| PASS - LAVTA Dublin Blvd Transit Performance Initiative                      | MTC                 | \$500,000                   | \$0                       | \$500,000            |
| PASS - AC Transit South Alameda County Corridors Travel Time Imps            | MTC                 | \$1,130,000                 | \$0                       | \$1,130,000          |
| 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                | \$3,900,000               | \$31,050,000         |
| <b>Ramp Metering and TOS Elements - MTC Program</b>                          |                     |                             |                           |                      |
| FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road                  | Caltrans            | \$656,000                   | \$0                       | \$656,000            |
| FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1            | SAFE                | \$750,000                   | \$0                       | \$750,000            |
| FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2            | Caltrans            | \$8,132,000                 | \$0                       | \$8,132,000          |
| FPI - CC SR 4 Operational Improvements                                       | CCTA                | \$1,100,000                 | \$0                       | \$1,100,000          |
| FPI - Various Corridors Caltrans Right of Way (ROW)                          | Caltrans            | \$730,000                   | \$0                       | \$730,000            |
| FPI - SOL I-80 Ramp Meeting and Traffic Operations                           | Caltrans            | \$170,000                   | \$0                       | \$170,000            |
| FPI - SCL US 101: San Benito County Line to SR 85                            | Caltrans            | \$3,200,000                 | \$0                       | \$3,200,000          |
| FPI - SON 101 - MRN Co Line - Men Co Line                                    | MTC                 | \$350,000                   | \$0                       | \$350,000            |
| FPI - SCL I-680: US 101 to ALA Co. Line                                      | Caltrans            | \$270,000                   | \$0                       | \$270,000            |
| Unprogrammed Future RTIP   | TBD                 | \$0                         | \$34,000,000              | \$34,000,000         |
| SUBTOTAL   |                     | \$15,358,000                | \$34,000,000              | \$49,358,000         |
| <b>Ramp Metering and TOS Elements - Caltrans Program</b>                     |                     |                             |                           |                      |
| 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         |
| <b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>                               |                     | <b>TOTAL: \$62,508,000</b>  | <b>\$37,900,000</b>       | <b>\$100,408,000</b> |
| <b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>                                  |                     |                             |                           |                      |
| 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             |
| <b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>                                  |                     | <b>TOTAL: \$9,100,000</b>   | <b>\$0</b>                | <b>\$9,100,000</b>   |
| <b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>        |                     |                             |                           |                      |
| <b>Regional PDA Implementation</b>   |                     |                             |                           |                      |
| PDA Planning - ABAG  | ABAG                | \$2,068,228                 | \$0                       | \$2,068,228          |
| SUBTOTAL   |                     | \$2,068,228                 | \$0                       | \$2,068,228          |
| <b>Affordable Housing Jumpstart Program</b>                                  |                     |                             |                           |                      |
| Affordable Housing Jumpstart Program (Funding Exchange)                      | MTC                 |                             | \$10,000,000              | \$10,000,000         |
| SUBTOTAL   |                     | \$0                         | \$10,000,000              | \$10,000,000         |
| <b>Local PDA Planning</b>  |                     |                             |                           |                      |
| Local PDA Planning - Alameda   | ACTC                | \$3,905,000                 | \$0                       | \$3,905,000          |
| Local PDA Planning - Contra Costa  | CCTA                | \$2,745,000                 | \$0                       | \$2,745,000          |
| Local PDA Planning - Marin   | TAM                 | \$750,000                   | \$0                       | \$750,000            |
| Local PDA Planning - City of Napa  | Napa                | \$275,000                   | \$0                       | \$275,000            |

# 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 March 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  
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02/28/18-C 03/28/18-C

## OBAG 1 Regional Programs Project List

| Project Category and Title   | Implementing Agency | Total STP/CMAQ             | Total Other RTIP/TAP/TFCA | Total OBAG 1         |
|--|---------------------|----------------------------|---------------------------|----------------------|
| <b>OBAG 1 REGIONAL PROGRAMS</b>  |                     | <b>\$437,324,000</b>       | <b>\$53,900,000</b>       | <b>\$491,224,000</b> |
| 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            |
| <b>SUBTOTAL</b>  |                     | <b>\$20,000,000</b>        | <b>\$0</b>                | <b>\$20,000,000</b>  |
| <b>Regional PDA Planning</b>   |                     |                            |                           |                      |
| <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             |
| <b>SUBTOTAL</b>  |                     | <b>\$7,931,772</b>         | <b>\$0</b>                | <b>\$7,931,772</b>   |
| <b>5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>         |                     | <b>TOTAL: \$30,000,000</b> | <b>\$10,000,000</b>       | <b>\$40,000,000</b>  |
| <b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>                                  |                     |                            |                           |                      |
| <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                | <b>\$573,453</b>           | \$0                       | <b>\$573,453</b>     |
| 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            |
| <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          |

# 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 March 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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02/28/18-C 03/28/18-C

### OBAG 1 Regional Programs Project List

| Project Category and Title                                       | Implementing Agency | Total STP/CMAQ       | Total Other RTIP/TAP/TFCA | Total OBAG 1         |
|--|---------------------|----------------------|---------------------------|----------------------|
| <b>OBAG 1 REGIONAL PROGRAMS</b>                                  |                     | <b>\$437,324,000</b> | <b>\$53,900,000</b>       | <b>\$491,224,000</b> |
| 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          |
| Public Education Outreach  | MTC                 | \$312,000            | \$0                       | \$312,000            |
| 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            |
| <b>Unprogrammed balance</b>                                      | <b>TBD</b>          | <b>\$400,411</b>     |                           | <b>\$400,411</b>     |
| <b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>                      | <b>TOTAL:</b>       | <b>\$8,812,000</b>   | <b>\$6,000,000</b>        | <b>\$14,812,000</b>  |

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

|   |                     |                     |            |                     |
|---|---------------------|---------------------|------------|---------------------|
| <b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>                  |                     |                     |            |                     |
| <i>Specific projects TBD by CMAs</i>                              |                     |                     |            |                     |
| 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         |
| <b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>                  | <b>TOTAL:</b>       | <b>\$24,178,000</b> | <b>\$0</b> | <b>\$24,178,000</b> |

|   |            |                     |            |                     |
|---|------------|---------------------|------------|---------------------|
| <b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>              |            |                     |            |                     |
| SolTrans - Preventive Maintenance                             | SolTrans   | \$1,000,000         | \$0        | \$1,000,000         |
| <b>Transit Capital Rehabilitation</b>                         |            |                     |            |                     |
| <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         |
| <b>SUBTOTAL</b>   |            | <b>\$37,000,000</b> | <b>\$0</b> | <b>\$37,000,000</b> |
| <b>Transit Performance Initiative (TPI) Incentive Program</b> |            |                     |            |                     |
| <i>Specific Projects TBD by Commission</i>                    |            |                     |            |                     |
| TPI - AC Transit Spectrum Ridership Growth                    | AC Transit | \$1,802,676         | \$0        | \$1,802,676         |
| TPI - AC Transit - East Bay Bus Rapid Transit                 | AC Transit | \$4,547,305         | \$0        | \$4,547,305         |
| TPI - LAVTA - Wheels Marketing Initiatives                    | LAVTA      | \$423,798           | \$0        | \$423,798           |
| TPI - ACE Positive Train Control                              | SJRRRC/ACE | \$502,214           | \$0        | \$502,214           |



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

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02/28/18-C 03/28/18-C

### OBAG 1 Regional Programs Project List

| Project Category and Title  | Implementing Agency | Total STP/CMAQ             | Total Other RTIP/TAP/TFCA | Total OBAG 1         |
|---|---------------------|----------------------------|---------------------------|----------------------|
| <b>OBAG 1 REGIONAL PROGRAMS</b>   |                     | <b>\$437,324,000</b>       | <b>\$53,900,000</b>       | <b>\$491,224,000</b> |
| 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  |                     | \$60,000,000               | \$0                       | \$60,000,000         |
| <b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>  |                     | <b>TOTAL: \$98,000,000</b> | <b>\$0</b>                | <b>\$98,000,000</b>  |

### 9. TRANSIT PERFORMANCE INITIATIVE (TPI)

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

# 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 March 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 03/28/18-C

### OBAG 1 Regional Programs Project List

| Project Category and Title  | Implementing Agency | Total STP/CMAQ       | Total Other RTIP/TAP/TFCA | Total OBAG 1         |
|---|---------------------|----------------------|---------------------------|----------------------|
| <b>OBAG 1 REGIONAL PROGRAMS</b>   |                     | <b>\$437,324,000</b> | <b>\$53,900,000</b>       | <b>\$491,224,000</b> |
| <b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>                                  | <b>TOTAL:</b>       | <b>\$82,000,000</b>  | <b>\$0</b>                | <b>\$82,000,000</b>  |
| <b>10. PRIORITY CONSERVATION AREA (PCA)</b>                                     |                     |                      |                           |                      |
| <b>North Bay PCA Program</b>  |                     |                      |                           |                      |
| <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 Soscol 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          |
| <b>SUBTOTAL</b>   |                     | <b>\$5,000,000</b>   | <b>\$0</b>                | <b>\$5,000,000</b>   |
| <b>Peninsula, Southern and Eastern Counties PCA Program</b>                     |                     |                      |                           |                      |
| 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          |
| <b>SUBTOTAL</b>   |                     | <b>\$4,500,000</b>   | <b>\$0</b>                | <b>\$4,500,000</b>   |
| <b>10. PRIORITY CONSERVATION AREA (PCA)</b>                                     | <b>TOTAL:</b>       | <b>\$9,500,000</b>   | <b>\$0</b>                | <b>\$9,500,000</b>   |
| <b>OBAG 1 REGIONAL PROGRAMS TOTAL</b>   | <b>TOTAL:</b>       | <b>\$437,324,000</b> | <b>\$53,900,000</b>       | <b>\$491,224,000</b> |

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# Attachment B-2

## OBAG 1 County Program FY 2012-13 through FY 2016-17 March 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        |
|--|---------------------|----------------------|--------------------------|----------------------|
| <b>COUNTY OBAG 1 PROGRAMMING</b>                             |                     | <b>\$309,314,000</b> | <b>\$18,036,000</b>      | <b>\$323,000,000</b> |
| <b>ALAMEDA COUNTY</b>  |                     |                      |                          |                      |
| <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          |
| <b>ALAMEDA COUNTY</b>  | <b>TOTAL:</b>       | <b>\$60,373,000</b>  | <b>\$3,726,000</b>       | <b>\$64,099,000</b>  |
| <b>CONTRA COSTA COUNTY</b>                                   |                     |                      |                          |                      |
| <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            |
| <b>CONTRA COSTA COUNTY</b>                                   | <b>TOTAL:</b>       | <b>\$43,638,000</b>  | <b>\$2,384,000</b>       | <b>\$46,022,000</b>  |

# Attachment B-2

## OBAG 1 County Program FY 2012-13 through FY 2016-17 March 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        |
|--|---------------------|----------------------|--------------------------|----------------------|
| <b>COUNTY OBAG 1 PROGRAMMING</b>                             |                     | <b>\$309,314,000</b> | <b>\$18,036,000</b>      | <b>\$323,000,000</b> |
| <b>MARIN COUNTY</b>  |                     |                      |                          |                      |
| <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            |
| <b>MARIN COUNTY</b>  | <b>TOTAL:</b>       | <b>\$10,041,000</b>  | <b>\$707,000</b>         | <b>\$10,748,000</b>  |
| <b>NAPA COUNTY</b>   |                     |                      |                          |                      |
| <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            |
| <b>NAPA COUNTY</b>   | <b>TOTAL:</b>       | <b>\$6,950,000</b>   | <b>\$431,000</b>         | <b>\$7,381,000</b>   |
| <b>SAN FRANCISCO COUNTY</b>                                  |                     | <b>\$3,393,000</b>   |                          | <b>\$0.46</b>        |
| <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          |
| <b>SAN FRANCISCO COUNTY</b>                                  | <b>TOTAL:</b>       | <b>\$37,427,000</b>  | <b>\$1,910,000</b>       | <b>\$39,337,000</b>  |
| <b>SAN MATEO COUNTY</b>                                      |                     |                      |                          |                      |
| <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

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

### OBAG 1 County Programs Project List

| Project Category and Title                                    | Implementing Agency | Total STP/CMAQ       | Total Other (RTIP, etc.) | Total Cycle 2        |
|---|---------------------|----------------------|--------------------------|----------------------|
| <b>COUNTY OBAG 1 PROGRAMMING</b>                              |                     | <b>\$309,314,000</b> | <b>\$18,036,000</b>      | <b>\$323,000,000</b> |
| 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          |
| <b>SAN MATEO COUNTY TOTAL:</b>                                |                     | <b>\$25,253,000</b>  | <b>\$1,991,000</b>       | <b>\$27,244,000</b>  |
| <b>SANTA CLARA COUNTY</b>                                     |                     |                      |                          |                      |
| <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          |
| <b>Montague Expressway Pedestrian Bridge at Milpitas BART</b> | <b>Milpitas</b>     | <b>\$3,440,000</b>   | <b>\$0</b>               | <b>\$3,440,000</b>   |
|   |                     | <b>\$0</b>           |                          | <b>\$0</b>           |
| 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          |

Metropolitan Transportation Commission

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

## Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

### OBAG 1 County Programs Project List

| Project Category and Title                                 | Implementing Agency | Total STP/CMAQ                             | Total Other (RTIP, etc.) | Total Cycle 2                              |
|--|---------------------|--|--------------------------|--|
| <b>COUNTY OBAG 1 PROGRAMMING</b>                           |                     | <b>\$309,314,000</b>                       | <b>\$18,036,000</b>      | <b>\$323,000,000</b>                       |
| Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements       | Sunnyvale           | \$524,000                                  | \$0                      | \$524,000                                  |
| Milpitas BART Station Montague Expwy Ped Overcrossing      | VTA                 | <del>\$744,000</del><br><b>\$4,184,000</b> | \$0                      | <del>\$744,000</del><br><b>\$4,184,000</b> |
| 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                                |
| <b>SANTA CLARA COUNTY</b>                                  | <b>TOTAL:</b>       | <b>\$84,921,000</b>                        | <b>\$4,350,000</b>       | <b>\$84,921,000</b>                        |
| <b>SOLANO COUNTY</b>                                       |                     |  |                          |  |
| <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 / SSCI 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                                |
| <b>SOLANO COUNTY</b>                                       | <b>TOTAL:</b>       | <b>\$18,348,000</b>                        | <b>\$1,141,000</b>       | <b>\$19,489,000</b>                        |
| <b>SONOMA COUNTY</b>                                       |                     |  |                          |  |
| <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                                  |

## Attachment B-2

### OBAG 1 County Program FY 2012-13 through FY 2016-17 March 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        |
|---|---------------------|----------------------|--------------------------|----------------------|
| <b>COUNTY OBAG 1 PROGRAMMING</b>                      |                     | <b>\$309,314,000</b> | <b>\$18,036,000</b>      | <b>\$323,000,000</b> |
| Santa Rosa US 101 Bike/Pedestrian Bridge Overcrossing | Santa Rosa          | \$364,000            |                          | \$364,000            |
| <b>TOTAL:</b>   |                     | <b>\$22,363,000</b>  | <b>\$1,396,000</b>       | <b>\$23,759,000</b>  |
| <b>Cycle 2 Total</b>                                  |                     | <b>\$309,314,000</b> | <b>\$18,036,000</b>      | <b>\$323,000,000</b> |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035\_ongoing\_OBAG1\[tmp-4035\_Attach\_B-2\_3-28-18.xlsx]Attach B-2 3-28-18

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 03/28/18-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 – 2<sup>nd</sup> 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

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

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

On January 24, 2018, Attachment B-1 was revised to 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.

