



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

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

Non-Voting Member: Bijan Sartipi

Wednesday, April 11, 2018

9:40 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:40 a.m. or immediately following the 9:35a.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. [18-0216](#) Minutes of March 7, 2018 meeting
- Action: Committee Approval
- Attachments: [2a_03-07-2018_Prog&Allocations_Draft_Minutes.pdf](#)
- 2b. [18-0217](#) Quarterly Report of Executive Director Delegated Authority actions
- Action: Information
- Presenter: Cheryl Chi
- Attachments: [2b_Delegated_Authority_Quarterly_Report.pdf](#)
- 2c. [18-0219](#) MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-32.
- Action: Commission Approval
- Presenter: Adam Crenshaw
- Attachments: [2c_Reso-4275_TIP_Amendment_2017-32.pdf](#)

- 2d. [18-0220](#) MTC Resolution No. 4308, Revised. Revisions of MTC's 2018 Regional Transportation Improvement Program (RTIP) Program of Projects.
- Action: Commission Approval
- Presenter: Kenneth Kao
- Attachments: [2d Reso-4308 RTIP Program Project Revisions.pdf](#)
- 2e. [18-0237](#) MTC Resolution No. 4278, Revised. Update FY2017-18 Regional Measure 2 (RM2) Operating and Marketing Program to redirect \$440,000 in marketing funds.
- Action: Commission Approval
- Presenter: Cheryl Chi
- Attachments: [2e Reso-4278 RM2 and Marketing Program.pdf](#)
- 2f. [18-0124](#) MTC Resolution No. 4202, Revised. OBAG 2 Revisions and updates on OBAG 1 and OBAG 2 PCA Program of Projects.
- Action: Commission Approval
- Presenter: Mallory Atkinson
- Attachments: [2f Reso-4202 PCA Programming and OBAG1&2 Review.pdf](#)

3. State

- 3a. [18-0221](#) MTC Resolution No. 4324. Adoption of the 2019 Regional Active Transportation Program (ATP) Cycle 4 Guidelines.
- The 2019 Regional ATP Cycle 4 will provide about \$37 million in new programming, covering the years FY 2019-20 through FY 2022-23. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 4 funds.
- Action: Commission Approval
- Presenter: Kenneth Kao
- Attachments: [3a Reso-4324 Adoption of 2019 ATP Cycle4 Guidelines.pdf](#)

4. Federal

- 4a. [17-3058](#) MTC Resolution No. 3925, Revised. Revision to the Cycle 1 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program.

Programming of \$15 million in Surface Transportation Block Grant Program (STP) apportionment for the Doyle Drive/Presidio Parkway landscaping project in San Francisco.

Action: Commission Approval

Presenter: Ross McKeown

Attachments: [4a Reso-3925 DoyleDr PresidioPkwy Landscaping Project.pdf](#)

- 4b. [18-0226](#) MTC Resolution Nos. 4202, Revised and 4328. Revision to the One Bay Area Grant (OBAG 2) program and implementation of a funding exchange agreement with the Sonoma County Transportation Authority (SCTA) for the US-101 Marin-Sonoma Narrows (MSN) project.

Programming of \$3.4 million in Surface Transportation Block Grant Program (STP) funds available now in exchange for \$3.4 million in Regional Transportation Improvement Program (RTIP) funds later, to cover a cost increase in order to award the US-101 Marin-Sonoma Narrows project in Sonoma County.

Action: Commission Approval

Presenter: Ross McKeown

Attachments: [4b Reso-4202-4328 US101 MarinSonomaNarrows Project.pdf](#)

5. Information

- 5a. [18-0072](#) Proposed Regional Means-Based Transit Fare Program Framework

An update to the report that was presented at the January Programming and Allocations Committee meeting and proposal of a regional means-based fare program framework.

Action: Information

Presenter: Anne Richman

Attachments: [5a Proposed RegMeans-Based TransitFare Program Framework.pdf](#)

5b. [17-3092](#) BART Railcar and Transbay Corridor Core Capacity Projects Update

BART staff will provide an update to the Committee on their railcar procurement and Transbay Corridor Core Capacity Project.

Action: Information

Presenter: Glen Tepke and BART staff

Attachments: [5b BARTRailcar and Transbay Corridor CoreCapacity Update.pdf](#)

5c. [18-0121](#) California Transportation Commission (CTC) Update

Update on the March 21-22, 2018 CTC meetings.

Action: Information

Presenter: Kenneth Kao

Attachments: [5c CTC Update Summary Sheet.pdf](#)

6. Public Comment / Other Business

7. Adjournment / Next Meeting

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

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0216 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 3/9/2018 **In control:** Programming and Allocations Committee
On agenda: 4/11/2018 **Final action:**
Title: Minutes of March 7, 2018 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_03-07-2018_Prog&Allocations_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of March 7, 2018 meeting

Recommended Action:
Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

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

Non-Voting Member: Bijan Sartipi

Wednesday, March 7, 2018

9:40 AM

Yerba Buena Conference Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 7 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Kim, Chair Josefowitz, Commissioner Pedroza, Commissioner Slocum, and Commissioner Worth

Absent: 2 - Commissioner Glover, and Commissioner Schaaf

Non-Voting Member Absent: Commissioner Sartipi

Ex Officio Voting Member Present: Commission Vice Chair Haggerty

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

2. Consent Calendar

Approval of the Consent Calendar

Upon the motion by Commissioner Pedroza and the second by Commissioner Worth, the Consent Calendar was unanimously approved by the following vote:

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

Absent: 2 - Commissioner Glover and Commissioner Schaaf

2a. [18-0120](#) Minutes of the February 14, 2018 meeting

Action: Committee Approval

- 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

- 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

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

Action: Commission Approval

Presenter: Adam Crenshaw

- 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

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

Upon the motion by Commissioner Pedroza and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the priorities for Round 3 of the Affordable Housing and Sustainable Communities program. The motion carried by the following vote:

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

Absent: 2 - Commissioner Glover and Commissioner Schaaf

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

Upon the motion by Commissioner Bruins and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 3649, Revised and instructed staff to provide a map of these related projects. The motion carried by the following vote:

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

Absent: 2 - Commissioner Glover and Commissioner Schaaf

5. Public Comment / Other Business

Roland Lebrun was called to speak.

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0217 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 3/9/2018 **In control:** Programming and Allocations Committee

On agenda: 4/11/2018 **Final action:**

Title: Quarterly Report of Executive Director Delegated Authority actions

Sponsors:

Indexes:

Code sections:

Attachments: [2b_Delegated_Authority_Quarterly_Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Quarterly Report of Executive Director Delegated Authority actions

Presenter:
Cheryl Chi

Recommended Action:
Information

Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2018

Agenda Item 2b

Subject: Quarterly report of the Executive Director's Delegation of Authority actions.

Background: MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of certain fund sources up to \$1 million, with authority to take any rescission actions requested by claimants. To keep the Commission informed on actions approved by the Executive Director, staff reports quarterly on all 'delegated authority' actions.

This report provides information on actions taken through the Delegation of Authority in the third quarter FY 2017-18 and covers the period of January 2018 through March 2018. Third quarter allocations, rescission, and year-to-date totals are summarized below and detailed in Attachment A:

Delegated Authority FY 2017-18	3 rd Quarter	Year-to-Date
<i>Allocations</i>		
Transportation Development Act	\$5,256,229	\$23,710,339
State Transit Assistance	\$1,382,567	\$17,609,353
Regional Measure 2	\$1,022,876	\$9,532,488
Bridge Tolls (Other)	\$0	\$0
Total Allocations	\$7,661,672	\$50,852,180
<i>Rescissions</i>		
Transportation Development Act	(\$4,751,154)	(\$4,751,154)
Bridge Tolls	\$0	(\$585,000)
Total Rescissions	(\$4,751,154)	(\$5,336,154)

Issues: None

Recommendation: Information

Attachments: FY 2017-18 Delegated Authority Attachment A

FY 2017-18 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,
Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