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13,

ABSTRACT

MTC Resolution No. 4202, Revised

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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, February 14, 2018, and March 7, 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  
March 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

03/28/18-C

## OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE  | COUNTY                      | SPONSOR       | TOTAL<br>STP/CMAQ    | Other               |
|---|-----------------------------|---------------|----------------------|---------------------|
| <b>OBAG 2 REGIONAL PROGRAMS*</b>                                    |                             |               | <b>\$479,705,000</b> | <b>\$18,200,000</b> |
| <b>1. REGIONAL PLANNING ACTIVITIES</b>                              |                             |               |                      |                     |
| Regional Planning   | Regionwide                  | MTC           | \$9,555,000          |                     |
| <b>1. REGIONAL PLANNING ACTIVITIES</b>                              |                             | <b>TOTAL:</b> | <b>\$9,555,000</b>   |                     |
| <b>2. PAVEMENT MANAGEMENT PROGRAM</b>                               |                             |               |                      |                     |
| 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            |                     |
| <b>2. PAVEMENT MANAGEMENT PROGRAM</b>                               |                             | <b>TOTAL:</b> | <b>\$9,250,000</b>   |                     |
| <b>3. PDA PLANNING &amp; IMPLEMENTATION</b>                         |                             |               |                      |                     |
| PDA Planning and Implementation                                     | Regionwide                  | MTC           | \$18,500,000         |                     |
| Community-Based Transportation Plan (CBTP) Updates                  | Regionwide                  | MTC           | \$1,500,000          |                     |
| <b>ACTC: Community-Based Transportation Plans</b>                   | <b>Alameda</b>              | <b>MTC</b>    | <b>\$300,000</b>     |                     |
| <b>CCTA: Community-Based Transportation Plans</b>                   | <b>Contra Costa</b>         | <b>MTC</b>    | <b>\$215,000</b>     |                     |
| <b>TAM: Community-Based Transportation Plans</b>                    | <b>Marin</b>                | <b>MTC</b>    | <b>\$75,000</b>      |                     |
| <b>NVTA: Community-Based Transportation Plans</b>                   | <b>Napa</b>                 | <b>MTC</b>    | <b>\$75,000</b>      |                     |
| <b>SFCTA: Community-Based Transportation Plans</b>                  | <b>San Francisco</b>        | <b>MTC</b>    | <b>\$175,000</b>     |                     |
| <b>C/CAG: Community-Based Transportation Plans</b>                  | <b>San Mateo</b>            | <b>MTC</b>    | <b>\$120,000</b>     |                     |
| <b>VTA: Community-Based Transportation Plans</b>                    | <b>Santa Clara</b>          | <b>MTC</b>    | <b>\$300,000</b>     |                     |
| <b>STA: Community-Based Transportation Plans</b>                    | <b>Solano</b>               | <b>MTC</b>    | <b>\$95,000</b>      |                     |
| <b>SCTA: Community-Based Transportation Plans</b>                   | <b>Sonoma</b>               | <b>MTC</b>    | <b>\$110,000</b>     |                     |
| <b>CBTP Program Evaluation</b>                                      | <b>Regionwide</b>           | <b>MTC</b>    | <b>\$35,000</b>      |                     |
| <b>3. PDA PLANNING &amp; IMPLEMENTATION</b>                         |                             | <b>TOTAL:</b> | <b>\$20,000,000</b>  |                     |
| <b>4. CLIMATE INITIATIVES</b>                                       |                             |               |                      |                     |
| 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          |                     |
| <b>4. CLIMATE INITIATIVES</b>                                       |                             | <b>TOTAL:</b> | <b>\$24,417,000</b>  |                     |
| <b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>                    |                             |               |                      |                     |
| Active Operational Management                                       |                             |               |                      |                     |
| 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 (SR 237 to Hegenberger)                                  | Alameda/Santa Clara Various | MTC           | \$3,000,000          |                     |
| FPP: I-680 (Alameda Co. Line to Solano Co. Line)                    | Contra Costa Various        | MTC           | \$8,000,000          |                     |
| FPP: SR 84 (US 101 to I-880)  | Alameda/San Mateo 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   |                             |               |                      |                     |
| AC Transit: Dumbarton Express Route (SR84)                          | Various                     | MTC           | \$2,300,000          |                     |
| Alameda: Webster & Posey Tubes (SR 260), Park St                    | Alameda                     | MTC           | \$276,000            |                     |
| Hayward: Various Locations  | Alameda                     | MTC           | \$302,000            |                     |
| Oakland: Bancroft Ave   | Alameda                     | MTC           | \$310,000            |                     |
| Pleasanton: Various Locations                                       | Alameda                     | MTC           | \$290,000            |                     |
| Union City: Union City Blvd & Decoto Rd                             | Alameda                     | MTC           | \$710,000            |                     |
| San Ramon: Bollinger Canyon Rd & Crow Canyon Rd                     | Contra Costa                | MTC           | \$563,000            |                     |

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**March 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  
 03/28/18-C

**OBAG 2 Regional Programs Project List**

| PROJECT CATEGORY AND TITLE   | COUNTY            | SPONSOR                      | TOTAL<br>STP/CMAQ           | Other               |
|--|-------------------|------------------------------|-----------------------------|---------------------|
| <b>OBAG 2 REGIONAL PROGRAMS*</b>                                     |                   |                              | <b>\$479,705,000</b>        | <b>\$18,200,000</b> |
| San Rafael: Downtown San Rafael                                      | Marin             | MTC                          | \$830,000                   |                     |
| South San Francisco: Various Locations                               | San Mateo         | MTC                          | \$532,000                   |                     |
| San Jose: Citywide   | Santa Clara       | MTC                          | \$1,400,000                 |                     |
| <b>IDEA Category 2</b>   |                   |                              |                             |                     |
| Dublin: Citywide   | Alameda           | MTC                          | \$385,000                   |                     |
| Emeryville: Powell, Shellmound, Christie & 40th St                   | Alameda           | MTC                          | \$785,000                   |                     |
| CCTA: Concord Blvd, Clayton Rd & Willow Pass Rd                      | Contra Costa      | MTC                          | \$560,000                   |                     |
| Walnut Creek: Various locations                                      | Contra Costa      | MTC                          | \$680,000                   |                     |
| Los Gatos: Los Gatos Blvd  | Santa Clara       | MTC                          | \$700,000                   |                     |
| VTAs: Veterans Admin. Palo Alto Medical Center                       | Santa Clara       | MTC                          | \$830,000                   |                     |
| Connected Vehicles/Automated Vehicles (CV/AV)                        | Regionwide        | MTC                          | \$2,500,000                 |                     |
| Shared Use Mobility  | Regionwide        | MTC                          | \$2,500,000                 |                     |
| <b>Transportation Management System</b>                              |                   |                              |                             |                     |
| 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                 |                     |
| <b>Incident Management</b>   |                   |                              |                             |                     |
| Incident Management Implementation                                   | Regionwide        | MTC                          | \$4,160,000                 |                     |
| I-880 ICM Central  | Alameda           | MTC                          | \$8,840,000                 |                     |
| <b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>                     |                   |                              | <b>TOTAL: \$189,000,000</b> |                     |
| <b>6. TRANSIT PRIORITIES</b>   |                   |                              |                             |                     |
| 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                |                     |
| <i>Unprogrammed Balance</i>  |                   |                              | \$15,283,000                |                     |
| <b>6. TRANSIT PRIORITIES</b>   |                   |                              | <b>TOTAL: \$189,283,000</b> |                     |
| <b>7. PRIORITY CONSERVATION AREA (PCA)</b>                           |                   |                              |                             |                     |
| <b>Regional Peninsula, Southern and Eastern Counties PCA Program</b> |                   |                              |                             |                     |
| Peninsula, Southern and Eastern Counties PCA (Funding Exchange)      | TBD               | MTC/CCC                      |                             | <b>\$8,170,000</b>  |
| <b>Bay Area GreenPrint: PCA Functionality Improvements</b>           | <b>Regionwide</b> | <b>MTC/GreenInfo Network</b> |                             | <b>\$30,000</b>     |
| <b>Local Northbay PCA Program</b>                                    |                   |                              |                             |                     |
| Marin PCA Program  | Marin             | TAM                          | \$2,050,000                 |                     |
| Napa PCA Program   | Napa              | NVTA                         | \$2,050,000                 |                     |
| Solano PCA Program   | Solano            | STA                          | \$2,050,000                 |                     |
| Sonoma PCA Program   | Sonoma            | SCTA                         | \$2,050,000                 |                     |
| <b>7. PRIORITY CONSERVATION AREA (PCA)</b>                           |                   |                              | <b>TOTAL: \$8,200,000</b>   | <b>\$8,200,000</b>  |
| <b>8. BAY AREA HOUSING INITIATIVES</b>                               |                   |                              |                             |                     |
| Bay Area Preservation Pilot (BAPP) (Funding Exchange)                | Regionwide        | MTC                          |                             | \$10,000,000        |
| Local Housing Production Incentive                                   | TBD               | TBD                          | \$30,000,000                |                     |
| <b>8. BAY AREA HOUSING INITIATIVES</b>                               |                   |                              | <b>TOTAL: \$30,000,000</b>  | <b>\$10,000,000</b> |
| <b>OBAG 2 REGIONAL PROGRAMS</b>                                      |                   |                              | <b>TOTAL: \$479,705,000</b> | <b>\$18,200,000</b> |





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 18-0122      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 2/1/2018      **In control:** Programming and Allocations Committee

**On agenda:** 3/7/2018      **Final action:**

**Title:** MTC Resolution No. 4273, Revised. Program of projects for FY2017-18 Cap and Trade Low Carbon Transit Operating Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2c Reso 4273 FY2016-17 Cap&Trade and LowCarbonTransit.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

**Subject:**  
MTC Resolution No. 4273, Revised. Program of projects for FY2017-18 Cap and Trade Low Carbon Transit Operating Program.

**Presenter:**  
Craig Bosman

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 7, 2018

Agenda Item 2c

## MTC Resolution No. 4273, Revised

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**Subject:** Program of projects for FY2017-18 Cap and Trade Low Carbon Transit Operating Program, and policy for project savings on the Transit Performance Initiative Program.

**Background:** The Low Carbon Transit Operating Program (LCTOP) receives 5% of the state's Cap and Trade auction revenues. Funds are allocated annually, with half of the program distributed to transit operators based on revenue, and half distributed to regions based on population. In April 2016, the Commission adopted Resolution No. 4130, Revised, the updated regional Cap and Trade Funding Framework, which established the distribution framework for MTC's population-based funds: one-third each to North Counties/ Small Operators, Clipper and Fare Policy, and investment in key transit corridors (i.e., Transit Performance Initiative).

The State Controller's Office (SCO) released FY2017-18 LCTOP amounts on February 7, 2018, totaling \$97 million in funding statewide. Approximately \$9.5 million in population-based funds was made available to MTC and \$25.2 million in revenue-based funds were made available directly to operators in the region.

For MTC's share (\$9.5 million), projects are programmed based on the Cap and Trade Funding Framework; approximately \$3.1 million is being distributed to each of the following three project categories. See Attachment A of Resolution No. 4273, Revised for further detail.

- 1) North Counties/Small Operators. North county and small operators will implement a variety of projects, including service expansion and new bus procurement. About \$1.8 million, or 56% of the funds, are proposed to be used to support electric bus purchases.
- 2) Clipper. Funds will be used as a local match to replace obsolete equipment at the end of its lifecycle, system enhancements, and operations and maintenance of the Clipper system.
- 3) Transit Performance Initiative. The Cap and Trade Funding Framework sets aside minimum amounts over five years for SFMTA, VTA, and AC Transit, based on ridership and service area population, provided that those operators have eligible, ready-to-go projects. For FY2017-18, staff recommends programming the funds from this category to each of these three operators, proportional to their minimum amounts. Operators will apply these funds to projects that improve service and reliability on key light rail and bus corridors, consistent with the goals of this category.

Transit Performance Initiative Project Savings Policy

Four previous cycles of Transit Performance Initiative – Investment Program have been awarded through federal STP/CMAQ funds. The third round also included \$1.1 million in LCTOP funds, and as noted above, one-third of the region’s population-based LCTOP funds are directed to Transit Performance Initiative projects on an annual basis. Two projects from the TPI Investment program, SFMTA’s N-Judah Mobility Maximization and LAVTA’s Dublin Boulevard Transit Performance Initiative, have recently achieved project savings and requested to use the savings for additional scope items. No MTC policy currently exists for TPI project savings. Staff proposes the following policy, included as Attachment B to Resolution No. 4273, Revised:

*Savings following project completion may be used to expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor. The expanded scope must be approved by MTC staff prior to expenditure. All other project savings will be returned to MTC proportionally for investment in other TPI projects.*

If approved, staff would update the commission on any such actions through the semi-annual TPI updates.

**Issues:**

*Schedule:* Project sponsors are responsible for submitting applications to Caltrans by March 30, 2018. Staff recommends that MTC approval of Resolution No. 4273, Revised is conditioned on local support documentation being submitted to Caltrans. Pending Commission approval, staff will submit Resolution No. 4273, Revised to Caltrans as documentation of the region’s contribution of population-based funds to the various LCTOP projects. Caltrans and the Air Resources Board are scheduled to approve the list of projects and submit to SCO by June 30, 2018.

*Disadvantaged Communities:* LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met overall for the region’s funds. Additionally, the agencies receiving MTC’s population-based funds must meet this requirement for their own jurisdiction. These requirements will be met through the list of projects in Attachment A of Resolution No. 4273, Revised, with over 75% of funds going to projects that benefit Disadvantaged Communities.

**Recommendation:** Refer Resolution No. 4273, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4273, Revised

Date: March 22, 2017  
W.I.: 1515  
Referred by: PAC  
Revised: 03/22/17-ED  
04/26/17-C  
05/24/17-ED  
03/28/18-C

ABSTRACT

Resolution No. 4273, Revised

This resolution adopts the allocation requests for the Cap and Trade Low Carbon Transit Operations Program for the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Cap and Trade Low Carbon Transit Operations Program – Population-based Funds Project List

This resolution was amended through Executive Director’s Administrative Authority on March 22, 2017 to update the name of the GGBHTD project.

This resolution was revised via Commission Action on April 26, 2017 to replace the SFMTA Geary Bus Rapid Transit Phase 1 project with the AC Transit San Pablo and Telegraph Rapid Bus Upgrades project.

This resolution was amended through Executive Director’s Administrative Authority on May 24, 2017 to replace the City of Union City Convert New Cutaway Vans from Gasoline to Gasoline-Hybrid project with the AC Transit East Bay Bus Rapid Transit project.

This resolution was revised via Commission Action on March 28, 2018 to add the FY 2017-18 LCTOP Population-based Funds Project List to Attachment A, and to add the Transit Performance Initiative Project Savings Policy as Attachment B.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, and March 7, 2018.