Third Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
Foster City	Bike and Ped Improvements along E. Hillsdale and Beach Park Blvds	400,000	080	01/24/18	San Mateo County
San Bruno	Huntington/San Antonio Bicycle Corridor and Lomita Park Elementary	385,200	081	01/24/18	San Mateo County
Millbrae	Transit Center to Spur Trail (Phase I and II) Connection and Ped/Bike	370,183	082	01/24/18	San Mateo County
Atherton	ECR between Selby Ln/5th Ave Complete Streets Imp	400,000	083	01/24/18	San Mateo County
South San Francisco	Regional Bike Network Connectivity Project: North	350,000	084	01/24/18	San Mateo County
South San Francisco	SSF Ped and Bicycle Master Planning Project	100,000	085	01/24/18	San Mateo County
Pacifica	Comprehensive Bicycle and Ped Plan	55,000	086	01/24/18	San Mateo County
San Carlos	San Carlos Comprehensive Ped and Bike Plan	100,000	087	01/24/18	San Mateo County
City of San Mateo	San Mateo Bicycle Master Plan Update	99,617	088	01/24/18	San Mateo County
CCC Health Services	Bicycle and Pedestrian Safety Education	40,000	089	01/24/18	Contra Costa County
Saratoga	Saratoga Ave. Pathway Project	13,771	090	01/24/18	Santa Clara County
City of Alameda	Cross Alameda Trail: Main to Constitution	125,917	038	01/24/18	Alameda County
Santa Clara	Bicycle Plan	75,000	091	02/28/18	Santa Clara County
Larkspur	Magnolia Ave Bike Route 15 and Ped Imp	172,358	092	02/28/18	Marin County
Mill Valley	Camino Alto Bike and Ped Safety and Op Imp	65,264	093	02/28/18	Marin County
South San Francisco	Linden Ave Complete Streets Safety Project	363,300	094	02/28/18	San Mateo County
Fremont	Walnut Ave Bikeway Project	80,533	047	02/28/18	Alameda County
San Jose	Citywide Bikeway Implementation	962,336	095	03/28/18	Santa Clara County
	Subtotal	4,158,479			
5802 - 99260A Transit - Operations					
Union City	Transit Operations	350,000	096	03/28/18	Union City
	Subtotal	350,000			
5803 - 99260A Transit - Capital					
WCCTA	Transit Capital	150,000	033	01/24/18	WCCTA
WCCTA	Transit Capital	145,000	033	03/28/18	WCCTA
WCCTA	Transit Capital	452,750	097	03/28/18	WCCTA
	Subtotal	747,750			
	Total	5,256,229			
State Transit Assistance - Allocation (002)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5822 - 6731C Paratransit - Operations - Population-based Regional Paratransit					
Samtrans	Paratransit Operations	344,659	067	02/28/18	San Mateo County
	Subtotal	344,659			
5820 - 6730A Operations - Revenue-based					
BART	Transit Operations	134,900	068	02/28/18	Fare Coordination
AC Transit	Transit Operations	95,100	069	02/28/18	Fare Coordination
	Subtotal	230,000			
5820 - 6730A Operations - Population-based Regional Paratransit					
VTA	Transit Operations	605,205	071	03/28/18	Santa Clara County
5820 - 6730A Operations - Population-based Lifeline					
SFMTA	Cycle 4: Expanding Late Night Transit Service	114,049	066	01/24/18	San Francisco County
SFMTA	Cycle 2: Shopper Shuttle	76,654	070	02/28/18	San Francisco County
	Subtotal	190,703			
5820 - 6730A Operations - Population-based MTC Coordination					
MTC	Hub Signage Program	12,000	058	01/24/18	MTC
	Subtotal	12,000			
	Total	1,382,567			

Regional Measure 2 Funds - Allocation (006)				Approval	
Claimant	Description	Amount	Code	Date	Notes
Operating Allocations					
<i>Operating projects must meet performance standards identified in MTC Res. 3636, Revised.</i>					
SamTrans	Project No. 7: Route 397	305,876	023	02/28/18	
	Subtotal	305,876			
Capital Allocations					
MTC	Proj. No. 29.7: Bay Bridge Forward - Commuter Parking (PS&E)	417,000		02/28/18	18-4250-07
MTC	Proj. No. 29.7: Bay Bridge Forward - Vehicle Occupancy Detection Pilot	200,000		02/28/18	18-4250-08
MTC	Proj. No. 29.7: Bay Bridge Forward - HOV Enforcement Pilot (Plng)	100,000		02/28/18	18-4250-09
	Subtotal	717,000			
	Total	1,022,876			
Allocations Grand Total		7,661,672			

Rescission - Transportation Development Act			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
Gilroy	Levee Trail Pavement Maintenance	(128,578)	01/24/18	18001016
Santa Clara	Bicycle Plan	(75,000)	02/28/18	16001021
South San Francisco	Linden Ave Complete Streets Safety Project	(363,300)	02/28/18	16001070
Fremont	Bicycle Detection	(80,533)	02/28/18	16001042
San Jose	Citywide Bikeway Implementation	(962,336.61)	03/28/18	16001018
Soltrans	Transit Capital	(3,141,406)	03/28/18	17423014
	Total	(4,751,153.61)		



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 18-0219 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 3/9/2018 **In control:** Programming and Allocations Committee
On agenda: 4/11/2018 **Final action:**
Title: MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-32.

Sponsors:

Indexes:

Code sections:

Attachments: [2c Reso-4275 TIP Amendment 2017-32.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4275, Revised. 2017 Transportation Improvement Program (TIP) Amendment 2017-32.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2018

Agenda Item 2c

MTC Resolution No. 4275, Revised

Subject: 2017 Transportation Improvement Program (TIP) Amendment 2017-32.

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 2017-32 makes revisions to 46 projects with a net funding increase of approximately \$952 million. Among other changes, this revision:

- Amends 11 new exempt projects into the TIP and updates the funding plan of one project to reflect programming decisions in the One Bay Area Grant Program 2 (OBAG2) County, Priority Conservation Area and Community-Based Transportation Plans programs;
- Amends four new exempt projects into the TIP and updates nine existing projects to reflect the recent adoption of the 2018 State Transportation Improvement Program;
- Updates the funding plans of three projects to reflect changes in MTC's Regional Exchange program;
- Combines three existing managed lane projects on the I-680 corridor in Contra Costa County into the I-680 North Bound Express Lane Conversion/High Occupancy Vehicle Extension and Operational Improvements project and splits out the Freeway Performance Initiative Program for the I-680 Corridor project into its component pieces to facilitate the delivery of the projects and phases of the Contra Costa Transportation Authority's Innovate 680 Program; and
- Updates the funding plans and back-up listings of six State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the recent adoption of the 2018 SHOPP, including the addition of approximately \$724 million in SHOPP funds.

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 (Attachment 1) 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.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the TIP, MTC is required to show (1) that the TIP “makes progress towards achieving [the region’s] performance targets” and (2) that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets.” These requirements will apply to any TIP amendment approved after May 27, 2018. Because federal approval of this amendment (2017-32) may occur after that date, MTC’s efforts to meet these requirements are described in Attachment 2.

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: Elements of this revision are contingent upon Commission approval of programming changes included in Agenda Item 2f MTC Resolution No. 4202, Revised, OBAG2 Revisions and updates on OBAG1 and OBAG2 PCA Program of Projects.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2017-32
Attachment 2, Performance Measure Implementation and Evaluation
MTC Resolution No. 4275, Revised

**TIP Revision Summary
2017-32**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA170012	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward-Commuter Parking Access Imps.	Update the funding plan to remove \$2.8M in MTC Regional Exchange funds as these funds are being transferred to REG170004	-\$2,800,000	-77.3%
ALA170061	Newark	Thornton Avenue Pavement Rehabilitation	Update the project description to revise the project limits and update the funding plan to remove \$626K in Local funds	-\$626,000	-41.7%
CC-070075	Contra Costa County	Kirker Pass Road NB Truck Climbing Lanes	Update the funding plan to add \$136K in Salestax funds to PE FY15, add \$135K in Local funds to ROW FY16, add \$1.1M in Local funds to CON FY19; remove \$285K in Local funds from PE FY16, remove \$136K in Salestax funds from ROW FY18	\$917,000	5.3%
MRN170027	Marin County	Hicks Valley/MarshallPetaluma/Wilson Hill Rd Rehab	Amend a new exempt project into the TIP with \$1.2M in OBAG2-PCA-STP funds and \$2.7M in Other Local funds	\$3,845,000	~%
NAP130006	American Canyon	Devlin Road and Vine Trail Extension	Update the funding plan to reprogram CON to FY21 and add \$4.15M in CON STIP and \$535K in CON Local funds	\$4,686,000	162.6%
NAP170008	Napa County	Silverado Trail Phase L Rehab	Amend a new project into the TIP with \$196K in RTIP, \$689K in OBAG2-PCA-STP and \$1.8M in Other Local funds	\$2,699,000	~%
REG130005	Metropolitan Transportation Commission (MTC)	Bay Area Housing Initiatives	Update the project description to reflect that funds were reinvested and to add the Bay Area Preservation Pilot; Update the funding plan to add \$10M in MTC Regional Exchange Funds	\$10,000,000	50.0%
SCL170035	Campbell	Campbell - Winchester Blvd Overlay	Update the funding plan to add \$3M in Local funds and \$1.6M in Sales Tax	\$4,554,000	264.0%
SCL170060	San Jose	DTSJ Mobility Streetscape and Public Life Plan	Amend a new exempt project into the TIP with \$813K in OBAG2-STP and \$144K in Other Local funds	\$957,000	~%
SCL170061	San Jose	W San Carlos Urban Village Streets Improvements	Amend a new exempt project into the TIP with \$3.6M in OBAG2-CMAQ, \$4.4M in STIP, and \$2.2M in Other Local	\$10,100,000	~%
SCL170062	San Jose	East Side Alum Rock (East of 680) Urban Village	Amend a new exempt project into the TIP with \$400K in OBAG2-STP and \$46K in Other Local funds	\$446,000	~%
SM-170046	San Mateo CCAG	ITS Improvements in San Mateo County Northern Citi	Amend a new exempt project into the TIP with \$8.5M in STIP funds and \$2.5M in VRF funds	\$10,957,000	~%
SOL110006	Solano Transportation Authority (STA)	Jepson: Leisure Town Road (Commerce to New Ulatis)	Update the project description to include bike/ped path and update the funding plan to add \$1.4M in CMAQ and \$6.4M in Other Local and remove \$64K in RIP and reprogram funds between years and phases	\$7,747,408	62.9%
SOL170016	Solano County	Solano County Farm to Market Phase 3	Amend a new exempt project into the TIP with \$2.1M in OBAG2-PCA-STP funds, \$1M in OBAG2-FAS-STP, and \$397K in Other Local funds	\$3,447,000	~%
System: Public Lands/Trails					
MRN170026	Novato	Hill Recreation Area Improvements	Amend a new exempt project to the TIP with \$794K in Other Local funds	\$794,000	~%
MRN170028	National Park Service	Fort Baker's Vista Point Trail	Amend a new exempt project to the TIP with \$500K in OBAG2-PCA-STP and \$1.1M in Local funds	\$1,600,000	~%
MRN170029	Novato	Carmel Open Space Acquisition	Amend a new, exempt project into the TIP with \$312K in Other Local funds	\$312,000	~%