Date: March 22, 2017  
W.I.: 1515  
Referred by: PAC

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4273

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

WHEREAS, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, Senate Bill 852 (Statutes 2014) establishes the Low Carbon Transit Operations Program (LCTOP) from the Greenhouse Gas Reduction Fund; and

WHEREAS, MTC is the recipient of the population-based funding in LCTOP funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC has adopted Resolutions 4123 and 4130, a Programming Framework for the Cap and Trade funds and Transit Core Capacity Challenge Grant program; and

WHEREAS, staff has prepared a LCTOP population-based funding allocation request list, Attachment A, for submittal to Caltrans based on the distribution formula in Resolution 4130, said attachment attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTC wishes to implement the LCTOP program of projects attached hereto as Attachment A; now, therefore, be it

RESOLVED, that MTC adopts LCTOP program of projects, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further


RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the project nominations and allocation requests to the Department in LCTOP funds attached hereto as Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment A, including revisions to existing allocation requests up to \$1,000,000, and authorize new

allocations up to \$1,000,000 to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, Chair

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

## FY 2016-17 Low Carbon Transit Operations Program Requests

Based on State Controller's Office Letter dated 2/1/2017

| Agency   | Project(s)   | FY 2016-17 LCTOP<br>Population-Based Funding | Date    |
|--|--|--|---------|
| CCCTA  | Martinez Shuttle   | \$ 228,378                                   | 3/22/17 |
| ECCTA  | Pittsburg eBART Connector Service Demonstration Project            | \$ 137,935                                   | 3/22/17 |
| LAVTA  | Las Positas College Easy Pass Fare Voucher Program                 | \$ 94,419                                    | 3/22/17 |
| NVTA   | Vine ZEB Procurement Program                                       | \$ 65,105                                    | 3/22/17 |
| AC Transit (from Union City) <sup>4</sup>        | East Bay Bus Rapid Transit Project                                 | \$ 33,064                                    | 5/24/17 |
| WCCTA  | Continue Expanded Service on Route 11                              | \$ 30,450                                    | 3/22/17 |
| GGBHTD <sup>1</sup>                              | Purchase Sixty-seven (67) 40-Foot Diesel-Electric Hybrid Buses     | \$ 74,635                                    | 3/22/17 |
| Marin Transit <sup>1</sup>                       | MCTD 2016 Transit Service Expansion                                | \$ 45,803                                    | 3/22/17 |
| City of Fairfield <sup>2</sup>                   | Local Bus Fleet Replacement - Diesel-Electric Hybrid Buses         | \$ 67,091                                    | 3/22/17 |
| Solano County Transit <sup>2</sup>               | SolTrans Electric Bus Purchase                                     | \$ 129,018                                   | 3/22/17 |
| City of Petaluma <sup>3</sup>                    | Weekday Afternoon Service Enhancements                             | \$ 27,715                                    | 3/22/17 |
| City of Santa Rosa <sup>3</sup>                  | Increased Frequency on Trunk Routes - Santa Rosa CityBus Operating | \$ 80,639                                    | 3/22/17 |
| Sonoma County Transit <sup>3</sup>               | Electric Bus Purchase  | \$ 122,069                                   | 3/22/17 |
| <b>North Counties / Small Operators Subtotal</b> |  | <b>\$ 1,136,320</b>                          |         |
| MTC  | Clipper Fare Payment System  | \$ 1,118,681                                 | 3/22/17 |
| AC Transit                                       | San Pablo and Telegraph Rapid Bus Upgrades                         | \$ 1,118,681                                 | 4/26/17 |
| <b>TOTAL</b>                                     |  | <b>\$ 3,373,683</b>                          |         |

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. Marin County received \$120,438, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$196,109, and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$230,423, and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

4. City of Union City received \$33,064 and released funds back to MTC. These funds have been re-programmed to AC Transit for FY16-17 as noted. When MTC distributes population-based funds for the FY17-18 LCTOP program according to the Cap and Trade Funding Framework (MTC Resolution No. 4130, Revised), the same amount will be redirected from the Transit Performance Initiative category to the North Counties/Small Operators category, provided that sufficient funds are available.



**FY 2017-18 Low Carbon Transit Operations Program Requests**

Based on State Controller's Office Letter dated 2/7/2018

| Agency   | Project(s)  | FY 2017-18 LCTOP<br>Population-Based Funding | Date    |
|--|---|--|---------|
| CCCTA  | New Service and Additional Weekend Trips (Martinez DAC)   | \$ 375,378                                   | 3/28/18 |
| CCCTA  | Low/No Electric Bus   | \$ 265,319                                   | 3/28/18 |
| ECCTA  | Continue Service -- New Route 381   | \$ 386,968                                   | 3/28/18 |
| LAVTA  | Purchase Four (4) 40-foot Battery-Electric Buses  | \$ 264,885                                   | 3/28/18 |
| NVTA   | Vine Zero Emission Bus (ZEB) Procurement Program  | \$ 182,646                                   | 3/28/18 |
| Union City <sup>1</sup>                          | Paratransit Vehicle Replacement   | \$ 125,822                                   | 3/28/18 |
| WCCTA  | Purchase and Install New AVL/CAD/APC System   | \$ 85,426                                    | 3/28/18 |
| GGBHTD <sup>2</sup>                              | Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses   | \$ 202,999                                   | 3/28/18 |
| Marin Transit <sup>2</sup>                       | MCTD 2016 Transit Expansion [Third year]  | \$ 134,881                                   | 3/28/18 |
| City of Fairfield <sup>3</sup>                   | Electric Bus Infrastructure Upgrade Project   | \$ 189,628                                   | 3/28/18 |
| Solano County Transit <sup>3</sup>               | SolTrans Electric Bus Purchase  | \$ 360,542                                   | 3/28/18 |
| City of Petaluma <sup>4</sup>                    | Enhanced Weekday Afternoon Transit Service  | \$ 77,990                                    | 3/28/18 |
| City of Santa Rosa <sup>4</sup>                  | Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service -<br>Santa Rosa CityBus Operating | \$ 226,261                                   | 3/28/18 |
| Sonoma County Transit <sup>4</sup>               | Electric Bus Purchase   | \$ 342,183                                   | 3/28/18 |
| <b>North Counties / Small Operators Subtotal</b> |   | <b>\$ 3,220,928</b>                          |         |
| MTC  | Clipper Fare Payment System   | \$ 3,138,381                                 | 3/28/18 |
| SFMTA  | Mission Bay Loop  | \$ 1,440,568                                 | 3/28/18 |
| VTA  | North First Street Light Rail Speed and Safety Improvement Project - Phase 1                                | \$ 874,631                                   | 3/28/18 |
| AC Transit                                       | East Bay Bus Rapid Transit  | \$ 579,338                                   | 3/28/18 |
| AC Transit                                       | South Alameda County Major Corridors Travel Time Improvement Project  | \$ 210,780                                   | 3/28/18 |
| <b>TOTAL</b>                                     |   | <b>\$ 9,464,626</b>                          |         |

\* MTC approval conditioned on local support documentation submitted to Caltrans

1. City of Union City amount includes \$33,064 in funds from Transit Performance Initiative category as discussed in note 4 of FY2016-17 table.

2. Marin County received \$337,880, and distributed between Marin Transit and GGBHTD as noted.

3. Solano County received \$550,170, and distributed between City of Fairfield and Solano County Transit as noted.

4. Sonoma County received \$646,434 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.

March 28, 2018  
WI: 1515  
Referred by: PAC  
Attachment B  
Resolution No. 4273

Transit Performance Initiative Project Savings Policy

The following policy is adopted for projects funded through the Transit Performance Initiative Investment Program, including those projects funded with federal STP/CMAQ funds and Low Carbon Transit Operations Program funds:

*Savings following project completion may be used to expand the scope of the project, if the expanded scope provides additional quantifiable benefits to the original transit corridor. The expanded scope must be approved by MTC staff prior to expenditure. All other project savings will be returned to MTC proportionally.*

Staff will update the Commission on any such actions through the semi-annual Transit Performance Initiative updates.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0123      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 2/1/2018      **In control:** Programming and Allocations Committee

**On agenda:**      **Final action:**

**Title:** MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-30.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2d Reso 4275 TIP Amendment 2017-30-revised.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

**Subject:**  
MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-30.

**Presenter:**  
Adam Crenshaw

**Recommended Action:**  
Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 7, 2018

Agenda Item 2d

## MTC Resolution No. 4275, Revised

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**Subject:** 2017 Transportation Improvement Program (TIP) Amendment 2017-30.

**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 2017-30 makes revisions to 50 projects with a net funding increase of approximately \$48 million. Among other changes, this revision:

- Amends 34 new projects into the TIP and updates the funding plans of three existing projects to reflect the adoption of the One Bay Area Grant Program 2 (OBAG2) County program;
- Amends two other new projects into the TIP;
- Archives two projects as they have been completed; and
- Splits the Port of Oakland's 7<sup>th</sup> St. Grade Separation and Port Arterial Improvements project into three separate projects.

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:** A concurrent amendment, Amendment 2017-28, revises the U.S. Highway 101 Managed Lanes Project in San Mateo County to maintain consistency with the Amended Plan Bay Area 2040, including a net increase in funding of approximately \$363 million. The revision to this project in the TIP is contingent on a similar amendment to Plan Bay Area 2040 and an updated Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2017 TIP. Because of these additional actions, Amendment 2017-28 is being reviewed along with those items at the Planning Committee meeting on March 9, 2018. Pending the Committee referrals, the Commission will consider action on both TIP Amendments 2017-28 and 2017-30 at its March 28, 2018 meeting.

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

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-30  
MTC Resolution No. 4275, Revised

**TIP Revision Summary  
2017-30**

**Attachment 1**

| TIP ID                    | Sponsor   | Project Name                                       | Description of Change  | Funding Change (\$) | Funding Change (%) |
|---------------------------|---|--|--|---------------------|--------------------|
| <b>System: Local Road</b> |   |  |  |                     |                    |
| ALA090027                 | Port of Oakland                                 | 7th St Grade Separation and Port Arterial Improvem | Split the 7th St Grade Separation-East (ALA170085), -West (ALA170086), and Freight ITS (ALA170087) projects out of this project along with \$3M in Other Local, \$33M in Sales Tax, \$21K in Repurposed Earmark and \$377M in RTP-LRP and remove \$101.6M in RTP-LRP | -\$515,000,000      | -100.0%            |
| ALA170084                 | Piedmont  | Piedmont - Oakland Avenue Improvements             | Amend a new exempt project into the TIP with \$168K in OBAG2-STP and \$341K in Other Local funds   | \$509,000           | ~%                 |
| ALA170085                 | Alameda County Transportation Commission (ACTC) | 7th Street Grade Separation East                   | Split this project out of ALA090027 along with \$2M in Other Local, 19M in Sales Tax, \$389 in Repurposed Earmark, and \$223M in RTP-LRP funds and add \$8M in Other State (SB1-LPP) funds   | \$252,000,000       | ~%                 |
| ALA170086                 | Alameda County Transportation Commission (ACTC) | 7th Street Grade Separation West                   | Split this project out from ALA090027 along with \$979K in Other Local, \$14M in Sales Tax, \$21K in Repurposed Earmark and \$144M in RTP-LRP and add \$1M in Other Local and \$5M in Sales Tax  | \$165,000,000       | ~%                 |
| ALA170087                 | Alameda County Transportation Commission (ACTC) | Freight Intelligent Transportation System (FITS)   | Split this project out of ALA090027 along with \$10.5M in RTP-LRP and add \$2M in Other Local, \$6.6M in Sales Tax, \$1.8M in FEMA Port Security Grant Program and \$9.7M in FHWA ATCTMD grant funds   | \$30,600,000        | ~%                 |
| ALA170088                 | Albany  | San Pablo Ave & Buchanan St Pedestrian Imps.       | Amend new exempt project to the TIP with \$340K in OBAG 2 STP, \$335K in ATP-State, and \$640K in Other Local, and \$4M in RTP-LRP funds   | \$5,315,086         | ~%                 |
| CC-070046                 | El Cerrito                                      | El Cerrito del Norte Area TOD Complete Street Imps | Update funding plan to change the fund source of \$4.5M in RTP-LRP to OBAG2-CMAQ, \$340K in Other Local to OBAG2-CMAQ, and \$2.3M in Other Local to Sales Tax; remove \$50K in Other Local funds; and reprogram remaining funds between years and phases             | -\$50,000           | -0.6%              |
| CC-150009                 | Contra Costa Transportation Authority (CCTA)    | CCTA - Carshare 4 All                              | Update the project description to reflect that the project will be implemented at various locations and to add outreach; Update the funding plan to change the source for \$48K from CMAQ to local and remove \$366K in CMAQ and \$157K in Other Local funds         | -\$522,965          | -42.9%             |
| CC-170056                 | Richmond  | Lincoln Elementary SRTS Pedestrian Enhancements    | Amend a new exempt project into the TIP with \$320K in OBAG2-CMAQ-SRTS, \$63K in Sales Tax, and \$50K in Other Local funds   | \$433,000           | ~%                 |
| CC-170057                 | Richmond  | Richmond: Citywide Pavement Rehab ADA Improvement  | Amend a new project exempt project into the TIP with \$2.2M in OBAG2-STP and \$355K in Other Local funds   | \$2,760,000         | ~%                 |
| CC-170058                 | Danville  | Camino Ramon Improvements                          | Amend a new exempt project into the TIP with \$1.4M in OBAG2-STP and \$614K in Other Local funds   | \$1,971,486         | ~%                 |
| CC-170059                 | Martinez  | Martinez Downtown Streets Rehabilitation           | Amend a new exempt project into the TIP with \$846K in OBAG2-STP and \$266K in Sales Tax funds   | \$1,112,000         | ~%                 |
| MRN170022                 | Novato  | Novato-Measure A Group 10 Pavement Rehabilitation  | Update the funding plan to reprogram CON from FY20 to FY21   | \$0                 | 0.0%               |
| NAP170006                 | American Canyon                                 | Green Island Road Class I                          | Amend a new exempt project into the TIP with \$1M in OBAG2-STP and \$220K in Local funds   | \$1,079,000         | ~%                 |
| SCL110032                 | Gilroy  | Gilroy New Ronan Channel and Lions Creek Trails    | Update the funding plan to add \$1M in FY16 CON Other Local funds  | \$1,047,000         | 54.3%              |

**TIP Revision Summary  
2017-30**

**Attachment 1**

| TIP ID    | Sponsor   | Project Name                                       | Description of Change   | Funding Change (\$) | Funding Change (%) |
|-----------|---|--|---|---------------------|--------------------|
| SCL130001 | Santa Clara Valley Transportation Authority (VTA) | SR 237/US 101/Mathilda Interchange Modifications   | Update the description to include bike and pedestrian improvements and update the funding plan to change the source for \$4M in funds from RTP-LRP to Other Local, add \$2M in Other Local and reprogram funds between years and phases | \$2,000,000         | 5.0%               |
| SCL130007 | San Jose  | Jackson Ave Bicycle and Pedestrian Improvements    | Archive project as it has been completed  | \$0                 | 0.0%               |
| SCL130032 | Sunnyvale   | Sunnyvale SRTS Ped Infrastructure Improvements     | Archive project as it has been completed  | \$0                 | 0.0%               |
| SCL170029 | San Jose  | Tully Road Safety Improvements                     | Amend a new exempt project into the TIP with \$7.6M in OBAG2-CMAQ, \$1M in OBAG2-STP and \$2.4M in Other Local funds  | \$10,950,000        | ~%                 |
| SCL170030 | San Jose  | McKee Road Safety Improvements                     | Amend a new exempt project into the TIP with \$8.6M in OBAG2-STP and \$2.4M in Other Local funds  | \$10,980,000        | ~%                 |
| SCL170031 | San Jose  | Mt Pleasant Ped & Bike Traffic Safety Improvements | Amend a new exempt project into the TIP with \$1M in OBAG2-CMAQ and \$260K in Other Local funds   | \$1,260,000         | ~%                 |
| SCL170034 | Los Altos   | Los Altos: Miramonte Ave Bike Ped Access Imps      | Amend a new exempt project into the TIP with \$1.0M in OBAG1-CMAQ funds, \$581K in Other Local funds, and \$2.5M in RTP-LRP funds   | \$4,081,200         | ~%                 |
| SCL170051 | Palo Alto   | Palo Alto-El Camino Real Ped Safety & Streetscape  | Amend a new exempt project to the TIP with \$4.7M in OBAG2-CMAQ and \$709K in Other Local funds   | \$5,364,000         | ~%                 |
| SCL170053 | Palo Alto   | Waverley, E. Meadow & Fabian Enhanced Bikeways     | Amend a new exempt project into the TIP with \$919K in OBAG2-CMAQ and \$480K in Other Local funds   | \$1,399,000         | ~%                 |
| SCL170054 | Saratoga  | Saratoga Village Crosswalks and Sidewalk Rehab     | Amend a new exempt project into the TIP with \$338K in OBAG2-STP and \$84K in Other Local funds   | \$422,000           | ~%                 |
| SCL170057 | Sunnyvale   | Sunnyvale Ped and Bike Infrastructure Improvements | Amend a new exempt project into the TIP with \$919K in OBAG2-CMAQ and \$244K in Other Local funds   | \$1,163,000         | ~%                 |
| SCL170058 | Gilroy  | Downtown Monterey Road Rehabilitation              | Amend a new exempt project into the TIP with \$1M in OBAG2-STP and \$308K in Other Local funds  | \$1,336,400         | ~%                 |
| SCL170059 | Sunnyvale   | Sunnyvale Safe Routes to School Improvements       | Amend a new exempt project into the TIP with \$1.8M in ATP and \$473K in Local funds  | \$2,362,000         | ~%                 |
| SM-170039 | San Mateo (City)                                  | Laurie Meadows Ped/Bike Safety Improvements        | Amend a new project into the TIP with \$987K in OBAG2-CMAQ and \$130K in Other Local funds  | \$1,115,000         | ~%                 |
| SM-170040 | San Mateo (City)                                  | San Mateo Street Rehabilitation                    | Amend a new exempt project into the TIP with \$1.6M in OBAG2-STP and \$207K in Other Local funds  | \$1,800,000         | ~%                 |
| SM-170042 | Belmont   | Ralston Avenue Corridor Segment 3                  | Amend a new exempt project into the TIP with \$1M in OBAG2-CMAQ and \$500K in local funds   | \$1,500,000         | ~%                 |
| SM-170043 | Belmont   | Belmont Pavement Preservation                      | Amend a new exempt project into the TIP with \$467K in OBAG2-STP and \$133K in Other Local funds  | \$600,000           | ~%                 |
| SM-170044 | Portola Valley                                    | Portola Valley Street Preservation                 | Amend a new exempt project into the TIP with \$201K in OBAG2-STP and \$27K in Other Local funds   | \$228,000           | ~%                 |
| SM-170045 | Redwood City                                      | US 101/Woodside Road Class 1 Bikeway               | Amend a new exempt project into the TIP with \$948K in OBAG2-CMAQ and \$284K in Other Local funds   | \$1,232,000         | ~%                 |
| SOL170011 | Benicia   | Benicia - Park Road Improvements                   | Amend a new exempt project into the TIP with \$2M in OBAG2-CMAQ, \$731K in OBAG2-STP, and \$3.1M in Other Local funds   | \$5,858,000         | ~%                 |

**TIP Revision Summary  
2017-30**

**Attachment 1**

| TIP ID                             | Sponsor                              | Project Name                                    | Description of Change  | Funding Change (\$) | Funding Change (%) |
|------------------------------------|--------------------------------------|---|--|---------------------|--------------------|
| SOL170012                          | Vacaville                            | Vacaville - Pavement Preservation               | Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP, \$300K in CDBG, and \$710K in Other Local funds  | \$2,203,000         | ~%                 |
| SOL170013                          | Vacaville                            | Vaca Valley/I505 Multimodal Improvements        | Amend a new exempt project to the TIP with \$1.9M in OBAG2-CMAQ funds, \$4.1M in Other Local funds and \$8M in RTP-LRP   | \$13,957,000        | ~%                 |
| SOL170014                          | Suisun City                          | New Railroad Avenue Pavement Rehabilitation     | Amend a new exempt project into the TIP with \$491K in OBAG2-STP and \$64K in Other Local funds  | \$555,000           | ~%                 |
| SOL170015                          | Solano County                        | Solano County Roadway Preservation              | Amend a new exempt project into the TIP with \$506K in OBAG2-STP and \$111K in Other Local funds   | \$617,000           | ~%                 |
| SON170001                          | Windsor                              | Windsor River Road/Windsor Road Intersection    | Update the funding plan to add \$600K PE Local and reprogram PE from FY16 to FY18, reprogram \$2M CON Local from FY19 to FY21, change the source for \$450K in CON from RTP-LRP to STP and for \$2.55M in CON from RTP-LRP to CMAQ, and remove \$3.6M in CON RTP-LRP | -\$3,000,000        | -34.1%             |
| SON170021                          | Sebastopol                           | Bodega Avenue Bike Lanes and Pavement Rehab     | Amend a new exempt project into the TIP with \$1.2M in OBAG2-STP, and \$1.5M in Other Local funds  | \$2,656,729         | ~%                 |
| SON170022                          | Sonoma (City)                        | Fryer Creek Pedestrian and Bicycle Bridge       | Amend a new exempt project into the TIP with \$501K in OBAG2-CMAQ and \$139K in Other Local funds  | \$640,000           | ~%                 |
| SON170023                          | Santa Rosa                           | Santa Rosa Pavement Rehab of Various Streets    | Amend a new exempt project into the TIP with \$1.7M in OBAG 2-STP and \$394K in Other Local funds  | \$2,049,423         | ~%                 |
| SON170024                          | Healdsburg                           | Healdsburg Avenue Complete Streets Improvements | Amend a new project into the TIP with \$600K in OBAG2-STP and \$650K in Other Local funds  | \$1,250,000         | ~%                 |
| <b>System: Public Lands/Trails</b> |                                      |   |  |                     |                    |
| SCL170052                          | Santa Clara (City)                   | San Tomas Aquino Creek Trail Underpass          | Amend a new exempt project into the TIP with \$2.4M in OBAG2-CMAQ and \$1.3K in Other Local funds  | \$3,720,000         | ~%                 |
| SCL170055                          | Santa Clara (City)                   | Hetch-Hetchy Trail Phase 1                      | Amend a new exempt project into the TIP with \$790K in OBAG2-CMAQ and \$460K in Other Local funds  | \$1,250,000         | ~%                 |
| SCL170056                          | Santa Clara (City)                   | Santa Clara School Access Improvements          | Amend a new exempt project into the TIP with \$1.1M in OBAG2-CMAQ and \$504K in Other Local funds  | \$1,650,000         | ~%                 |
| SM-170041                          | Brisbane                             | Crocker Trail Commuter Connectivity Upgrades    | Amend a new exempt project to the TIP with \$885K in OBAG2-STP and \$265K in Other Local funds   | \$1,150,000         | ~%                 |
| <b>System: State Highway</b>       |                                      |   |  |                     |                    |
| SM-010047                          | Menlo Park                           | US 101 / Willow Road Interchange Reconstruction | Update the funding plan to add \$19.6M in Sales Tax funds  | \$19,600,000        | 35.0%              |
| <b>System: Transit</b>             |                                      |   |  |                     |                    |
| NAP030005                          | Napa Valley Transportation Authority | Napa: Bus Stop Improvements                     | Update the project description to include improvements at multi-modal facilities   | \$0                 | 0.0%               |
| <b>Total Funding Change:</b>       |                                      |   |  | <b>\$48,202,359</b> |                    |



TIP Revision Summary

Attachment 1

|           | Federal      | State        | Regional | Local         | Total         | 2017 TIP Only |
|-----------|--------------|--------------|----------|---------------|---------------|---------------|
| Current:  | \$19,915,058 | \$7,009,000  | \$0      | \$611,693,357 | \$638,617,415 | \$94,973,962  |
| Proposed: | \$93,747,331 | \$17,213,000 | \$0      | \$575,859,443 | \$686,819,774 | \$159,834,453 |
| Delta:    | \$73,832,273 | \$10,204,000 | \$0      | -\$35,833,914 | \$48,202,359  | \$64,860,491  |

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 03/28/18-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 sheets dated September 13, 2017, November 8, 2017, January 10, 2018, and February 14, 2018, the Planning Committee summary sheet dated March 9, 2018 and the Programming & Allocations Committee summary sheet dated March 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            |

ABSTRACT

MTC Resolution No. 4275, Revised

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| Revision #              | Revision Type | # of Projects | Net Funding Change (\$) | MTC Approval Date | Final Approval Date |
|-------------------------|---------------|---------------|-------------------------|-------------------|---------------------|
| 2017-12                 | 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            |
| 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        | 2/8/2018            |
| 2017-23                 | Admin. Mod.   | 45            | \$74,465,507            | 2/14/2018         | 2/14/2018           |
| 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             |
| 2017-28                 | Amendment     | 1             | \$362,998,000           | 3/28/2018         | Pending             |
| 2017-29                 | Admin. Mod.   | Pending       | Pending                 | Pending           | Pending             |
| 2017-30                 | Amendment     | 50            | \$48,202,359            | 3/28/2018         | Pending             |
| Net Funding Change      |               | 892           | \$15,069,136,271        |                   |                     |
| Absolute Funding Change |               |               | \$15,111,622,445        |                   |                     |

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<sub>2.5</sub>) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM<sub>2.5</sub> 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



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

## Revisions to the 2017 TIP

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

**Revision 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 9, 2018, and final federal approval was received on February 8, 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 an administrative modification that revises 45 projects with a net funding increase of \$74 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on February 14, 2018. Among other changes, this revision:

- Updates the funding plan of 23 Federal Transit Administration (FTA) formula funded projects to reflect changes to the Transit Capital Priorities Program;
- Updates the funding plans of 19 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 plans of three Active Transportation Program (ATP) funded projects 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 \$5.7 million in ATP funds to reflect the net change in ATP funding over the four years of the TIP. MTC's 2017 TIP, as revised with Revision No. 2017-23, 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 2017-24** 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 was received on February 1, 2018, and final federal approval is expected in early 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.

**Revision 2017-28** is an amendment that revises the U.S. Highway 101 Managed Lanes Project in San Mateo County to maintain consistency with the Amended Plan Bay Area 2040, including a net increase in funding of approximately \$363 million. The revision was referred by the Planning Committee on March 9, 2018, and approved by the MTC Commission on March 28, 2018. Caltrans approval is expected in mid-April, 2018, and final federal approval is expected in late April, 2018. Changes made with this revision do not conflict with the financial constraint requirements. The revision of this project to the 2017 TIP requires a new Transportation-Air Quality Conformity Analysis on the Amended Plan Bay Area 2040 and the Amended 2017 TIP.

**Revision 2017-29** is a pending administrative modification.

**Revision 2017-30** is an amendment that revises 50 projects with a net funding increase of approximately \$48 million. The revision was referred by the Programming and Allocations Committee on March 7, 2018, and approved by the MTC Commission on March 28, 2018. Caltrans approval is expected in mid-April, 2018, and final federal approval is expected in mid-May, 2018. Among other changes, this revision:

- Amends 34 new projects into the TIP and updates the funding plans of three existing projects to reflect the adoption of the One Bay Area Grant Program 2 (OBAG2) County program;
- Amends two other new projects into the TIP;
- Archives two projects as they have been completed; and
- Splits the Port of Oakland's 7<sup>th</sup> St. Grade Separation and Port Arterial Improvements project into three separate projects.

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 #:** 18-0125      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Consent

**File created:** 2/1/2018      **In control:** Programming and Allocations Committee

**On agenda:** 3/7/2018      **Final action:**

**Title:** MTC Resolution No. 4285, Revised. Allocation of \$20 million in State Transit Assistance (STA) funds to SFMTA and VTA in support of transit operations.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2e Reso 4285 SFMTA and VTA Allocation.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

### Subject:

MTC Resolution No. 4285, Revised. Allocation of \$20 million in State Transit Assistance (STA) funds to SFMTA and VTA in support of transit operations.

### Presenter:

Cheryl Chi

### Recommended Action:

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

March 7, 2018

Item Number 2e

### MTC Resolution No. 4285, Revised

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- Subject:** Allocation of \$20 million in STA funds to SFMTA and VTA in support of transit operations
- Background:** Senate Bill 1 (2017) both stabilized and increased funding for the State Transit Assistance (STA) program. The bill's passage and subsequent revenue estimate occurred after the FY2017-18 Fund Estimate (MTC Resolution No. 4268, Revised) was initially adopted and therefore the additional funds were not included in the annual request for STA funds by most operators. The additional estimated STA revenue was incorporated into the FY2017-18 Fund Estimate in November 2017.
- Rather than wait until next fiscal year, some large operators, who have substantial increases in revenue, are requesting the funds to implement priority projects at their agency. SFMTA is requesting \$10.7 million to help sustain a 10% service increase implemented over the past few years as part of Muni Forward, formerly the Transit Effectiveness Project. The STA funds will reduce the amount of local revenue used for the service increase.
- VTA is performing a mid-year overhaul of their light rail fleet and requests \$9.3 million to expand the scope of the project and replace additional parts. The STA funds will be used to reduce the transfer of operating funds to capital projects.
- Issues:** None
- Recommendation:** Refer MTC Resolution No. 4285, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4285, Revised

Date: June 28, 2017  
W.I.: 1514  
Referred by: PAC  
Revised: 07/26/17-C 09/27/17-C  
12/20/17-C 02/28/18-C  
03/28/18-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.

This resolution was revised on March 28, 2018 to allocate funds to SFMTA and VTA.

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, February 14, 2018, and March 7, 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 02/28/18-C  
 3/28/18-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<br>Amount | Alloc.<br>Code | Approval Date      | Apportionment<br>Area |
|--|---------------------|----------------------|----------------|--------------------|-----------------------|
| <b>5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties</b>    |                     |                      |                |                    |                       |
| CCCTA  | Transit Operations  | 1,612,760            | 01             | 06/28/17           | CCCTA                 |
| ECCTA  | Transit Operations  | 1,069,516            | 02             | 06/28/17           | ECCTA                 |
|  | <b>Subtotal</b>     | <b>2,682,276</b>     |                |                    |                       |
| <b>5820 - 6730A Operating Costs - Revenue-based</b>  |                     |                      |                |                    |                       |
| 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            |
| SFMTA  | Transit Operations  | 10,687,516           | 05             | 03/28/18           | SFMTA                 |
| VTA  | Transit Operations  | 9,314,681            | 06             | 03/28/18           | VTA                   |
|  | <b>Subtotal</b>     | <b>113,016,799</b>   |                |                    |                       |
| <b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>           |                     |                      |                |                    |                       |
| MTC  | Clipper Operations  | 11,080,700           | 04             | 06/28/17           | MTC                   |
|  | <b>Subtotal</b>     | <b>11,080,700</b>    |                |                    |                       |
| <b>5828 - 6731B Planning and Admin - Population-based Small Operator/Northern Counties</b> |                     |                      |                |                    |                       |
| Solano TA  | Planning and Admin  | 1,561,488            | 11             | 12/20/17           | Solano County         |
|  | <b>Subtotal</b>     | <b>1,561,488</b>     |                |                    |                       |
|  |                     | <b>TOTAL</b>         |                | <b>128,341,263</b> |                       |

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 #:** 18-0062      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** State  
**File created:** 1/12/2018      **In control:** Programming and Allocations Committee  
**On agenda:** 3/7/2018      **Final action:**  
**Title:** Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities.

Based on the Commission's adopted criteria, staff will present recommended priorities for Round 3 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a Cap and Trade AHSC Priorities.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

**Subject:**

Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities.

*Based on the Commission's adopted criteria, staff will present recommended priorities for Round 3 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.*

**Presenter:**

Craig Bosman

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

March 7, 2018

Agenda Item 3a

## Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

**Subject:** Regional Priorities for Round 3 of the Affordable Housing and Sustainable Communities Program

**Background:** The Affordable Housing and Sustainable Communities Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. The state Strategic Growth Council (SGC) is responsible for the overall administration of the program, including project evaluation and the approval of funding awards. Round three of the program was announced with a funding availability of approximately \$255 million. SGC will announce awards in June. Table 1 summarizes the region's applications.