**TIP Revision Summary
2017-32**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SON170025	Sonoma County Regional Parks	Joe Rodota Trail Bridge Replacement	Amend a new exempt project into the TIP with \$770K in OBAG2-PCA-STP and \$100K in Local funds	\$870,300	~%
System: Regional					
NAP170007	Napa (City)	Vine Trail Gap Closure - Soscol Avenue Corridor	Amend a new exempt project into the TIP with \$650K in OBAG2-PCA-STP funds and \$100K in Other Local funds	\$750,000	~%
REG170004	Metropolitan Transportation Commission (MTC)	Bay Bridge Forward - Commuter Parking Initiative	Update the funding plan to add \$2.8M in MTC exchange funds as they are being transferred from ALA170012	\$2,800,000	30.4%
REG170025	Metropolitan Transportation Commission (MTC)	Community-Based Transportation Planning	Amend a new exempt project into the TIP with \$1.5M in OBAG2-STP funds	\$1,500,000	~%
System: State Highway					
CC-070022	Contra Costa Transportation Authority (CCTA)	I-680 NB HOV Lane Extension between N.Main & SR242	Convert \$5.3M in funding from Sales Tax to RTP-LRP, combine this project with CC-170017 and delete this listing	-\$54,000,000	-100.0%
CC-170017	Contra Costa Transportation Authority (CCTA)	I-680 NB Exp Lane Conversion/HOV Ext & Op Imp	Combine this project with CC-070022 and CC-170003 and update the funding plan to add \$8M in STP that is being transferred from CC-170023 and \$32.1M in RTP-LRP	\$126,000,000	127.3%
CC-170018	Contra Costa Transportation Authority (CCTA)	SR-4 Operational Improvements - Initial Phases	Update the funding plan to remove \$2.2M in Sales Tax and \$70M in RTP-LRP, add \$7.5M RIP and reprogram funds between years and phases	-\$64,750,000	-45.0%
CC-170023	Metropolitan Transportation Commission (MTC)	Freeway Performance Program: I-680 Corridor	Split this project out to CC-170017, CC-170061 and CC-170062 and delete this project listing	-\$10,000,000	-100.0%
CC-170062	Contra Costa Transportation Authority (CCTA)	I-680 Advanced Technologies	Split this project out of CC-170023 and add \$15.2M in Sales Tax and \$37.5M in RTP-LRP	\$52,700,000	~%
NAP090003	Napa Valley Transportation Authority	SR 12/29/221 Soscol Junction Interchange Study	Update the funding plan to add \$1.3M in FY08 STIP, reprogram PSE from FY10 to FY20 and add \$1.5M in FY20 PSE STIP funds	\$2,800,000	44.4%
NAP170009	Napa (City)	Silverado Trail Five-Way Intersection Improvements	Amend a new exempt project into the TIP with \$3.9M in SHOPP, \$2M in CMAQ, \$1.2M in RIP and \$3.55M in local funds	\$10,603,000	~%
SCL090030	Santa Clara Valley Transportation Authority (VTA)	SR 85 Express Lanes	Update the funding plan to add \$8.6M in PSE STIP, \$600K in ROW STIP, and \$2.3M in CON STIP funds	\$11,500,000	6.5%
SCL110002	Santa Clara Valley Transportation Authority (VTA)	Santa Clara County - US 101 Express Lanes	Update the funding plan to add \$20.8M in PSE STIP, \$368K in ROW STIP, and \$13.9M in CON STIP funds	\$35,045,000	8.1%

**TIP Revision Summary
2017-32**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL150001	Santa Clara Valley Transportation Authority (VTA)	I-680 Soundwalls - Capitol Expwy to Mueller Ave	Update the funding plan to remove \$95K in FY16 ENV STIP and \$731K in FY18 PSE STIP, add \$727K in FY16 PE VRF and \$275K in FY19 ROW VRF, and reprogram \$3.3M in CON STIP funds from FY20 to FY21	\$176,000	3.9%
SCL170064	Santa Clara Valley Transportation Authority (VTA)	I-280 Soundwalls - Bird Avenue to Los Gatos Creek	Amend a new exempt project into the TIP with \$7M in STIP funds	\$7,000,000	~%
SM-050027	Redwood City	US 101 / Woodside Interchange Improvement	Update the funding plan to add \$23.7M in Sales Tax, \$10M in Local, and \$8M in STIP funds and reprogram funds between years and phases	\$41,640,000	84.8%
SON150009	Sonoma County Transportation Authority (SCTA)	Highway 116/121 Intersection Improvement Project	Update the funding plan to reprogram \$4.3M in RTP-LRP from CON to ROW, change the source for \$2M in PSE from Other Local to Sales Tax, remove \$4.52M in RTP-LRP and add \$897K in FY18 ROW Sales Tax	-\$4,520,000	-17.3%
VAR170005	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$38.6M in SHOPP funds	\$38,579,000	40.0%
VAR170006	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$81M in SHOPP funds	\$81,082,000	11.2%
VAR170007	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$48M in SHOPP funds	\$48,323,000	9.5%
VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$30.5M in SHOPP funds	\$30,501,000	6.8%
VAR170009	Caltrans	GL: Safety Improvements - SHOPP Mandates	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$18.7M in SHOPP funds	\$18,656,000	30.1%
VAR170010	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$503M in SHOPP funds	\$503,421,000	132.8%
System: Tollway					
CC-170003	Bay Area Infrastructure Financing Authority(BAIFA)	CC-680 Northern Segment Express Lane - Northbound	Convert \$2M in funding from Other Local to RTP-LRP, combine this project with CC-170017 and delete this listing	-\$31,900,000	-100.0%
System: Transit					
ALA150004	Alameda Contra Costa Transit District (AC Transit)	AC Transit: East Bay Bus Rapid Transit	Update the project description and funding plan to add \$2.7M in Prop 1B funds, \$11.3M in Other State, and \$10.3M in Other Local, between mutiple years and phases	\$24,317,871	13.4%
CC-130048	Bay Area Rapid Transit District (BART)	BART Station Modernization Program	Update the funding plan to remove \$16.7M in STIP funds from CON FY22	-\$16,726,000	-9.1%
CC-170060	Bay Area Rapid Transit District (BART)	Concord BART Station Modernization	Amend a new exempt project into the TIP with \$13M in STIP funds	\$13,000,000	~%
CC-170061	Contra Costa Transportation Authority (CCTA)	I-680 Bus On Shoulder	Split this project out of SCL170023 and add \$9.1M in Sales Tax funds	\$9,100,000	~%

TIP Revision Summary 2017-32

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SF-050024	San Francisco Municipal Transport Agency (SFMTA)	SFMTA:Train Control & Trolley Signal Rehab/Replace	Update the funding plan to add \$13.8M in STIP funds to CON FY21	\$13,752,000	15.3%
Total Funding Change:				\$951,855,579	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2017 TIP Only
Current:	\$197,098,933	\$2,406,518,497	\$73,076,833	\$1,098,081,818	\$3,774,776,081	\$2,342,338,409
Proposed:	\$313,171,933	\$3,144,816,527	\$73,076,833	\$1,195,566,367	\$4,726,631,660	\$3,204,408,390
Delta:	\$116,073,000	\$738,298,030	\$0	\$97,484,549	\$951,855,579	\$862,069,981

Agenda Item 2b – Attachment 2
Performance Measure Implementation and Evaluation
Page 1 of 3

Background

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the Transportation Improvement Program (TIP), which will apply to amendments made after May 27, 2018, MTC is required to show (1) that the TIP “makes progress towards achieving [the region’s] performance targets” and (2) that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets.”