**Table 1: Affordable Housing and Sustainable Communities Applications**

|  | Bay Area      | Program            |
|--|---------------|--------------------|
| Number of applications                           | 11            |                    |
| Total \$ requested                               | \$131 million |                    |
| Total affordable units proposed                  | 861           |                    |
| % funds in Disadvantaged Communities             | 64%           | 50% min. required  |
| % funds for Affordable Housing                   | 66%           | 50% min. required  |
| % funds in Transit Oriented Development (TOD)    | 78%           | 35% min. set-aside |
| % funds in Integrated Connectivity Project (ICP) | 22%           | 35% min. set-aside |

### Project Prioritization

Staff recommends that MTC endorse all 11 projects at a total of \$131 million (see Attachment A). Generally, the applications from the Bay Area include affordable housing and supportive sustainable transportation infrastructure, and adhere strongly to the regional criteria (Attachment B). The regional criteria recommend prioritizing roughly 60% of the available funding (which would be approximately \$153 million of the \$255 million available), with an award target of at least 40% (\$102 million), based on the region's performance in the previous funding rounds. Because there are set-asides for both Transit-Oriented Development (TOD) and Integrated Connectivity Project (ICP) project types, staff has separated the endorsement list for each. Both project categories will receive between 35-55% of the overall pot (\$90 to \$140 million). Project types were considered as follows:

- *Transit-Oriented Development (TOD) Projects:* All seven TOD applications from our region include affordable housing and are located in Priority Development Areas. All build housing or sustainable transportation infrastructure in Communities of Concern, and five are also located in Disadvantaged Communities. Combined, the TOD projects would result in 705 new housing units, 692 of them affordable, and 1,142 new bedrooms. The average affordable unit would be restricted to 45% of Area Median Income. To account for the variety of housing needs in the region and reflect the regional criteria's emphasis on both number and size of affordable units, staff developed a "Housing Score" metric for each application, which averages the number of affordable units and the number of bedrooms. In keeping with the region's criteria to prioritize projects providing greater amounts of housing at lower costs, Housing Scores were then compared to AHSC funds requested. Attachment A ranks applications by "bang for the buck" – those that that provide higher Housing Scores at lower funding requests.
- *Integrated Connectivity Projects (ICP):* ICP projects are also ranked according to Housing Score "bang for the buck". Three of the four ICP applications from our region include affordable housing, and combined would build 172 new units, 169 of them affordable, and 287 new bedrooms. The average affordable unit would be restricted to 46% of Area Median

Income. Of the projects including housing, two are in both PDAs and Communities of Concern. The third is in neither, but would provide affordable housing along enhanced transit routes. Finally, a fourth ICP project does not provide housing and is therefore listed lower, but is still endorsed due to its provision of sustainable transportation infrastructure in a PDA, Disadvantaged Community, and Community of Concern.

### **Transportation Improvements**

In total, the proposed projects would fund the purchase of six new buses and the installation of four bike share stations, help fund rapid bus corridor improvements, and construct miles of sidewalks and bicycle facilities. Projects would also fund related amenities such as street lighting, wayfinding, urban greening, and bike racks and lockers. Affordable housing developments would implement a variety of programs, including free transit and bike share passes and bicycle education classes.

### **Evaluation Issues and Highlights**

See Attachment C for a discussion of evaluation issues and highlights relative to the regional criteria.

### **Issues:**

*Overall number of applications from the region:* The total number of applications from the region is far lower this round than the two previous rounds, which each had at least 40 applications. Potential reasons for the decrease include a large portion of the Bay Area's pipeline of eligible projects having applied in previous years, and the increasing complexity of the program causing non-profit developers to choose not to apply. Potential MTC actions to increase the volume and impact of Bay Area AHSC applications include developing a gap funding source to help meet the program's match requirement, working with local jurisdictions to create AHSC contacts in public works/transportation departments, and investigating approaches to expand and expedite the Bay Area affordable housing pipeline. Staff will continue conversations with program participants on these factors, submit comments to SGC as appropriate, and update the Commission on any new strategic regional approaches.

*Encouragement of applications from throughout the region:* The list of applications from the Bay Area continues to be dominated by projects in Alameda, Contra Costa, and San Francisco counties. Staff believes it would benefit the region as a whole for more projects in the South Bay, Peninsula, and North Bay Counties to be involved and competitive in this program, and will continue to work with partners to encourage applications from around the region.

*State scoring process:* The state scoring panels are currently reviewing applications against various threshold requirements, and it is possible that not all applications will pass the thresholds and move on to further scoring where MPO input is considered.

**Recommendation:** Refer list of priority projects in Attachment A to the Commission for approval, and direct MTC staff to submit priority list to SGC.

### **Attachments:**

Attachment A: AHSC Recommended Endorsements  
Attachment B: Regional Criteria for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program  
Attachment C: Evaluation Issues and Highlights  
Attachment D: AHSC Project Descriptions



MTC Programming and Allocations Committee  
March 7, 2018  
Item 3a - Attachment A  
Affordable Housing and Sustainable Communities Program -- Bay Area Applications

**Recommended Round 3 Endorsements**

| Project Title  | City          | County        | Project Type | DAC/ CoC | PDA Status | AHSC Funds Requested | Total Project Cost | Funding Leverage | GHG Reduction (MT CO2)* | Total Units | Total Affordable Units | Affordable Unit Avg. AMI | Total Bedrooms | Housing Score** | AHSC Funds Requested/ Housing Score |
|--|---------------|---------------|--------------|----------|------------|----------------------|--------------------|------------------|-------------------------|-------------|------------------------|--------------------------|----------------|-----------------|-------------------------------------|
| <b>Transit Oriented Development (TOD) Applications</b>                     |               |               |              |          |            |                      |                    |                  |                         |             |                        |                          |                |                 |                                     |
| 1950 Mission   | San Francisco | San Francisco | TOD          | N/Y      | PDA        | \$ 15,000,000        | \$ 185,301,637     | 1135%            | 177,332                 | 157         | 155                    | 49%                      | 262            | 208.5           | \$ 71,942                           |
| 2060 Folsom Affordable Housing   | San Francisco | San Francisco | TOD          | N/Y      | PDA        | \$ 14,000,000        | \$ 92,416,892      | 560%             | 18,947                  | 127         | 126                    | 50%                      | 259            | 192.5           | \$ 72,727                           |
| Quetzal Gardens Housing and Transportation Improvements                    | San Jose      | Santa Clara   | TOD          | Y/Y      | PDA        | \$ 12,058,050        | \$ 55,711,468      | 362%             | 12,555                  | 71          | 70                     | 40%                      | 141            | 105.5           | \$ 114,294                          |
| Richmond Wellness Trail and Hacienda Apartments                            | Richmond      | Contra Costa  | TOD          | Y/Y      | PDA        | \$ 20,000,000        | \$ 66,803,730      | 234%             | 12,617                  | 150         | 148                    | 46%                      | 162            | 155             | \$ 129,032                          |
| Coliseum Area-International Boulevard TOD Partnership                      | Oakland       | Alameda       | TOD          | Y/Y      | PDA        | \$ 14,000,000        | \$ 52,663,399      | 276%             | 205,467                 | 59          | 58                     | 42%                      | 127            | 92.5            | \$ 151,351                          |
| Sustainable San Leandro  | San Leandro   | Alameda       | TOD          | Y/Y      | PDA        | \$ 11,246,919        | \$ 33,825,827      | 201%             | 10,322                  | 62          | 57                     | 43%                      | 80             | 68.5            | \$ 164,189                          |
| Clean Corridors Plan, Bike Infrastructure, and West Oakland TOD Apartments | Oakland       | Alameda       | TOD          | Y/Y      | PDA        | \$ 16,377,014        | \$ 64,276,185      | 292%             | 19,488                  | 79          | 78                     | 46%                      | 111            | 94.5            | \$ 173,302                          |
| <b>Subtotal</b>  |               |               |              |          |            | \$ 102,681,983       | \$ 550,999,138     |                  | 456,728                 | 705         | 692                    | 45%                      | 1,142          |                 |                                     |
| <b>Integrated Connectivity Project (ICP) Applications</b>                  |               |               |              |          |            |                      |                    |                  |                         |             |                        |                          |                |                 |                                     |
| Alameda Site A Family Apartments GHG Reduction Project                     | Alameda       | Alameda       | ICP          | N/Y      | PDA        | \$ 7,934,360         | \$ 48,135,830      | 507%             | 9,448                   | 70          | 69                     | 43%                      | 146            | 107.5           | \$ 73,808                           |
| Manzanita Family Apartments  | Napa          | Napa          | ICP          | N/N      | No         | \$ 10,885,564        | \$ 31,129,420      | 186%             | 9,575                   | 51          | 50                     | 47%                      | 90             | 70.0            | \$ 155,508                          |
| 3268 San Pablo   | Oakland       | Alameda       | ICP          | Y/Y      | PDA        | \$ 8,917,500         | \$ 32,400,551      | 263%             | 29,419                  | 51          | 50                     | 49%                      | 51             | 50.5            | \$ 176,584                          |
| Rumrill Complete Streets   | San Pablo     | Contra Costa  | ICP          | Y/Y      | PDA        | \$ 1,000,000         | \$ 13,229,859      | 1223%            | 386                     | 0           | 0                      | n/a                      | 0              | 0               | n/a                                 |
| <b>Subtotal</b>  |               |               |              |          |            | \$ 28,737,424        | \$ 124,895,660     |                  | 48,828                  | 172         | 169                    | 46%                      | 287            |                 |                                     |
| <b>Total</b>   |               |               |              |          |            | \$ 131,419,407       | \$ 675,894,798     |                  | 505,556                 | 877         | 861                    | 46%                      | 1,429          |                 |                                     |

\*GHG reduction amounts are subject to verification by Strategic Growth Council/California Air Resources Board.

\*\*Housing score is calculated as the average of the number of affordable units and the total number of bedrooms. This is an MTC calculation and not part of the state AHSC scoring process.

**Regional Criteria for Prioritizing Applications under the Affordable Housing and Sustainable Communities Program (Adopted November 15, 2017 by MTC Commission)**Overview

The Affordable Housing and Sustainable Communities (AHSC) final guidelines provide regional agencies an opportunity to advise on AHSC project selection. After an initial screening of applications for Plan Bay Area 2040 supportive elements, MTC staff will review applications and make project recommendations to the Commission for approval and transmittal to the Strategic Growth Council (SGC). The role for regional agencies in this process is advisory, meaning that SGC has the ultimate project selection authority.

Regional Bid Target

Based on program results thus far, MTC proposes a regional program target of 40%, and will prioritize applications for up to 60% of the available funding.

Project Prioritization Process

MTC staff proposes to conduct a **project prioritization process** to provide SGC with a set of regional priority projects, based on the following principles. Although these criteria are not “thresholds” that must be achieved, staff will look most favorably on applications achieving most to all of the following elements, which are listed here roughly in rank order of importance:

1. **Significant Greenhouse Gas Reduction (GHG).** Prioritize projects that demonstrate significant GHG reduction. While the SGC will employ a statewide methodology in the final applications for quantifying GHG benefits, MTC staff also reserves the right to conduct additional GHG analysis as needed using a regional methodology.
2. **Support Plan Bay Area 2040’s Focused Growth Investment Strategies.** Develop priorities for each of the three project area types: Transit Oriented Development (TOD), Integrated Connectivity Project (ICP), and Rural Innovation Project Area (RIPA). Prioritize projects including affordable housing developments. Where applicable, prioritize ready-to go projects within Priority Development Areas (PDAs) in high growth jurisdictions and corridors that provide access to jobs and services. Prioritize projects providing both a greater share and total number of affordable units, while also considering unit size, to address concerns about community stability and displacement. When applicable, also prioritize projects that provide funds for active Transit Oriented Affordable Housing (TOAH) projects, all of which have a strong nexus to transit and PDAs and have ownership of land for development. Projects that meet the criteria for TOAH and are at the same state of readiness will also be considered favorably.

3. **Level of Housing Affordability.** For proposals including an affordable housing development as a capital project, prioritize projects in a manner consistent with the Strategic Growth Council's AHSC scoring criteria, which places the highest priority on rental restricted units for households at lower percentages of Area Median Income.
4. **Communities of Concern/Disadvantaged Communities.** Prioritize projects located in or providing benefits to the region's Communities of Concern as well as CalEPA's defined Disadvantaged Communities. Prioritize projects that provide affordable housing in High Opportunity Areas.
5. **Support for the Region's Adopted Transit Priorities.** Prioritize projects that support the Commission's adopted transit priorities. These include the Regional Transit Expansion program of projects (Resolution 3434), Plan Bay Area 2040's regional transit funding priorities, projects under the Core Capacity Challenge Grant program, projects that support the implementation of the Transit Sustainability Project, and recommendations of the Coordinated Public Transit-Human Services Plan.
6. **Funding Leverage/Cost Effectiveness.** Prioritize projects leveraging other funding sources for local match, and projects providing greater amounts of housing at lower costs.
7. **OBAG Policy.** When applicable, OBAG's policy requirements should be applied to help determine a project's alignment with the SCS. These requirements include adherence with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement. These policies should be applied based on the jurisdiction of where the project is located (rather than whether the local jurisdiction is listed as co-applicant).

## Agenda Item 3a – Attachment C

### Affordable Housing and Sustainable Communities Program Round 3

#### Evaluation Issues and Highlights

- *Significant Greenhouse Gas Reduction:* The emissions reduction results reported by applicants total over 500,000 metric tons of CO<sub>2</sub> equivalent. Results have not yet been verified by Air Resources Board and are subject to correction. GHG reductions are calculated through two methods, one based primarily on anticipated reductions as a result of housing units provided, and another based primarily on transportation improvements, with the latter being a larger source of variation between projects.
- *Supporting Plan Bay Area's Focused Growth Investment Strategies:* Additional priority was given to projects providing affordable housing, projects within Priority Development Areas (PDAs), and projects providing a higher total number of affordable units, including consideration of unit size.
- *Level of Housing Affordability:* In general, the recommended projects would increase the accessibility and affordability of housing. In total, the recommended projects would help construct 861 units of affordable housing, at an average of 46% Area Median Income. The units range from studios to three-bedroom units. All are rental units.
- *Communities of Concern/Disadvantaged Communities:* The program has a 50% set-aside for Disadvantaged Communities. Ten Bay Area projects are located in Communities of Concern, with seven of those also benefitting Disadvantaged Communities. Equal weight was given to projects benefitting Disadvantaged Communities, Communities of Concern, and/or providing affordable housing.
- *Support for the Region's Adopted Transit Priorities:* In general, the region's applications support the region's priorities (Regional Transit Expansion program of projects, Plan Bay Area's Next Generation Transit program, etc.)
- *Funding Leverage/Cost Effectiveness:* Funding leverage for this program is calculated by dividing the total non-AHSC project costs (as submitted by the applicant) by the AHSC request amount. It appears that most projects in our region are leveraging funds to at least 185%, with many reaching much higher. Cost effectiveness was considered as discussed in the TOD and ICP sections above.
- *OBAG Policy:* All projects are located in jurisdictions that adhere with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement.