Implementation Status of Federal Performance Rules

- **Performance Measure 1 (PM1) Target-Setting (Safety)** – MTC completed its first round of road safety target-setting in January, 2018, choosing to support the State’s Towards Zero Deaths 2018 safety targets through ongoing planning and programming. This milestone was reached following a series of meetings with Caltrans officials and representatives of other Metropolitan Planning Organizations (MPOs) during 2017, as well as a public comment period and stakeholder consultation through the Bay Area Partnership. Staff has begun collaboration with Caltrans and other MPOs on 2019 statewide safety targets (which will be completed by August, 2018) and will develop a proposal for 2019 target-setting this fall in time to meet the February, 2019 deadline.
- **PM2 Target-Setting (Pavement and Bridge Asset Management)** – MTC continues to follow the State’s Asset Management Plan development process and expects to receive the State’s proposal for 2020 and 2022 targets this spring. MTC will develop a recommendation for the first round of pavement and bridge asset management regional target-setting by the fall, with target-setting completed by the November, 2019 deadline.
- **PM3 Target-Setting (System Performance and the Congestion Mitigation and Air Quality Improvement Program [CMAQ])** – MTC is meeting regularly with the State to develop consistent performance targets for the San Francisco-Oakland Urbanized Area (UA) and the San Jose UA under the CMAQ performance requirements. These targets are expected to be finalized by May, 2018. MTC’s approach for target-setting for the first round of non-CMAQ performance targets under PM3 will be finalized by November, 2018.
- **Transit Asset Management (TAM) Target-Setting** – MTC set its first round of regional TAM targets, in coordination with transit operators, in June, 2017. Stakeholder input was provided through the TAM Steering Committee, made up of asset management staff from the region’s transit operators. MTC is already working with operators on the second round of this annual target-setting process for calendar year 2018, with an expected completion date later in spring, 2018.
- **TIP and Regional Transportation Plan (RTP) Integration** – Federal requirements related to performance-based planning and programming have been integrated in a range of documents, including the Overall Work Program (OWP), Quarterly Progress Reports (QPRs), and MTC’s agency work plan and budgets. With regards to the TIP, staff is developing a new analysis for the 2019 TIP that will provide a much more granular look at how the package of investments listed in the TIP support the advancement of specific federal performance targets (see discussion below). With regards to the RTP, the next RTP (*Plan Bay Area 2050*) will incorporate an evaluation of the proposed Plan against the federal measures and targets. However, as the most recent RTP, *Plan Bay Area 2040*, was just adopted in July, 2017, the next Plan is not expected to be adopted until summer, 2021.

Agenda Item 2b – Attachment 2
Performance Measure Implementation and Evaluation
Page 2 of 3

Adopted Targets

Target-setting summaries taken to the Joint MTC Planning Committee with the ABAG Administrative Committee in June, 2017, for transit asset management, and the MTC Planning Committee in December, 2017, for road safety, are included in Appendices 2-A and 2-B, respectively. The appendices include tables that summarize the numeric targets for each measure, as appropriate, as well as more information about the methodologies and specific targets set. MTC is also in the process of setting CMAQ performance targets and a similar report is expected for those in June, 2018.

Evaluating the TIP as Amended

Staff has reviewed the TIP as Amended through TIP Revision 2017-32 and believes the projects included in this document will yield positive benefits, both in terms of improving roadway safety and improving the condition of transit assets across the region. To demonstrate this, staff have completed three analyses as discussed below.

Roadway Safety Projects

Staff have reviewed the TIP as Amended through TIP Revision 2017-32 to identify projects that make progress towards achieving the region's roadway safety goals. These projects are funded through a number of programs, including those with a primary focus on improving safety such as the Highway Safety Improvement Program, the state's Active Transportation Program and the regional Safe Routes to School programs. In total, approximately 80 projects aim to direct about \$189 million in funding over the four years of the 2017 TIP to improving safety. Some of the largest projects in the active years of the TIP are:

- City of Alameda's Central Avenue Safety Improvements project;
- MTC's Innovative Deployments to Enhanced Arterials – Category 1 program;
- Alameda County's Safe Routes to School program;
- City of East Palo Alto's US-101 Pedestrian/Bicycle Overcrossing; and
- City and County of San Francisco's Lombard Street Vision Zero Project

Transit Asset Management Projects

Over the four years of the 2017 TIP, more than \$7.4 billion will be invested in various transit assets. The largest of these projects include Caltrain Modernization, BART Railcar Replacement and Expansion, BART Warm Springs to Berryessa Extension, and BART Transbay Core Capacity Improvements. Of the planned investments of the TIP period, \$2.6 billion is directed to new or expanded transit services, which are expected to improve the region's share of transit assets in good condition by adding new infrastructure, facilities, and vehicle fleets. These new services include: Central Subway, SMART Larkspur Extension, and several Bus Rapid Transit (BRT) projects - Van Ness and Geary in San Francisco, and AC Transit's East Bay BRT. The remaining \$4.8 billion in transit asset investments will be used for the replacement and rehabilitation of existing transit assets, including vehicles, passenger and maintenance facilities, and equipment.

All Major Investments

Staff has also explored the cross-cutting performance implications of major projects through the *Plan Bay Area 2040* Project Performance Assessment Process. This analysis includes not only a benefit-cost analysis that incorporates time, cost, safety, health, air quality, greenhouse gas emissions, noise, and other factors, but also a qualitative targets assessment for the agency's 13 regional performance targets. Many of the largest projects in the TIP are reflected in this analysis, including:

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Performance Measure Implementation and Evaluation
Page 3 of 3

- Route 84 Widening from Pigeon Pass to I-680
- BART Extension from Berryessa to Santa Clara
- Geary BRT
- Jepson Parkway

Notably, the analysis also covers state of good repair investments, including several analyses for rail and bus operators related to their package of overall maintenance investments over the next two decades. More information on the results and methodology used for this work can be found in the Plan Bay Area 2040: Final Performance Assessment Report (<http://2040.planbayarea.org/reports>) and the Plan Bay Area 2040: Project Performance Assessment Final Results (<http://bayareametro.github.io/performance/dashboard/>).

Future Efforts

As noted above, staff is working on a comprehensive performance analysis approach for all projects in the TIP, starting with the 2019 TIP cycle. This approach will reflect all of the federally-required performance targets and seeks to quantify impacts to the greatest extent practicable, while at the same time focusing on consistency and accuracy across projects. Details on the performance assessment methodology and results will be available as part of the draft 2019 TIP document that is expected to be released for public review this summer.

June 2017 Target-Setting Summary: Transit Asset Management Targets

Overview

The transit asset management (TAM) final rule published by FTA in July 2016 established a National TAM System in accordance with MAP-21. The rule contained new requirements for public transit providers, and designated recipients such as MTC. The major requirements of the rule include:

- 1) **State of Good Repair (SGR) Performance Targets** – Targets must be set for each applicable asset including Rolling Stock, Equipment, Infrastructure, and Facilities. The final rule establishes SGR standards and SGR performance measures as shown below:

Asset Category	Performance Measure
Rolling Stock: All revenue vehicles	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures and parking facilities	Percentage of facilities within an asset class, rated below condition 3 (fair) on the TERM scale
Infrastructure: Only rail fixed guideway, tracks, signals and systems	Percentage of guideway directional route-miles with performance restrictions
Equipment: Only non-revenue (service) vehicles	Percentage of non-revenue vehicles that have either met or exceeded their ULB

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes, with targets required for each asset class. For the 2017 target-setting effort, targets for rolling stock were set by asset class (trains, buses, trolleys, etc.) but a single target was set for all the facilities combined, as MTC does not have all the information required to classify facilities components into the classes defined by FTA.

Note that over time some targets improve relative to existing performance measures if there is funding available to replace or repair assets that are in poor condition. On the other hand, if there is no funding available to replace or repair assets, targets can worsen due to these assets aging another year and exceeding their useful lives.