| Project Title   | Applicant Organization(s)  | City                 | County               | Total AHSC Funds Requested |
|---|--|----------------------|----------------------|----------------------------|
| <b>Manzanita Family Apartments</b>  | <b>Associates</b>  | <b>Napa</b>          | <b>Napa</b>          | <b>\$ 10,885,564</b>       |
| Affordable Housing:   | <b>Manzanita Family Apartments:</b> Satellite Affordable Housing Associates (SAHA) proposes to develop 51 units of affordable family rental housing on a currently vacant site. All units, with the exception of one manager's unit, will be affordable to families with incomes of 60% of the area median area income or below.   |                      |                      | \$ 7,435,564               |
| Housing-Related Infrastructure:   | n/a  |                      |                      | \$ -                       |
| Sustainable Transportation Infrastructure:  | <b>NVTA Bus Purchases:</b> two electric bus purchases for NVTA Route 10 Express between Calistoga and Napa and Route 11 Express between Napa and Vallejo. <b>Improved bikeways/walkways</b> that improve mobility and access of cyclists and pedestrians: install Rectangular Rapid Flashing Beacons and Railroad Crossing, among other upgrades, at 8 Class I Path crossings, creating 1.6 miles of bike and pedestrian-accessible bikeways and walkways.   |                      |                      | \$ 3,300,000               |
| Transportation-Related Amenities:   | n/a  |                      |                      | \$ -                       |
| Programs:   | <b>NVTA Transit Passes:</b> transit passes priced at no more than half of retail cost to Manzanita Family Apartments residents. <b>Napa County Bicycle Coalition</b> training and programming.   |                      |                      | \$ 150,000                 |
| <b>Clean Corridors Plan, Bike Infrastructure, and West Oakland TOD Apartments</b> | <b>Oakland and the World Enterprises</b>   | <b>Oakland</b>       | <b>Alameda</b>       | <b>\$ 16,377,014</b>       |
| Affordable Housing:   | <b>7th &amp; Campbell:</b> Six-story mixed use affordable to low and very-low income families TOD project.   |                      |                      | \$ 11,753,544              |
| Housing-Related Infrastructure:   | n/a  |                      |                      | \$ -                       |
| Sustainable Transportation Infrastructure:  | <b>Line 14 Clean Corridor:</b> Zero-emissions bus for Line 14 to support service expansion and the Clean Corridors Plan. Bicycle upgrades: Creation of Class II bikeway on 18th Street between Mandela and Brush. <b>West Oakland Walkways and Bike Share:</b> Construction of missing sidewalks in several locations in West Oakland around and connecting to Raimondi Park. Installation of two new <b>Bike Share</b> stations (with bikes) incorporated into the "Ford Go Bike" Bay Area Bike Share system to provide greater system coverage.  |                      |                      | \$ 3,541,100               |
| Transportation-Related Amenities:   | <b>Urban greening and street lighting:</b> Installation of pedestrian lighting and street trees around perimeter of Raimondi Park, to provide increased security, comfort and utility for park users and neighborhood residents. Includes installation of 94 street trees and 24 pedestrian lights.  |                      |                      | \$ 799,600                 |
| Programs:   | <b>Transit Passes - AC Transit:</b> Applicant will distribute one free unlimited AC Transit pass per unit for 36 months. <b>Bike Passes - Ford Go Bike:</b> Ford Go Bike will provide one free unlimited annual bike share pass per unit per year for three years. <b>Bicycle education classes,</b> Bike East Bay.  |                      |                      | \$ 282,770                 |
| <b>Richmond Wellness Trail and Hacienda Apartments</b>                            | <b>Mercy Housing Corporation</b>   | <b>Richmond</b>      | <b>Contra Costa</b>  | <b>\$ 20,000,000</b>       |
| Affordable Housing:   | <b>Hacienda Apartments:</b> The Hacienda Apartments is the adaptive reuse and transformation of a vacant public housing building into 150 units of affordable family housing in Richmond, three blocks away from the Richmond BART station.  |                      |                      | \$ 15,672,900              |
| Housing-Related Infrastructure:   | n/a  |                      |                      | \$ -                       |
| Sustainable Transportation Infrastructure:  | <b>Richmond Wellness Trail Marina Way South Cycle Track:</b> The Richmond Wellness Trail is a safe, inviting, multimodal route that inspires a healthy, active lifestyle -- increasing connections between historic Downtown Richmond, the Iron Triangle, and the natural and historic features of the waterfront and the Rosie the Riveter visitor center. <b>Hacienda pedestrian improvements:</b> Safe and Accessible sidewalk improvements around the AHD site.  |                      |                      | \$ 3,000,000               |
| Transportation-Related Amenities:   | <b>Urban greening and street lighting:</b> Addition of 14 new street lights, wayfinding, bike racks, drinking fountains, and 62 street trees.  |                      |                      | \$ 1,000,000               |
| Programs:   | <b>Bicycle education classes,</b> Bike East Bay. <b>Transit Access Passes:</b> unlimited AC transit passes monthly for each unit, for 3 years. Passes include local service, Transbay service, and Transbay EasyPass.  |                      |                      | \$ 327,100                 |
| <b>1950 Mission</b>   | <b>BRIDGE Housing Corporation, Mission Housing Development Corporation, and City and County of San Francisco</b>   | <b>San Francisco</b> | <b>San Francisco</b> | <b>\$ 15,000,000</b>       |
| Affordable Housing:   | <b>1950 Mission Street:</b> located in the heart of San Francisco's Mission neighborhood at the intersection of 16th and Mission Streets, will be the site of an approximately 157-unit multifamily affordable housing development with ground floor commercial space, as well as a child care center and artist studios. Upon completion, the permanent housing at 1950 Mission Street will serve families making up to 60% of the unadjusted Area Median Income ("AMI"), with 25% of the units set aside for formerly homeless families.   |                      |                      | \$ 10,000,000              |
| Housing-Related Infrastructure:   | n/a  |                      |                      | \$ -                       |
| Sustainable Transportation Infrastructure:  | <b>Valencia Protected Bikeway/Upper Market Improvements:</b> On Valencia Street: Upgrade existing Class II bike facilities from Market St to 15th St to Class IV. On Market St: Upgrade existing Class II bike facilities from Castro St to Octavia Bl. Specific measures include: Improved green bike lanes and painted buffer zones to separate bikes from auto traffic; signal modifications and timing changes; improved wayfinding/guidance markings; and pedestrian improvements. <b>South Van Ness Pedestrian Bulbouts:</b> Conversion of nine painted intersection corner safety zones to permanent, concrete bulbouts on South Van Ness corridor, from 17th to 22nd Streets to improve pedestrian safety and reduce crosswalk distances at intersections. <b>22-Fillmore/16th Street Muni Forward Project:</b> Design and construct transit priority and pedestrian safety improvements along 16th Street, including transit-only lanes, transit bulbs and islands, new traffic signals, and several pedestrian safety upgrades. The project will improve the speed and reliability of the three Muni bus routes that operate on 16th Street: 22, 33, and 55. |                      |                      | \$ 3,750,000               |
| Transportation-Related Amenities:   | <b>Potrero Gateway Park-The Loop (PGPL):</b> The Loop is an urban design and new public open space project around HWY-101 at 17th Street in San Francisco. New 3.5-acre public open space.   |                      |                      | \$ 750,000                 |
| Programs:   | <b>Bicis del Pueblo program:</b> PODER will provide bicycles available on short-term loan. <b>Transit Passes:</b> Monthly Muni transit passes (unlimited rides) will be provided to each unit.   |                      |                      | \$ 500,000                 |

| Project Title  | Applicant Organization(s)   | City                 | County               | Total AHSC Funds Requested |                   |
|--|---|----------------------|----------------------|----------------------------|-------------------|
| <b>2060 Folsom Affordable Housing</b>                        | <b>2060 Folsom Housing, L.P.</b>  | <b>San Francisco</b> | <b>San Francisco</b> | <b>\$</b>                  | <b>14,000,000</b> |
| Affordable Housing:  | <b>2060 Folsom Street Affordable Housing:</b> 2060 Folsom will provide 127 affordable apartments, 90 of which will be 2- and 3-bedrooms. With the exception of one manager's unit, all units will rent to households earning 60% or less of AMI. 29 units are for transition-age youth with incomes up to 30% AMI. The ground floor will feature nonprofit organizations, a community room, services staff, a cafe, and a green walkway connecting to the adjacent park.  |                      |                      | \$                         | 9,300,000         |
| Housing-Related Infrastructure:                              | n/a   |                      |                      | \$                         | -                 |
| Sustainable Transportation Infrastructure:                   | <b>13th St Protected Bike Lanes:</b> Project implements protected bikeways on 13th Street from Folsom to Valencia, following recommendations of SF Planning Market Street Hub Plan. Project Provides an important connection from Valencia to existing protected bike lanes on Folsom St. <b>Folsom Street Pedestrian Signal Improvements:</b> Project implements signal improvements to address safety and operational concerns, increasing safety and visibility for pedestrians along Folsom between 19th and 23rd. Improvements include countdown signals, mast-arms, curb ramps.   |                      |                      | \$                         | 3,500,000         |
| Transportation-Related Amenities:                            | <b>Treat Street Plaza:</b> The project will improve safety, comfort, and mobility for pedestrians, cyclists, transit riders, and motorists. The sidewalk will be extended farther into the intersection, and planters will offer decorative seating, and provide a protective barrier to traffic.   |                      |                      | \$                         | 700,000           |
| Programs:  | <b>Bicis del Pueblo:</b> bicycle riding and repair programming. <b>Transit Passes:</b> free transit passes to residents for 3 years.  |                      |                      | \$                         | 500,000           |
| <b>Coliseum Area-International Boulevard TOD Partnership</b> | <b>Resources for Community Development, City of Oakland, AC Transit</b>   | <b>Oakland</b>       | <b>Alameda</b>       | <b>\$</b>                  | <b>14,000,000</b> |
| Affordable Housing:  | <b>Coliseum Place:</b> New construction of a six-story building to provide 59 units of affordable housing for families. The ground floor includes a community room, manager's and services office, and at-grade podium parking lot with 30 spaces. Upper floors will contain mix of one-, two-, and three-bedroom units and podium courtyard.   |                      |                      | \$                         | 6,000,000         |
| Housing-Related Infrastructure:                              | Infrastructure items required by the city's Conditions of Approval for the Housing Development. Include street trees to be planted on the sidewalk adjacent to the project, along with a portion of impact fees.  |                      |                      | \$                         | 330,000           |
| Sustainable Transportation Infrastructure:                   | <b>East Bay Bus Rapid Transit (BRT):</b> AC Transit is seeking AHSC funds to complete a 1.81-mile portion of the East Bay Bus Rapid Transit (BRT) project in Oakland. The AHSC Grant will fund grading, paving and striping of the BRT-only lane along International Boulevard from 52nd Avenue to 83rd Avenue as well as the development of five same-level median boarding stations at 54th Avenue, Seminary Avenue, 63rd Avenue, 77th Avenue, and 82nd Avenue. <b>East Bay Greenway (EBG):</b> The East Bay Greenway is a multi-use trail project for both bicyclist and pedestrian use that will ultimately link Lake Merritt BART to South Hayward BART. Project will develop 0.53 miles of the Greenway between 69th Avenue and Seminary Avenue, just west of Coliseum BART Station. The proposed segment between 69th Avenue and Seminary will be built similarly to the existing Greenway, with a 12-foot multi-use bike-ped path, partially under the BART tracks and extending into the street right of way by removing a parking lane. Signage and striping will separate bicycle flow in each direction and pedestrian flow. The entire path will be separated from high speed traffic on San Leandro Blvd by fencing. The project will include landscaping, lighting, and bike/ped crossing treatments at Seminary, 66th and 69th Avenues. |                      |                      | \$                         | 6,700,106         |
| Transportation-Related Amenities:                            | <b>East Bay Bus Rapid Transit (BRT):</b> The AHSC TRA Grant will fund station area signage, station furniture, and real-time arrival/departure information systems at three East Bay Bus Rapid Transit (BRT) stations on International Boulevard: 54th Avenue, Seminary Avenue, 63rd Avenue, 77th Avenue, and 82nd Avenue. <b>East Bay Greenway (EBG):</b> The AHSC TRA Grant will fund drought tolerant landscaping/street trees along the East Bay Greenway between 69th Avenue and Seminary Avenue.  |                      |                      | \$                         | 786,000           |
| Programs:  | <b>Bicycle education classes,</b> Bike East Bay. <b>Reloadable Transit Passes-</b> AC Transit: Each household at Coliseum Place will receive a free transit pass for 3 years.   |                      |                      | \$                         | 183,894           |
| <b>3268 San Pablo</b>  | <b>Satellite Affordable Housing Associates</b>  | <b>Oakland</b>       | <b>Alameda</b>       | <b>\$</b>                  | <b>8,917,500</b>  |
| Affordable Housing:  | <b>3268 San Pablo:</b> 51-unit affordable housing development for low-income seniors ages 62+ earning between 30% and 60% AMI. 5-story building with 13 studios, 38 one-bedrooms, community room, open space/garden, offices, and laundry room.   |                      |                      | \$                         | 5,500,000         |
| Housing-Related Infrastructure:                              | n/a   |                      |                      |                            |                   |
| Sustainable Transportation Infrastructure:                   | <b>Bike lanes</b> -MLK from Embarcadero to 20th st: Class 2 bike lanes and road diet on Martin Luther King Jr Way between Embarcadero and 20th Street, 1.04 miles each direction. <b>Sidewalk Improvements:</b> Repair/replacement of 48 curb ramp and sidewalk repair improvements from San Pablo to MLK Jr Way along 33rd and Brockhurst, creating a path of travel from the project site to Hoover Elementary School. <b>Bike Share Stations (2):</b> Two new bike share stations for the Ford GoBike Bike Share network in Oakland, located at San Pablo/31st and at 31st/Martin Luther King Jr. Way. <b>Line 57 Clean Corridor:</b> Zero-emissions bus to support service expansion and Clean Corridors Plan.  |                      |                      | \$                         | 2,272,200         |
| Transportation-Related Amenities:                            | <b>Station Wayfinding and Real Time Displays:</b> BART will install new wayfinding signage and real time transit information displays at the MacArthur BART Station. <b>Bikeeep Installation:</b> BART will install a high security smart bike rack system on the plaza just outside the faregates at the MacArthur BART Station.   |                      |                      | \$                         | 1,000,000         |
| Programs:  | <b>AC Transit Passes (50):</b> 50 AC Transit passes at no cost to AHD residents for the first 3 years of operation. <b>Ford GoBike Bike Share Memberships (50):</b> 50 Ford GoBike Bike Share for All memberships for AHD residents.  |                      |                      | \$                         | 145,300           |