- 2) **Development of TAM Plans** – Tier I operators (rail operators and any operators with 101 or more vehicles) must do their own TAM plan consisting of nine required elements. Tier II operators (operators with 100 vehicles or less) may do their own plan or participate in a group plan. There are only four required elements to the TAM plan for Tier II operators.



- 3) **Reporting** – Operators must report annually to FTA on SGR targets, asset conditions, and progress made towards meeting set targets.

The TAM Rule required transit providers to set SGR performance targets by January 1, 2017. The Planning Rule requires that each MPO establish targets no later than 180 days after the date on which the transit providers establish their performance targets. Therefore, staff has developed proposed targets to meet the year 2017 target-setting deadline of July 1st for transit asset management.

Target-Setting Approach and Rationale

To set the initial targets, MTC staff assessed the current condition of operators' assets using data from the Regional Transit Capital Inventory (RTCI). The RTCI is a comprehensive regional database of the transit assets that are owned by transit agencies across the region. MTC developed the RTCI in order to collect consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator.

To set the target for each asset category, MTC staff provided each operator with existing performance measures (by asset class) for their asset inventory included in the RTCI and requested that each operator conduct an analysis of expected funding from all sources for the coming fiscal year that will be used to repair or replace transit assets. Operators used this assessment to predict which vehicle assets would be replaced or repaired, and presented MTC with a target percentage of assets expected not to be in a state of good repair by the end of the fiscal year.

Staff worked with the operators to keep the targets realistic and base them on reasonable financial projections. For revenue vehicles, facilities, and non-revenue vehicles, MTC staff consolidated the targets for all operators to identify a regional target for each asset class. For infrastructure (i.e., rail guideway), MTC staff selected a slightly more ambitious target than the consolidated target of regional operators, which forecast a slight decline in conditions in 2017. By setting a target of preserving current conditions, this target may be more difficult to achieve given available funding.

Summary of Proposed Targets

As presented in detail in **Attachment D**, staff recommends setting the following targets for transit asset management for year 2017. As shown below, the regional targets seek to reduce the share of revenue vehicles, facilities, and non-revenue vehicles considered not to be in a state of good repair, while keeping the infrastructure target similar to the current performance measure.

Percent of Assets Not in a State of Good Repair

Asset Category	Current Performance	2017 Target
Revenue Vehicles	31%	28%
Facilities	32%	25%
Infrastructure	2.4%	2.4%
Non-Revenue Vehicles	55%	48%

Targets to be Set in the Next Six Months

Staff will continue working on 2018 **road safety** targets in coordination with Caltrans and other stakeholders. These targets must be adopted by MTC by February 27, 2018.

Proposed 2017 Targets for Transit Asset Management

General Information

Goal	Infrastructure Condition
Performance Measure(s)	<ul style="list-style-type: none">• Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class• Percentage of facilities within a condition rating below fair by asset class• Percentage of guideway directional route-miles with performance restrictions• Percentage of non-revenue vehicles that have met or exceeded their ULB
Target(s) for Year	2017
Target(s) Deadline for MTC Approval	July 1, 2017

Current Conditions and Proposed Targets

Measure	Subcategory	Current (<u>2016</u>)	Target (<u>2017</u>)	Total #	Measure ID
Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	Articulated bus	24%	13%	400	US-19a
	Automated guideway vehicle	0%	0%	12	US-19b
	Bus	22%	18%	2,120	US-19c
	Bus rapid transit	0%	0%	29	US-19d
	Cable car	0%	0%	42	US-19e
	Commuter rail – locomotive	57%	58%	35	US-19f
	Commuter rail – passenger coach	40%	42%	129	US-19g
	Commuter rail – self-propelled passenger car	42%	44%	50	US-19h
	Ferryboat	28%	29%	18	US-19i
	Heavy rail	88%	85%	669	US-19j
	Light rail	0%	0%	250	US-19k
	Over-the-road bus	3%	12%	176	US-19l
	Trolley bus	0%	0%	333	US-19m
	Van	39%	37%	622	US-19n
	Vintage trolley	46%	25%	43	US-19o
Percentage of facilities with a condition rating below fair	n/a*	32%	25%	N/A	US-20
Percentage of guideway directional route-miles with performance restrictions	n/a	2.4%	2.4%	N/A	US-21
Percentage of non-revenue vehicles that have met or exceeded their ULB	n/a	55%	48%	1,941	US-22

* = For the 2017 target-setting effort, a single target was set for all facilities combined. This is due to the fact that MTC does not currently have sufficient information from operators required to classify facilities and components of facilities into the specific classes defined by FTA.

December 2017 Target-Setting Summary: Road Safety Targets

Overview

The safety performance management final rule published by FHWA in March 2016 established national road safety performance management in accordance with MAP-21. The rule contained new requirements for State DOTs and MPOs. The major requirements of the rule are:

- 1) **Road Safety Performance Targets** – The final rule established five performance measures to assess safety on all public roads and targets must be established for each measure. The final rule establishes the following road safety performance measures:

Measure	Definition
Number of fatalities	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
Rate of fatalities	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
Number of serious injuries	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year
Rate of serious injuries	The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
Number of non-motorized fatalities and non-motorized serious injuries (bicyclists and pedestrians)	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

The measures are reported using 5-year rolling averages to capture long-term performance trends. The first performance period, calendar year 2018, represents the annual average for 2014 to 2018. State DOTs must set annual numerical targets each year for each safety measure to comply with the regulation. MPOs have the option of supporting State targets or setting their own region-specific numerical targets on a target-by-target basis. This decision may be revisited annually.

- 2) **Reporting** – MTC must report annually to Caltrans on its proposed safety targets. If MTC chooses to set region-specific numerical targets, MTC must also report progress made towards meeting set targets. The measures and targets should inform agency planning and funding decisions to carry out the Highway Safety Improvement Program (HSIP). MPOs will report progress on these measures in future Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs).
- 3) **Evaluation** – State DOTs and MPOs meet or make “significant progress” towards their safety goal if they achieve the target or improve performance in at least four out of five of the safety measures. If a State DOT does not meet or make “significant progress” then it will lose flexibility in spending HSIP funds. FHWA *will not* evaluate MPOs on their progress towards targets. However, FHWA will review MPO performance as part of the triennial review process.

MPOs are required to establish their 2018 safety targets no later than February 28, 2018, six months after the state DOT requirement. The process will be repeated on an annual basis going forward.

Target-Setting Approach and Rationale

In compliance with new federal performance management rules, state and regional safety performance targets must be coordinated with Caltrans. In August 2017, Caltrans set the 2018 statewide safety performance targets. Caltrans used a vision-based target-setting approach to establish ambitious targets that aligned with the State's Towards Zero Deaths goal for zero traffic fatalities in 2030 and the State Highway Safety Plan. The State's most aggressive safety target is for non-motorized fatalities and serious injuries.

This fall, staff sought input from stakeholders on target-setting options for MTC's MPO safety performance targets. Staff sought feedback at meetings with CMA Planning Directors, Partnership Board, and Partnership working groups and through outreach to safety advocates. Stakeholders provided input on their preferred target setting approach and discussed strategies the region could take to improve safety performance. Most stakeholders backed the option to support the State's targets (known as Option 1). There was also support for setting more ambitious region-specific numeric targets (known as Option 3). Stakeholders also noted that this was an unfunded mandate and suggested areas that MTC's programming and policies could be enhanced to improve regional safety and the ability for the region to achieving federal safety targets. A summary of input from stakeholders and comment letters received can be found in **Attachments C and D**, respectively.

Based on target-setting coordination with Caltrans and feedback from Bay Area stakeholders, staff has identified supporting Caltrans 2018 statewide targets as the preferred targets option for MTC. Caltrans' statewide targets are ambitious and align with a Vision Zero approach adopted by several Bay Area jurisdictions. Supporting these aggressive targets reflects the importance of roadway safety to MTC and its stakeholders while providing strong alignment with the state. MTC will monitoring regional progress toward statewide target and report region-specific data for the safety performance measures through Vital Signs.

Summary of Proposed Targets

Measure	2018 Target
Number of fatalities	Support State Target
Rate of fatalities	Support State Target
Number of serious injuries	Support State Target
Rate of serious injuries	Support State Target
Number of non-motorized fatalities and non-motorized serious injuries (bicyclists and pedestrians)	Support State Target

Targets to be Set in the Next Six Months

Over the next six months, staff will work to set 2020 targets related to CMAQ (including traffic congestion and mobile emissions) as well as 2018 transit asset management targets. Future work in 2018 will focus on other asset management categories (pavement and bridges) as well as system performance (reliability and goods movement).