| Project Title  | Applicant Organization(s)  | City               | County              | Total AHSC Funds Requested |
|--|--|--------------------|---------------------|----------------------------|
| <b>Quetzal Gardens Housing and Transportation Improvements</b> | <b>Resources for Community Development, City of San Jose</b>   | <b>San Jose</b>    | <b>Santa Clara</b>  | <b>\$ 12,058,050</b>       |
| Affordable Housing:  | <b>Quetzal Gardens:</b> New Construction, Mixed-Use, 71-units, 4 wood frame levels over 2 concrete podium levels, 100% affordable housing with an average AMI of just under 40%. Approximately 7,000 SF of leasable ground floor community serving commercial space.   |                    |                     | \$ 6,900,000               |
| Housing-Related Infrastructure:                                | Infrastructure required by City of San Jose as a condition of approval for building Quetzal Gardens includes the construction of 36 residential parking spaces, a public plaza with seating and landscaping, street trees, and utility connections. HRI funds are requested for connections to the utility mains, construction of the public plaza, and \$300,000 of required impact fees.   |                    |                     | \$ 606,650                 |
| Sustainable Transportation Infrastructure:                     | <b>Three Bike Routes:</b> The City of San Jose will install three bicycle related enhancements within the AHSC project area. Two of these bike routes, spanning freeway overpasses, will create an opening between east San Jose and the downtown core. One is north of the Quetzal Gardens housing site and one is south of the site, allowing for multiple options of getting across a major barrier (freeway). The third bike route provides a direct connection from a high school to the new Berryessa Bart station. <b>18 Crosswalk Intersections, 53 actual crosswalks - Pedestrian Improvements in 5 corridors:</b> The City of San Jose will improve a total of 53 crosswalks at 18 intersections in 5 different areas within the project area. Electric Bus: VTA will purchase one new Proterra E2 electric bus to run on Route 77.  |                    |                     | \$ 3,274,400               |
| Transportation-Related Amenities:                              | <b>Urban Greening -Improvements at Two Parks:</b> new trees, irrigation, and shrubs at Plata Arroyo park and Emma Prusch Farm Park. <b>Bicycle Parking Racks:</b> 25 bike racks will be strategically distributed within the project area adjacent to transit. <b>Street Lighting improvements</b> within the project area. <b>Traffic Safety Banners/Signage</b> along the Vision Zero Priority Safety Corridors of Alum Rock Avenue and King Road. <b>Bus Shelters and Real-time arrival/departure information systems:</b> 16 bus shelters along King Rd will receive improvements such as real-time signs, seating, canopy shade, and lighting.  |                    |                     | \$ 957,000                 |
| Programs:  | <b>"Vision Zero"</b> - Traffic Safety Education and Awareness Programs operated by City of San Jose Department of Transportation. <b>Transit Subsidy Passes:</b> transit passes to all residents of Quetzal Gardens housing project for at least a 3 year period.  |                    |                     | \$ 320,000                 |
| <b>Sustainable San Leandro</b>                                 | <b>Eden Housing, City of San Leandro, AC Transit</b>   | <b>San Leandro</b> | <b>Alameda</b>      | <b>\$ 11,246,919</b>       |
| Affordable Housing:  | <b>Parrott Street Apartments:</b> New construction 62-unit housing development across from San Leandro BART.   |                    |                     | \$ 7,616,297               |
| Housing-Related Infrastructure:                                | n/a  |                    |                     | \$ -                       |
| Sustainable Transportation Infrastructure:                     | <b>Williams St Class IV bicycle lanes:</b> Improve bike lanes on Williams Street from San Leandro Blvd to Menlo St. Improvements will consist of 1 mile of class IV plus class II for short stretches. With the improvement of the lanes on both side of the street there will be a total of 2 miles of class IV bicycle infrastructure. <b>Pedestrian Improvements on Williams St:</b> Install ADA compliant sidewalk at driveway approaches on Williams St between San Leandro Blvd and Alvarado St. Install Pedestrian bulb outs with ADA ramps at Williams and Alvarado. Install new sidewalk where none exists on San Leandro Blvd from Castro Street to south of Marina Blvd. <b>AC Transit Line L9 Service Expansion:</b> L9 is an expansion of service as part of AC Transit's ACGo service improvement program. Lines L9 and L4 run roughly where the old Line 85 used to run.  |                    |                     | \$ 2,840,486               |
| Transportation-Related Amenities:                              | <b>Pedestrian Lighting Williams Street:</b> Install Pedestrian level lights over existing sidewalk on Williams St. between San Leandro Blvd and 350' west of Alvarado St.  |                    |                     | \$ 599,346                 |
| Programs:  | <b>Transit passes</b> will be provided to residents for unlimited use of AC Transit. <b>Bike Clinic:</b> Recurring bike clinic at the AHD that provides education and help with bike safety and bike repair.   |                    |                     | \$ 190,790                 |
| <b>Alameda Site A Family Apartments GHG Reduction Project</b>  | <b>Eden Housing</b>  | <b>Alameda</b>     | <b>Alameda</b>      | <b>\$ 7,934,360</b>        |
| Affordable Housing:  | <b>Alameda Site A Family Apartments:</b> This 70-unit affordable housing community for families consists of 14 one, 36 two and 20 three-bedroom units, including one unrestricted manager's unit. 15 units are set aside for formerly homeless or at risk of homelessness veterans, and 17 units for individuals with development disabilities.  |                    |                     | \$ 5,500,000               |
| Housing-Related Infrastructure:                                | n/a  |                    |                     | \$ -                       |
| Sustainable Transportation Infrastructure:                     | <b>Cross Alameda Trail Extension:</b> The City of Alameda's Cross Alameda Trail (CAT) is a cross-town bicycling and walking corridor that will connect the west side of the island to the east, from the priority development area of the former Naval Air Base, where Alameda Site A Family Apartments will be developed, to the Northern Waterfront where new residential developments are being built. This segment will complete a portion of the Island's Bay Trail network. This funding application (called the "CAT Extension") includes a 0.8 mile segment of Class I multiuse trail, a 0.1 mile segment of Class IV bikeway; two protected intersections; a new mid-block crossing; enhanced intersection crossings for people biking and walking; three new pedestrian crossings with accessible pedestrian signals; nine improved pedestrian crossings; new protected left turn phase at one intersection to increase bike/ped crossing safety; conversion of one auto turn lane into an in-street Class IV facility; and an expanded bus waiting area (on Atlantic) serving two bus lines. <b>Zero-Emission high-capacity bus</b> for the Line W TransBay Service Expansion: A new zero-emission high capacity bus will be purchased for this line expansion project. |                    |                     | \$ 1,800,000               |
| Transportation-Related Amenities:                              | <b>Lighting:</b> Install 41 light fixtures along the 0.8 mile segment of the Cross Alameda Trail Extension project, a Class I multi-use trail facility. <b>Bicycle Parking &amp; Repair Stations:</b> Install 12 bicycle racks, accomodating 24 bicycles, and two bicycle repair stations along the 0.8 mile segment of the Cross Alameda Trail Extension project.   |                    |                     | \$ 400,000                 |
| Programs:  | <b>LimeBike BikeShare:</b> 100 free rides a month for each resident (3 Year Commitment). <b>Free AC Transit Passes</b> for each household (3 Year Commitment).   |                    |                     | \$ 234,360                 |
| <b>Rumrill Complete Streets</b>                                | <b>City of San Pablo</b>   | <b>San Pablo</b>   | <b>Contra Costa</b> | <b>\$ 1,000,000</b>        |
| Affordable Housing:  | n/a  |                    |                     | \$ -                       |
| Housing-Related Infrastructure:                                | n/a  |                    |                     | \$ -                       |
| Sustainable Transportation Infrastructure:                     | <b>Rumrill Complete Streets:</b> The Project is an overhaul of Rumrill Boulevard to encourage active modes of transportation, like cycling and walking. The Project will reduce travel lanes, add protected bike lanes, add green infrastructure landscaping along the sidewalk and street edge, and improve safety.   |                    |                     | \$ 530,500                 |
| Transportation-Related Amenities:                              | "  |                    |                     | \$ 442,500                 |
| Programs:  | <b>Bicycle education classes,</b> Bike East Bay.   |                    |                     | \$ 27,000                  |



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0141 **Version:** 1 **Name:**  
**Type:** Resolution **Status:** Regional  
**File created:** 2/6/2018 **In control:** Programming and Allocations Committee  
**On agenda:** 3/7/2018 **Final action:**  
**Title:** MTC Resolution No. 3649, Revised. Allocation of \$1.4 million in Regional Measure 2 funds to the Transportation Authority of Marin (TAM) for the North-South Greenway Project and Reservation of \$3 million for the SMART Multi-Use Pathway in San Rafael.

The Transportation Authority of Marin requests allocation of \$500,000 in Regional Measure 2 (RM2) funds for the final design of the North-South Greenway (Northern Segment), \$850,000 for SMART right-of-way related costs, and \$3 million in RM2 funds for the construction of the Sonoma-Marín Area Rail Transit (SMART) Pathway from 2nd to Andersen in San Rafael.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [4a Reso 3649 NSG SMARTPathway Allocation .pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

### Subject:

MTC Resolution No. 3649, Revised. Allocation of \$1.4 million in Regional Measure 2 funds to the Transportation Authority of Marin (TAM) for the North-South Greenway Project and Reservation of \$3 million for the SMART Multi-Use Pathway in San Rafael.

*The Transportation Authority of Marin requests allocation of \$500,000 in Regional Measure 2 (RM2) funds for the final design of the North-South Greenway (Northern Segment), \$850,000 for SMART right-of-way related costs, and \$3 million in RM2 funds for the construction of the Sonoma-Marín Area Rail Transit (SMART) Pathway from 2nd to Andersen in San Rafael.*

### Presenter:

Kenneth Kao

### Recommended Action:

Commission Approval



# Metropolitan Transportation Commission Programming and Allocations Committee

March 7, 2018

Agenda Item 4a

## MTC Resolution No. 3649, Revised

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**Subject:** Allocation of \$1.4 million in Regional Measure 2 funds to the Transportation Authority of Marin (TAM) for the North-South Greenway Project and Reservation of \$3 million for the SMART Multi-Use Pathway in San Rafael.

**Background:** Regional Measure 2 (RM2), as amended by MTC Resolution No. 3801, Revised, includes about \$19 million for bicycle and pedestrian connectivity improvements to the Larkspur Ferry Terminal in Marin County. Currently, the Transportation Authority of Marin (TAM) has identified the North-South Greenway (NSG) to use this \$19 million. The NSG project is comprised of two sections – the northern segment, from Sir Francis Drake Blvd. to Redwood Highway; and the southern segment, from Redwood Highway to Wornum Drive. The northern segment is cleared environmentally and is in the final design phase, while the southern segment is still in the environmental phase.

**Issues:** **North-South Greenway Request**  
TAM requests two allocations to support the NSG project: \$500,000 for final design of the northern segment, and \$850,000 in right-of-way funds for the southern segment. The additional funds for final design are needed to cover additional design work related to crossing Corte Madera Creek. Both amounts will come from funding set aside for the southern segment, and will decrease the RM2 funding available for the southern segment.

The \$850,000 right-of-way allocation is consistent with the Commission's action on December 21, 2016, which reserved the amount for right-of-way payments to SMART, and included a condition that TAM and SMART enter into a Memorandum of Understanding (MOU) regarding the payment in order for TAM to pass through the funds to SMART. Because environmental work is still underway for the southern segment, staff proposes that this month's allocation include an indemnification condition to be approved by TAM and SMART with respect to the California Environmental Quality Act (CEQA).

### *SMART Multi-Use Pathway*

TAM and the City of San Rafael have been working to complete the SMART Multi-Use Pathway (MUP) near the San Rafael Bettini Transit Center between 2nd Street and Andersen Drive, where the MUP continues through the Cal Park Hill Tunnel towards the Larkspur Ferry Terminal. The MUP project is consistent with the RM2 project description, and is eligible to receive RM2 funds. SMART is starting construction of the SMART Extension from San Rafael to Larkspur, which creates a unique opportunity to construct the MUP at the same time. Concurrent construction of the rail extension and the MUP will save time and costs. While TAM is not requesting an allocation for the MUP at this time, TAM and the city have requested, and staff recommends, reserving \$2.9 million in funding from the NSG southern segment for the MUP. TAM will request this allocation at a later date once permits are cleared and design is complete, in order to align the MUP with the rail extension construction. The SMART MUP project still requires about

\$500,000 after the RM2 commitment, which staff expects will come from the local partners such as City of San Rafael or Marin County.

*NSG Northern Segment Cost Increase*

TAM expects the costs for the northern segment to increase due to additional Caltrans design considerations and mitigation costs. When the design of the northern segment is completed later this summer, TAM may request funds for construction. Any cost increases on the northern segment would be requested to come from the remaining southern segment funds, discussed below, pending MTC action.

*Southern Segment*

After directing funds to the Northern Segment, the MUP, and the SMART right-of-way, approximately \$4.2 million remains in the southern segment, some of which (\$1.5 million) was previously allocated for environmental work. This is likely not sufficient to complete design and construction of the segment. However, since the northern segment and the MUP are more ready to go, staff recommends proceeding with the programming actions. TAM has indicated that they will prioritize the southern segment for future grant funding so that the project can advance when it is ready.

*San Rafael Bettini Transit Center*

The Commission also approved a condition in December 2016 to reserve any cost savings from the NSG for funding the permanent San Rafael Bettini Transit Center. Given the funding set aside for the MUP, and the likely cost increases on the northern segment, TAM does not anticipate any significant cost savings from the NSG. However, MTC staff will continue to track the project for savings in order to meet the intent of the condition, and will continue to work cooperatively with the project funding partners to identify funding. Note that Regional Measure 3 includes \$30 million for the San Rafael transit center, should the measure be approved by voters in June 2018.

Attachment A summarizes the current funding plan for NSG, and the proposed allocations and reservations for the other related projects described in this item.

**Recommendation:** Staff recommends referring MTC Resolution No. 3649, Revised, to the Commission for approval, with the conditions noted above including reserving \$2.9 million in RM2 funds for future allocation to the MUP in San Rafael.

**Attachments:** Attachment A – Project Funding Summaries  
MTC Resolution No. 3649, Revised

**Programming and Allocations Committee – March 7, 2018**  
**Agenda Item 4a – Attachment A - Project Funding Summaries**

***Table 1: Summary of Allocations To Date (\$millions)***

| <b>Project/Phase</b>            | <b>Previously Allocated</b> | <b>Proposed March 2018 Allocation</b> | <b>Resulting Allocation</b> |
|---------------------------------|-----------------------------|---------------------------------------|-----------------------------|
| NSG – Northern Segment (Env.)   | \$1.1                       | \$0                                   | \$1.1                       |
| NSG – Northern Segment (Design) | \$1.5                       | +\$0.5                                | \$2.0                       |
| NSG – Southern Segment (Env.)   | \$1.5                       | \$0                                   | \$1.5                       |
| NSG – Southern Segment (ROW)    | \$0                         | +\$0.85                               | \$0.85                      |
| <b>Total</b>                    | <b>\$4.1</b>                | <b>+\$1.35</b>                        | <b>\$5.45</b>               |

***Table 2: North-South Greenway RM2 Funding Plan Updates (\$millions)***

| <b>Project</b>            | <b>Current Funding Plan</b> | <b>Proposed Moves/ Allocations/ Reservations</b> | <b>Resulting RM2 Funding</b> |
|---------------------------|-----------------------------|--|------------------------------|
| NSG – Northern Segment    | \$10.60                     | +\$0.50  | \$11.10                      |
| NSG – Southern Segment    | \$8.45                      | (\$4.3)  | \$4.15                       |
| NSG SS SMART Right-of-Way | (above)                     | +\$0.85  | \$0.85                       |
| SMART MUP                 | \$0                         | +\$2.95  | \$2.95                       |
| Bettini Transit Center    | Savings                     |  | Savings                      |
| <b>Total RM2</b>          | <b>\$19.05</b>              |  | <b>\$19.05</b>               |

Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC  
Revised: 04/27/05-C 07/27/05-C  
11/02/05-DA 01/25/06-DA  
05/24/06-DA 09/26/07-C  
03/26/08-C 12/17/08-C  
04/28/10-C 11/16/11-DA  
06/27/12-DA 07/24/13-C  
07/23/14-C 11/19/14-DA  
07/22/15-DA 12/16/15-C  
08/31/16-DA 09/28/16-C  
12/21/16-C 03/28/18-C

### ABSTRACT

MTC Resolution No. 3649, Revised

This resolution approves the allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements project sponsored and implemented by the Transportation Authority of Marin.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of the Transportation Authority of Marin's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was amended on April 27, 2005 to allocate funds for the Sir Francis Drake Boulevard Widening project.

This resolution was amended on July 27, 2005 to allocate funds for the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was amended on November 2, 2005 to allocate \$270,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to unexpected sharp rises in the price of asphalt. Some funds are being redirected from the planned project #11.4

## ABSTRACT

MTC Resolution No. 3649, Revised

Page 2

(Ferry Access project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was amended on January 25, 2006 to allocate \$225,000 in additional funds for the Sir Francis Drake Boulevard Widening project (#11.2) through Delegated Authority. The additional funding request is resultant of a cost increase on the project due to a contracting issue. A new subcontractor has been hired and resulting in a cost increase. The funds are being redirected from the planned project #11.1 (Greenbrae Interchange project) to help cover this increase. Attachments A-2 through D-2 provide more information on this allocation action.

This resolution was revised on May 24, 2006 through Delegated Authority to allocate \$1 million to the Cal Park Hill Tunnel Rehabilitation and Bikeway project.

This resolution was revised on September 26, 2007 through Commission Action to allocate \$2 million in RM2 funds for the environmental phase of the Central Marin Ferry Connection project.

This resolution was revised on March 26, 2008 through Commission Action to allocation \$1 million in RM2 funds for the construction phase of the Cal Park Hill Tunnel Rehabilitation, Phase A project.

This resolution was revised on December 17, 2008 through Commission Action to allocate \$4.4 million in RM2 funds for the environmental and preliminary engineering phases of Project 11.1, US-101 Greenbrae Improvements.

This resolution was revised on April 28, 2010 through Commission Action to allocate \$2.892 million in RM2 funds for the construction phase of Project 11.3, Cal Park Hill Tunnel Rehabilitation project.

This resolution was revised on November 16, 2011 through Delegated Authority to allocate \$1 million in RM2 funds for the final design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

## ABSTRACT

MTC Resolution No. 3649, Revised

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This resolution was revised on June 27, 2012 through Delegated Authority to allocate \$1 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.1, US-101 Greenbrae Improvements.

This resolution was revised on July 24, 2013 through Commission Action to allocate \$5.86 million in RM2 funds for the construction phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project.