Proposed 2018 Targets for Roadway SafetyGeneral Information

Goal	Safety
Performance Measure(s)	<ul style="list-style-type: none"> • Number of fatalities (<i>5-year rolling average; all public roads</i>) • Rate of fatalities per 100 million vehicle miles traveled (<i>5-year rolling average; all public roads</i>) • Number of serious injuries (<i>5-year rolling average; all public roads</i>) • Rate of serious injuries per 100 million vehicle miles traveled (<i>5-year rolling average; all public roads</i>) • Number of non-motorized fatalities and non-motorized serious injuries (<i>5-year rolling average; all public roads</i>)
Target(s) for Year	2018
Target(s) Deadline for MTC Approval	February 28, 2018

The Metropolitan Transportation Commission has elected to support safety targets adopted by Caltrans in August 2017 for use in calendar year 2018. These targets align with a Towards Zero Deaths goal by year 2030.

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 04/25/18-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 sheets dated March 7, 2018 and April 11, 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

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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.	10	\$12,999,000	3/9/2018	3/9/2018
2017-25	Amendment	134	\$581,480,200	1/24/2018	w
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	51	\$74,051,359	3/28/2018	Pending
2017-31	Admin. Mod.	Pending	Pending	Pending	Pending
2017-32	Amendment	46	\$951,855,579	4/25/2018	Pending
Net Funding Change		949	\$16,059,839,850		
Absolute Funding Change			\$16,102,326,024		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4275

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Date: September 28, 2016
W.I.: 1512
Referred by: PAC
Revised: 12/21/16-C 02/22/17-C 03/22/17-C
04/26/17-C 06/28/17-C 07/26/17-C
09/27/17-C 11/15/17-C 01/24/18-C
02/28/18-C 03/28/18-C 04/25/18-C

Attachment B
Resolution No. 4275, Revised
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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 an administrative modification that revises 10 projects with a net funding increase of \$13 million. The revision was approved into the Federal-Statewide TIP by the deputy executive director on March 9, 2018. Among other changes, this revision:

- Updates the funding plans of four 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 two grouped listings to reflect the latest information from Caltrans regarding the State Highway Operations and Protection Program (SHOPP), including the addition of \$11.5 million in SHOPP funds; and
- Updates the funding plans of two Regional Measure 2 (RM2) 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 \$11.5 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. 2017-24, 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 2017-25 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 was received on February 26, 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 late 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 51 projects with a net funding increase of approximately \$74 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;
- Splits the Port of Oakland's 7th St. Grade Separation and Port Arterial Improvements project into three separate projects; and
- Add \$25.8 million to the cost of the Contra Costa Transportation Authority's I-680/SR-4 Interchange Reconstruction-Phase 3 project to reflect the full project cost.

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

Revision 2017-31 is a pending administrative modification.

Revision 2017-32 is an amendment that revises 46 projects with a net funding increase of approximately \$952 million. The revision was referred by the Programming and Allocations Committee on April 11, 2018, and approved by the MTC Commission on April 25, 2018. Caltrans approval is expected in mid-May, 2018, and final federal approval is expected in mid-June, 2018. Among other changes, this revision:

- Amends 11 new exempt projects into the TIP and updates the funding plan of one project to reflect programming decisions in the One Bay Area Grant Program 2 (OBAG2) County, Priority Conservation Area and Community-Based Transportation Plans programs;
- Amends four new exempt projects into the TIP and updates nine existing projects to reflect the recent adoption of the 2018 State Transportation Improvement Program;
- Updates the funding plans of three projects to reflect changes in MTC's Regional Exchange program;
- Combines three existing managed lane projects on the I-680 corridor in Contra Costa County into the I-680 North Bound Express Lane Conversion/High Occupancy Vehicle Extension and Operational Improvements project and splits out the Freeway Performance Initiative Program for the I-680 Corridor project into its component pieces to facilitate the delivery of the projects and phases of the Contra Costa Transportation Authority's Innovate 680 Program; and
- Updates the funding plans and back-up listings of six State Highway Operations and Protection Program (SHOPP) funded grouped listings to reflect the recent adoption of the 2018 SHOPP, including the addition of approximately \$724 million in SHOPP funds.

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 #: 18-0220 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 3/9/2018 **In control:** Programming and Allocations Committee

On agenda: 4/11/2018 **Final action:**

Title: MTC Resolution No. 4308, Revised. Revisions of MTC's 2018 Regional Transportation Improvement Program (RTIP) Program of Projects.

Sponsors:

Indexes:

Code sections:

Attachments: [2d Reso-4308 RTIP Program Project Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4308, Revised. Revisions of MTC's 2018 Regional Transportation Improvement Program (RTIP) Program of Projects.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2018

Agenda Item 2d

MTC Resolution No. 4308, Revised

Subject: Revision of MTC's 2018 Regional Transportation Improvement Program (RTIP) Program of Projects.

Background: The 2018 RTIP is MTC's proposal for spending funding available to the region as part of the State Transportation Improvement Program (STIP). MTC is responsible for developing the region's funding priorities for the RTIP, and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption into the STIP. Resolution No. 4308 established MTC's policies, procedures, criteria, schedule, and funding targets for the 2018 RTIP, and included the program of projects approved by the CTC. The 2018 STIP includes \$291 million in new programming capacity for the Bay Area and covers the fiscal years 2018-19 through 2022-23.

2018 STIP Revisions

CTC adopted the 2018 STIP on March 21, 2018. The adopted 2018 STIP included many delays to projects requested for programming in the first two years. This affected projects in Alameda, Contra Costa, Napa, San Mateo, Santa Clara, and Solano. In addition, a few projects were withdrawn by project sponsors. The full list of revisions are detailed in Attachment 1. The attached update to Resolution No. 4308, Revised, reflects these changes which were all approved by the CTC.

Many of the projects delayed have also requested funding in SB 1 competitive programs, including for the I-680/SR-4 Interchange project in Contra Costa County (Local Partnership Program – Competitive), US-101 Express Lanes in San Mateo County (Solution for Congested Corridors), and the I-80/680/12 Interchange project in Solano County (Trade Corridor Enhancement Program). CTC staff indicated that STIP programming will be adjusted to align with SB1 competitive program funding if successful.

Board of Equalization Four Cent Excise Tax Increase

The Board of Equalization (BOE) failed to act on the four cent Gas Excise Tax increase at its last meeting in February, which is called for under the gas tax swap. A four cent excise tax equates to a \$271 million reduction to the STIP. However, CTC's STIP Fund Estimate only assumed a two cent gas excise tax increase for this year, meaning the effect on FY 18-19 of the STIP is only about \$157 million. Depending on next fiscal year's allocation capacity, CTC may withhold certain pre-construction allocations, but they took no immediate action at this month's meeting.

Issues: None.

Recommendation: Refer MTC Resolution No. 4308, Revised to the Commission for approval.

Attachments: **Attachment 1:** Summary of 2018 RTIP Adjustments
MTC Resolution No. 4308, Revised – Attachment B – Program of Projects

Summary of 2018 RTIP Adjustments

County	Agency	Project	Adjusted Amount \$1,000s	Phases	Description of Change
Alameda	AC Transit	AC Transit Bus Rapid Transit Project	(\$13,125)	CON	Project withdrawn by AC Transit due to pending supplemental funds request
Alameda	ACTC	SR 84/I-680 Widening and I/C Imps.	\$0	CON	Funds advanced one year to FY 2019-20
Alameda	ACTC	I-80 Gilman I/C Reconstruction and Access Imps.	\$0	CON	Funds delayed two years to FY 2020-21
Contra Costa	CCTA	I-80/San Pablo Dam Rd Interchange (Ph. 2)	\$0	ROW	Funds delayed two years to FY 2021-22
Contra Costa	CCTA	I-680/SR4 Interchange Improvements – Phase 3	\$0	CON	Funds delayed one year to FY 2019-20
Contra Costa	CCTA	SR4 Operational Improvements	\$0	PS&E	CTC Programmed available capacity instead of APDE share
Napa	Caltrans	Soscol Junction	\$0	ROW/CON	Project split to properly reflect project sponsor by phase
Napa	NVTA	Soscol Junction	\$0	PS&E	Project split to properly reflect project sponsor by phase
Napa	American Canyon	Devlin Road and Vine Trail Extension	\$0	CON	Funds delayed two years to FY 2020-21
Napa/Solano	Napa Co.	Silverado Trail Repaving Phase L	\$0	CON	Funds delayed one year to FY 2020-21
San Francisco	SFMTA	2020 Restoration of SFMTA Light Rail Lines	(\$5,500)	CON	Project withdrawn by SFMTA due to scope refinement
San Francisco	SFMTA	2021 Restoration of SFMTA Light Rail Lines	(\$8,252)	CON	Project withdrawn by SFMTA due to scope refinement
San Francisco	SFMTA	Restoration of SFMTA Light Rail Lines: Axle Counters	\$13,752	CON	Project replaces above projects
San Mateo	SM C/CAG	US 101 Managed Lane Project	\$0	ROW/CON	Construction phase delayed one year to FY 2020-21
San Mateo	Redwood City	US 101/Woodside Road Interchange Imp. Project	\$0	ROW	Funds delayed three years to FY 2021-22
San Mateo	SM C/CAG	ITS Imps. in Daly City, Brisbane, and Colma	\$0	ENV/PS&E	Project split to properly reflect project sponsor by phase
San Mateo	Daly/Brisbane/Colma	ITS Imps. in Daly City, Brisbane, and Colma	\$0	CON	Project split to properly reflect project sponsor by phase
Santa Clara	VTa	I-680 Soundwall from Capitol to Mueller	\$0	ROW/CON	Funds delayed one year to FY 2019-22 and 2020-21
Santa Clara	VTa	US 101 Express Lanes - Phase 3	\$0	ROW/CON	CON funds delayed one year to FY 2019-20
Santa Clara	VTa	US 101 Express Lanes - Phase 4-Civil	\$0	ROW/CON	Project split to properly reflect project phases
Santa Clara	VTa	US 101 Express Lanes - Phase 4-ETS	\$0	PS&E	Project split to properly reflect project phases
Solano	STA	SR 37 Project/Mare Island Interchange Project	(\$5,000)	ENV	Project withdrawn by STA due to delayed PSR
Total			(\$18,125)		