This resolution was revised on July 23, 2014 through Commission Action to allocate \$2.6 million in RM2 funds for the environmental and preliminary engineering phase of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on November 19, 2014 through Delegated Authority to rescind \$127,966.40 from the design phase of Project 11.4, Central Marin Ferry Connection Multi-Use Pathway project, and allocate \$127,966.40 to the construction phase of Project 11.4.

This resolution was revised on July 22, 2015 through Delegated Authority to rescind \$1,066 from Project 11.1, US-101 Greenbrae Interchange Improvements due to cost savings.

This resolution was revised on December 16, 2015 through Commission Action to allocate \$750,000 to Project 11.4, Central Marin Ferry Connection Multi-Use Pathway.

This resolution was revised on August 31, 2016 through Delegated Authority to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on September 28, 2016 through Commission Action to allocate \$1 million to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project.

This resolution was revised on December 21, 2016 through Commission Action to reserve \$850,000 for right-of-way activities pending completion of environmental clearance, add conditions to future allocations for the right-of-way phase of the southern segment of Project 11.5, North-South Greenway Gap Closure project, and to revise the project funding plan.

## ABSTRACT

MTC Resolution No. 3649, Revised

Page 4

This resolution was revised on March 28, 2018 through Commission Action to allocate \$500,000 to the final design phase of the northern segment of Project 11.5, North-South Greenway Gap Closure project; allocate \$850,000 to the right-of-way phase of the southern segment of the same project, consistent with the reservation made on December 21, 2016; and reserve \$2.95 million for the construction of the Sonoma-Marín Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 8, 2004, April 13, 2005, July 13, 2005, and December 10, 2008, and the Programming and Allocation Committee Summary Sheet dated September 12, 2007, March 5, 2008, April 14, 2010, July 10, 2013, July 9, 2014, December 9, 2015, September 14, 2016, December 14, 2016, and March 7, 2018.

Date: September 22, 2004  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the U.S. 101 Greenbrae Interchange Improvements

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3649

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM2 funding (MTC Resolution No. 3636); and



WHEREAS, the Transportation Authority of Marin serves as the Marin County Congestion Management Agency and is an eligible project sponsor; and

WHEREAS, the Transportation Authority of Marin has submitted a request for the allocation of RM 2 funds for the U.S. 101 Greenbrae Interchange Improvements project; and

WHEREAS, U.S. 101 Greenbrae Interchange Improvements is identified as capital project number 11 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Transportation Authority of Marin has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

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

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

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

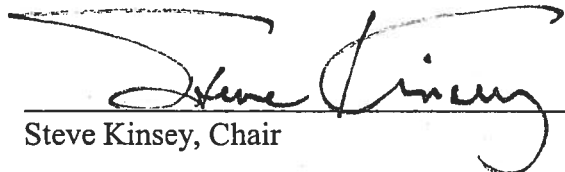
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Transportation Authority of Marin complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636;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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 22, 2004.

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: North-South Greenway Gap Closure Project  
Sponsor: Transportation Authority of Marin  
Project Number: 11.5

| Allocation No. 11.5   |               |              |          |                    |                          |
|---|---------------|--------------|----------|--------------------|--------------------------|
| Activities to be funded with Allocation #1:   |               |              |          |                    |                          |
| Allocation will fund the environmental and preliminary engineering phases for the North-South Greenway Gap Closure Project, and a Property Title Search and Boundary Survey on behalf of the Sonoma-Marín Area Rail Transit District (SMART). |               |              |          |                    |                          |
| Funding Information for Allocation #1:  |               |              |          |                    |                          |
| Allocation Instruction No.  | Approval Date | Amount       | Phase    | Reimbursement Year | Cumulative Total To Date |
| 15364915  | 23-Jul-14     | \$ 2,600,000 | ENV / PE | FY 2014-15         | \$ 2,600,000             |

| Allocation No. 11.5   |               |              |       |                    |                          |
|---|---------------|--------------|-------|--------------------|--------------------------|
| Activities to be funded with Allocation #2:   |               |              |       |                    |                          |
| Allocation will fund the final design phase for the northern segment of the North-South Greenway Gap Closure Project. |               |              |       |                    |                          |
| Funding Information for Allocation #2:  |               |              |       |                    |                          |
| Allocation Instruction No.  | Approval Date | Amount       | Phase | Reimbursement Year | Cumulative Total To Date |
| 17364918  | 31-Aug-16     | \$ 500,000   | PS&E  | FY 2016-17         | \$ 3,100,000             |
| 17364919  | 28-Sep-16     | \$ 1,000,000 | PS&E  | FY 2016-17         | \$ 4,100,000             |
| 18364920  | 28-Mar-18     | \$ 500,000   | PS&E  | FY 2017-18         | \$ 4,600,000             |

| Allocation No. 11.5   |               |            |       |                    |                          |
|---|---------------|------------|-------|--------------------|--------------------------|
| Activities to be funded with Allocation #3:   |               |            |       |                    |                          |
| Allocation will fund the right-of-way phase for the southern segment of the North-South Greenway Gap Closure Project, consistent with condition 2 made on December 21, 2016, and subject to the new condition listed in Attachment B-5. |               |            |       |                    |                          |
| Funding Information for Allocation #3:  |               |            |       |                    |                          |
| Allocation Instruction No.  | Approval Date | Amount     | Phase | Reimbursement Year | Cumulative Total To Date |
| 18364921  | 28-Mar-18     | \$ 850,000 | ROW   | FY 2017-18         | \$ 5,450,000             |

## **REGIONAL MEASURE 2 PROGRAM Project Specific Conditions**

Project Title: North-South Greenway Gap Closure Project  
Sponsor: Transportation Authority of Marin  
Project Number: 11.5

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

1. The Transportation Authority of Marin may invoice MTC for eligible expenses as frequently as monthly, in accordance with the cash flow plan.
2. environmental work on the Greenway project, (1) commence a property title search and boundary survey of the SMART right-of-way within the project limits, and (2) commence work on a Memorandum of Understanding with SMART regarding the current and future use of the Greenway right-of-way.

The allocation and reimbursement of RM2 funds for future right-of-way allocations for the southern segment of the North-South Greenway, subject to future CEQA action, are conditioned upon the following (added December 21, 2016) :

1. Pending completion of the project's environmental review, TAM and the Marin County Bicycle Coalition are to acknowledge via letter or Board action that SMART may build a rail line on the SMART right of way in Corte Madera in the future, and at that time it may be necessary for SMART to remove that segment of the multi-use North-South Greenway path.
2. Pending completion of the project's environmental review, TAM and SMART agree to enter into a Memorandum of Understanding regarding payment to compensate for future lost lease revenues, future removal of the pathway in the event SMART extends rail south of Larkspur, and absolving SMART of responsibility for maintaining the multi-use pathway until such time as SMART is operating rail service in this segment. The MOU must be substantially complete before entering into final design for the pathway. In the event the pathway is removed for a rail extension in the future, SMART is to pay for removal using funds from this right-of-way payment. SMART shall not seek additional funds as compensation for the future path removal.
3. Any savings from the North-South Greenway project are to be applied to the permanent (not interim) relocation/facility for the San Rafael Transit Center.

The following reservation of funds and condition for the \$850,000 right-of-way allocation were added on March 28, 2018 as part of the allocation of funds to the North-South Greenway project on the same

1. Reservation of \$2.95 million of RM2 funds from the southern segment to the construction of the Sonoma-Marín Area Rail Transit (SMART) Multi-Use Pathway from 2nd Street to Andersen Drive in San Rafael.
2. Approval by SMART and TAM to indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any CEQA action, act or failure to act of SMART or TAM their officers, employees or agents, or subcontractors or any of them in connection with their performance of services under this allocation of RM2 funds. In the event any CEQA action stops the project, SMART and TAM agree to return such allocated funds to MTC for alternative allocation that shall be with the discretion of MTC.

## RM2 Project Number: 11.5 North-South Greenway Gap Closure Project

|   |                          |   |
|---|--------------------------|---|
| Lead Sponsor<br>Transportation Authority of Marin   | Other Sponsors(s)<br>N/A | Implementing Agency (if applicable)<br>TAM / Marin County |
| <b>Legislated Project Description</b><br>Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by extending a multi-use pathway from the vicinity of Wornum Drive to East Sir Francis Drake Blvd and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Blvd., and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal.   |                          |   |
| RM2 Legislated Funding (in \$1,000)<br>Total Overall Funding: \$43,500<br>11.1 U.S. 101 Greenbrae Interchange Improvements (\$8,923)<br>11.2 Sir Francis Drake Blvd. Widening (\$825)<br>11.3 Cal Park Hill Tunnel Rehabilitation and Class 1 Bikeway (\$5,092)<br>11.4 Central Marin Ferry Access Improvement (\$9,610)<br><b>11.5 North-South Greenway Gap Closure Project (\$19,050)</b>   |                          | Total Estimated Project Cost (in \$1,000)<br>\$19,050     |
| <b>Project Purpose and Description</b><br>The North-South Greenway Gap Closure project will create a new multi-use path connecting the existing paths at the intersection of Old Redwood Highway and Wornum Drive, with the pedestrian bridge over Sir Francis Drake Blvd (part of RM2 Project 11.4). The scope contains two segments - a north and south segment. The North Segment will widen the US-101 northbound off-ramp over the Corte Madera Creek to accommodate bicycles and pedestrians, and extends the path south along Old Redwood Highway to the existing pedestrian overcrossing of US-101. The South Segment will connect with the improvements proposed in the North Segment along Old Redwood Highway, then traverse east to the SMART railroad right-of-way. The project will close gaps in the multi-use path system, and improve connections among the Ferry Terminal, local and regional transit services, and existing multi-use paths. |                          |   |
| <b>Funding Description</b><br>Committed Funds: \$19.8 million is committed from RM2 Funds.<br>Uncommitted Funds: None.<br>Operating Capacity: Ongoing maintenance will be done by the County of Marin through a pending Inter-Agency Cooperative Agreement.   |                          |   |

### Overall Project Cost and Schedule

| Phase         | Scope                               | Start   | End     | Cost (in \$1,000) |
|---------------|-------------------------------------|---------|---------|-------------------|
| 1             | Final Environmental Document (CEQA) | 09/2014 | 07/2017 | \$2,600           |
| 2             | Plans, Specifications and Estimates | 09/2016 | 06/2018 | \$3,200           |
| 3             | Right-of-Way                        | 01/2017 | 06/2018 | \$1,450           |
| 4             | Construction                        | 06/2018 | 06/2020 | \$11,800          |
| <b>Total:</b> |                                     |         |         | <b>\$19,050</b>   |

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

|                      |  |  |  |  |  |  |                         |  |  |  |
|----------------------|--|--|--|--|--|--|-------------------------|--|--|--|
| <b>Project Title</b> | North-South Greenway Gap Closure Project |  |  |  |  |  | <b>Project No.</b> 11.5 |  |  |  |
| <b>Lead Sponsor</b>  | Transportation Authority of Marin        |  |  |  |  |  |                         |  |  |  |

| <b>Fund Source</b>                             | <b>Phase</b> | <b>Prior</b> | <b>2013-14</b> | <b>2014-15</b> | <b>2015-16</b> | <b>2016-17</b> | <b>2017-18</b> | <b>2018-19</b> | <b>2019-20+</b> | <b>Total</b> |
|--|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|--------------|
| <b>Committed</b>                               |              |              |                |                |                |                |                |                |                 |              |
| RM2  | ENV          |              |                | 2,600          |                |                |                |                |                 | 2,600        |
| RM2  | PSE          |              |                |                |                | 1,500          | 500            | 1,200          |                 | 3,200        |
| RM2  | ROW          |              |                |                |                |                | 850            | 600            |                 | 1,450        |
| RM2  | CON          |              |                |                |                |                |                | 11,800         |                 | 11,800       |
|  |              |              |                |                |                |                |                |                |                 | 0            |
|  |              |              |                |                |                |                |                |                |                 | 0            |
|  |              |              |                |                |                |                |                |                |                 | 0            |
|  |              |              |                |                |                |                |                |                |                 | 0            |
| Total:   |              | 0            | 0              | 2,600          | 0              | 1,500          | 1,350          | 13,600         | 0               | 19,050       |
| <b>Uncommitted</b>                             |              |              |                |                |                |                |                |                |                 |              |
|  |              |              |                |                |                |                |                |                |                 | 0            |
|  |              |              |                |                |                |                |                |                |                 | 0            |
|  |              |              |                |                |                |                |                |                |                 | 0            |
| Total:   |              | 0            | 0              | 0              | 0              | 0              | 0              | 0              | 0               | 0            |
| <b>Total Project Committed and Uncommitted</b> |              |              |                |                |                |                |                |                |                 |              |
|  |              | <b>Prior</b> | <b>2013-14</b> | <b>2014-15</b> | <b>2015-16</b> | <b>2016-17</b> | <b>2017-18</b> | <b>2018-19</b> | <b>2019-20+</b> | <b>Total</b> |
| Total:   |              | 0            | 0              | 2,600          | 0              | 1,500          | 1,350          | 13,600         | 0               | 19,050       |

# REGIONAL MEASURE 2 PROGRAM

## Project Cash Flow Plan

July 23, 2014  
Attachment D-5  
MTC Resolution No. 3649  
Page 1 of 1  
Revised: 08/31/16-DA  
09/28/16-C  
03/28/18-C

Project Title: North-South Greenway Gap Closure Project  
Sponsor: Transportation Authority of Marin  
RM2 Project Number: 11.5

| RM2 Project #11.5              | PRIOR | FY 2013-14 | FY 2014-15 | FY 2015-16 | FY 2016-17 | FY 2017-18 | FY 2018-19+ | TOTAL     |
|--------------------------------|-------|------------|------------|------------|------------|------------|-------------|-----------|
| <b>RM2 Funds Total</b>         | -     | -          | 2,600,000  | -          | 1,500,000  | 1,350,000  | -           | 5,450,000 |
| <b>Environmental (ENV)</b>     | 0     | 0          | 2,600,000  | 0          | 0          | 0          | 0           | 2,600,000 |
| RM2                            |       |            | 2,600,000  |            |            |            |             | 2,600,000 |
|                                |       |            |            |            |            |            |             | 0         |
|                                |       |            |            |            |            |            |             | 0         |
|                                |       |            |            |            |            |            |             | 0         |
| <b>Final Design (PS&amp;E)</b> | 0     | 0          | 0          | 0          | 1,500,000  | 500,000    | 0           | 2,000,000 |
| RM2                            |       |            |            |            | 1,500,000  |            |             | 1,500,000 |
| RM2                            |       |            |            |            |            | 500,000    |             | 500,000   |
|                                |       |            |            |            |            |            |             | 0         |
|                                |       |            |            |            |            |            |             | 0         |
| <b>Right of Way</b>            | 0     | 0          | 0          | 0          | 0          | 850,000    | 0           | 850,000   |
| RM2                            |       |            |            |            |            | 850,000    |             | 850,000   |
|                                |       |            |            |            |            |            |             | 0         |
|                                |       |            |            |            |            |            |             | 0         |
|                                |       |            |            |            |            |            |             | 0         |
| <b>Construction</b>            | 0     | 0          | 0          | 0          | 0          | 0          | 0           | 0         |
| RM2                            |       |            |            |            |            |            |             | 0         |
|                                |       |            |            |            |            |            |             | 0         |
|                                |       |            |            |            |            |            |             | 0         |
|                                |       |            |            |            |            |            |             | 0         |
| <b>TOTAL FUNDING</b>           |       |            |            |            |            |            |             |           |
| Environmental                  | 0     | 0          | 2,600,000  | 0          | 0          | 0          | 0           | 2,600,000 |
| Final Design (PS&E)            | 0     | 0          | 0          | 0          | 1,500,000  | 500,000    | 0           | 2,000,000 |
| Right of Way                   | 0     | 0          | 0          | 0          | 0          | 850,000    | 0           | 850,000   |
| Construction                   | 0     | 0          | 0          | 0          | 0          | 0          | 0           | 0         |
| <b>PROJECT TOTAL</b>           | 0     | 0          | 2,600,000  | 0          | 1,500,000  | 1,350,000  | 0           | 5,450,000 |