Date: October 25, 2017
W.I.: 1515
Referred by: PAC
Revised: 12/20/17-C
04/25/18-C

ABSTRACT

Resolution No. 4308, Revised

This resolution adopts the policies, procedures, project selection criteria, and program of projects for the 2018 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

- Attachment A – Policies, Procedures and Project Selection Criteria for the 2018 RTIP (with appendices)
- Attachment B – 2018 RTIP Program of Projects
- Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was revised by Commission Action on December 20, 2017 to update Attachment B – 2018 RTIP Program of Projects with the final project listing.

This resolution was revised by Commission Action on April 25, 2018 to update Attachment B – 2018 RTIP Program of Projects with the final project listing as approved by the California Transportation Commission.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated October 11, 2017, December 13, 2017, and April 11, 2018.

Date: October 25, 2017
W.I.: 1515
Referred by: PAC

RE: Adoption of 2018 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4308

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

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

WHEREAS, MTC shares responsibility with the Association of Bay Area Governments (ABAG) for developing and implementing a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)).

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2018 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2018-19 through 2022-23; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2018 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2018 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 16, 2017; and

WHEREAS, the 2018 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2018 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC adopts the 2018 RTIP Program of Projects, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

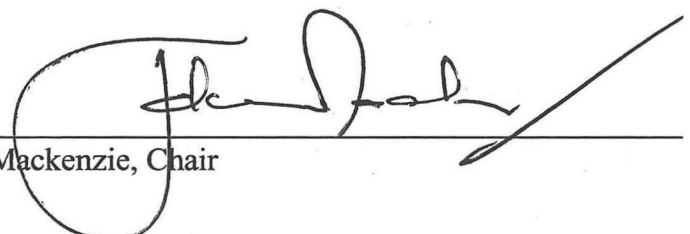
RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2018 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on October 25, 2017.

MTC 2018 Regional Transportation Improvement Program

2018 RTIP

April 25, 2018

(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP	2018 RTIP Funding by Fiscal Year					Outside RTIP
				Total	18-19	19-20	20-21	21-22	22-23	
Alameda County Shares										
Alameda	BART	2010C	19th Street BART Station Modernization	3,726	3,726	0	0	0	0	0
Alameda	MTC	2100	Planning, programming, and monitoring	606	140	0	150	155	161	0
Alameda	ACTC	2179	Planning, programming, and monitoring	2,100	565	0	1,535	0	0	0
Alameda	ACTC	80D	SR 84/I-680 Widening and I/C Imps.	11,114	0	11,114	0	0	0	0
Alameda	ACTC	2323	I-80 Gilman I/C Reconstruction and Access Imps.	25,784	0	0	25,784	0	0	0
Alameda	MTC		MTC Transportation Incentive Program	0	0	0	0	0	0	5,063
Alameda County Total				43,330	4,431	11,114	27,469	155	161	5,063
Contra Costa County Shares										
Contra Costa	CCTA	222E	I-680 SB HOV Gap Closure (N. Main-Livorna)	15,557	15,557	0	0	0	0	0
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	9,200	0	0	0	9,200	0	0
Contra Costa	CCTA	298E	I-680/SR4 Interchange Improvements – Phase 3	18,800	0	18,800	0	0	0	0
Contra Costa	BART	2010B	Walnut Creek BART TOD Intermodal Project	5,300	0	5,300	0	0	0	0
Contra Costa	BART	2010C1	Concord BART Station Modernization	13,000	3,500	0	9,500	0	0	0
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	1,521	454	0	355	356	356	0
Contra Costa	MTC	2118	Planning, programming, and monitoring	393	91	0	97	101	104	0
Contra Costa	CCTA	2025H	I-80/Central Avenue - Local Road Improvement	7,773	0	0	5,900	1,873	0	0
Contra Costa	CCTA	2025J	Kirker Pass Rd NB Truck Climbing Lane	2,650	2,650	0	0	0	0	0
Contra Costa	CCTA	new	SR4 Operational Improvements	7,500	0	0	0	7,500	0	0
Contra Costa	MTC		MTC Transportation Incentive Program	0	0	0	0	0	0	31,090
Contra Costa Total				81,694	22,252	24,100	15,852	19,030	460	31,090
Marin County Shares										
Marin	TAM	2127C	Planning, programming, and monitoring	287	0	0	287	0	0	0
Marin	MTC	2127	Planning, programming, and monitoring	113	26	0	28	29	30	0
Marin	MTC		MTC Transportation Incentive Program	0	0	0	0	0	0	571
Marin County Total				400	26	-	315	29	30	571

MTC 2018 Regional Transportation Improvement Program

2018 RTIP

April 25, 2018

(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP	2018 RTIP Funding by Fiscal Year					Outside RTIP
				Total	18-19	19-20	20-21	21-22	22-23	
Napa County Shares										
Napa	Caltrans	0376	Soscol Junction	3,719	0	600	0	3,119	0	6,100
Napa	NVTA	0376	Soscol Junction	3,000	0	3,000	0	0	0	0
Napa	NVTA	1003E	Planning, programming, and monitoring	193	0	0	65	64	64	0
Napa	MTC	2130	Planning, programming, and monitoring	69	16	0	17	18	18	0
Napa	American Cyn	2130D	Devlin Road and Vine Trail Extension	4,151	0	0	4,151	0	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	-50	0	0	0	0	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	475	0	475	0	0	0	0
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	500	0	500	0	0	0	0
Napa	City of Napa	new	Silverado Five- Way Intersection Improvements	1,153	0	0	0	1,153	0	0
Napa	County of Napa	new	Silverado Trail Repaving Phase L	98	0	0	98	0	0	0
Napa	MTC		MTC Transportation Incentive Program	0	0	0	0	0	0	376
Napa County Total				13,308	16	4,575	4,331	4,354	82	6,476
San Francisco County Shares										
San Francisco	SFCTA	2007	Planning, programming, and monitoring	778	0	0	260	259	259	0
San Francisco	MTC	2131	Planning, programming, and monitoring	308	71	0	76	79	82	0
San Francisco	SFMTA	2137	Restoration of SFMTA Light Rail Lines: Axle Counters	13,752	0	0	13,752	0	0	0
San Francisco	MTC		MTC Transportation Incentive Program	0	0	0	0	0	0	1,548
San Francisco County Total				14,838	71	-	14,088	338	341	1,548
San Mateo County Shares										
San Mateo	SM C/CAG	668D	SR 92/US 101 Interchange Imps. - Phase 2	5,628	0	2,411	3,217	0	0	0
San Mateo	Caltrans	690A	US-101 Willow Rd I/C Reconst. (AB3090 Reimbursement)	8,000	0	4,000	4,000	0	0	0
San Mateo	MTC	2140	Planning, programming, and monitoring	320	74	0	79	82	85	0
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	1,125	338	0	263	262	262	0
San Mateo	Caltrans	2140E	Countywide ITS Imps. - San Mateo County	4,298	240	4,058	0	0	0	0
San Mateo	SM C/CAG	new	US 101 Managed Lane Project	33,500	16,000	0	17,500	0	0	0
San Mateo	Redwood City	new	US 101/Woodside Road Interchange Imp. Project	8,000	0	0	0	8,000	0	0
San Mateo	S. San Francisco	new	US 101 Produce Avenue Interchange - Imps.	5,000	0	0	5,000	0	0	0
San Mateo	SM C/CAG	new	ITS Imps. in Daly City, Brisbane, and Colma	1,600	600	0	0	1,000	0	0
San Mateo	Daly/Brisbane/C	new	ITS Imps. in Daly City, Brisbane, and Colma	6,900	0	0	0	0	6,900	0
San Mateo	MTC		MTC Transportation Incentive Program	0	0	0	0	0	0	1,598
San Mateo County Total				74,371	17,252	10,469	30,059	9,344	7,247	1,598

MTC 2018 Regional Transportation Improvement Program

2018 RTIP

April 25, 2018

(all numbers in thousands)

County	Agency	PPNO	Project	2018 RTIP	2018 RTIP Funding by Fiscal Year					Outside RTIP
				Total	18-19	19-20	20-21	21-22	22-23	
Santa Clara County Shares										
Santa Clara	VTA	503J	I-280 Soundwalls at Bird Ave. in San Jose	7,000	0	833	929	456	4,782	0
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	3,630	0	355	3,275	0	0	0
Santa Clara	MTC	2144	Planning, programming, and monitoring	707	163	0	175	181	188	0
Santa Clara	BART	2147E	BART Phase 2: Extension to Downtown San Jose/Santa Clara	29,702	0	0	0	29,702	0	0
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	2,607	783	0	912	912	0	0
Santa Clara	San Jose	new	San Jose West San Carlos Urban Village Streetscape Imps.	4,350	0	0	0	4,350	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 3	14,268	368	13,900	0	0	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 4-Civil	2,900	600	2,300	0	0	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 4-ETS	8,600	0	8,600	0	0	0	0
Santa Clara	VTA	new	US 101 Express Lanes - Phase 5-ETS	10,188	0	10,188	0	0	0	0
Santa Clara	MTC		MTC Transportation Incentive Program	0	0	0	0	0	0	3,632
Santa Clara County Total				83,952	1,914	36,176	5,291	35,601	4,970	3,632
Solano County Shares										
Solano	MTC	2152	Planning, programming, and monitoring	186	43	0	46	48	49	0
Solano	STA	2263	Planning, programming, and monitoring	681	204	0	159	159	159	0
Solano	Solano TA	5301L	I-80/I-680/SR12 I/C - Package 2A	9,000	0	9,000	0	0	0	0
Solano	Vacaville	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)	9,296	0	0	9,296	0	0	0
Napa	County of Napa	new	Silverado Trail Repaving Phase L	98	0	0	98	0	0	0
Solano	Solano TA	new	SR 12/Church Rd	1,939	0	0	1,939	0	0	0
Solano	MTC		MTC Transportation Incentive Program	0	0	0	0	0	0	945
Solano County Total				21,200	247	9,000	11,538	207	208	945
Sonoma County Shares										
Sonoma	MTC	2156	Planning, programming, and monitoring	223	52	0	55	57	59	0
Sonoma	STA	770E	Planning, programming, and monitoring	591	0	0	197	197	197	0
Sonoma	MTC		MTC Transportation Incentive Program	0	0	0	0	0	0	1,177
Sonoma County Total				814	52	-	252	254	256	1,177
2018 RTIP Total - Bay Area				333,907	46,261	95,434	109,195	69,312	13,755	52,100

Note: Detail on project programming by year and phase was submitted to CTC



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0237 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 3/22/2018 **In control:** Programming and Allocations Committee

On agenda: 4/11/2018 **Final action:**

Title: MTC Resolution No. 4278, Revised. Update FY2017-18 Regional Measure 2 (RM2) Operating and Marketing Program to redirect \$440,000 in marketing funds.

Sponsors:

Indexes:

Code sections:

Attachments: [2e Reso-4278 RM2 and Marketing Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4278, Revised. Update FY2017-18 Regional Measure 2 (RM2) Operating and Marketing Program to redirect \$440,000 in marketing funds.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2018

Item Number 2e

Resolution No. 4278, Revised

Subject: Update FY2017-18 Regional Measure 2 (RM2) Operating and Marketing Program to redirect \$260,000 in marketing funds.

Background: Some RM2 marketing funds are available for programming due to cost savings by both the Clipper® and 511 Programs, of approximately \$390,000.

Staff now proposes to redirect some of the funding available in the RM2 marketing program to other key initiatives that have new or increased marketing needs as follows:

- \$200,000 to the Seamless Transit Map project to help advance the creation of consistent and integrated wayfinding across the region.
- \$35,000 to support Bike to Work month activities and public information due to the loss of a major sponsor.
- \$25,000 to AC Transit to update and distribute the Late Night Transit Map.

A small balance remains in the program that could be used for other eligible, urgent priorities this fiscal year.

Issues: None

Recommendation: Refer MTC Resolution No. 4278, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4278, Revised

Date: June 28, 2017
W.I.: 1255
Referred by: PAC
Revised: 07/26/17-C
04/25/18-C

ABSTRACT

Resolution No. 4278, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2017-18.

This resolution was revised on July 26, 2017 to include programming for Clipper Operations and Transbay Transit Center as a result of the public hearing to add the two projects.

This resolution was revised on April 25, 2018 to redirect \$255,000 in marketing funds to other eligible projects.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated June 14, 2017, July 13, 2017, and April 11, 2018.

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

RE: Adoption of FY2017-18 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4278

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased 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 identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

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

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

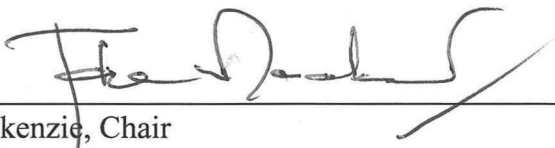
WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2017-18, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$100,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

FY 2017-18 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Sponsor	Route	Programmed (1,2)	Notes
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40	2,130,612	
		Golden Gate Transit	Route 40 Express Service Pilot	343,113	
		Total		2,473,725	
2	Napa VINE Service	NCTPA	Route 29	426,400	
		Total		426,400	
3	Express Bus North	SolTrans	Route 78	731,700	
		SolTrans	Route 80	578,000	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	433,100	
		Fairfield/Suisun Transit	Route 90	636,600	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		SolTrans	Route 82 Pilot	30,000	
		Solano TA	TBD	61,734	
		Total		3,750,608	
4	Express Bus South	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	819,550	
		WestCat	Bay Bridge Forward Service Start-up	100,000	
		LAVTA	Rapid	580,836	
		Total		7,073,629	
5	Dumbarton Bus (3)	AC Transit	Routes DB	1,432,828	
		AC Transit	Route DB1	1,534,148	
		Total		2,966,976	
6	Ferry Service	WETA	Alameda Harbor Bay	900,800	
		WETA	Alameda/Oakland	5,123,400	
		WETA	Vallejo	6,353,000	
		WETA	South San Francisco	2,922,800	
		WETA	Bay Bridge Forward Service Expansion	1,200,000	
		Total		16,500,000	
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		AC Transit	Route 800 Service Enhancements	227,000	
		Total		2,054,000	
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/		
			Oakland/San Leandro Corridor	3,000,000	
11	WETA planning	WETA	Planning and operations	3,000,000	
12	Clipper	MTC	Operations	2,000,000	
13	Transbay Transit Center	TJPA	Terminal Operations	3,000,000	
Grand Total				48,745,338	

RM2 Marketing Assistance Program (4)

Project Name	Operator	Description	Programmed (4)	Notes
Clipper®	MTC	Public Information and Marketing	2,475,000 2,700,000	
511 Real Time Transit	MTC	Public Information and Marketing	35,000 200,000	
Seamless Transit Map	MTC	Public Information	470,000 270,000	
Wayfinding	MTC	Public Information	40,000	
The Hub Regional Resource Center	MTC	Center Operations	100,000	
AC Transit Services	AC Transit	Public Information and Marketing	500,000	
Late Night Map	AC Transit	Public Information	25,000	
Bike to Work	MTC	Public Information and Marketing	35,000	
New or Expanded Transit Services	TBD	Public Information and Marketing	180,000 50,00	
Grand Total			3,860,000	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
 2. Amounts shown are subject to approval of the FY 2017-18 BATA Budget.
 3. The funding for Route DB1 is consistent with the cost to provide full-day service for one fiscal year. Future funding levels are contingent upon successful performance of all-day service, i.e., satisfactory cost/passenger ratio.
 4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0124 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 2/1/2018 **In control:** Programming and Allocations Committee
On agenda: 4/11/2018 **Final action:**
Title: MTC Resolution No. 4202, Revised. OBAG 2 Revisions and updates on OBAG 1 and OBAG 2 PCA Program of Projects.

Sponsors:

Indexes:

Code sections:

Attachments: [2f Reso-4202 PCA Programming and OBAG1&2 Review.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised. OBAG 2 Revisions and updates on OBAG 1 and OBAG 2 PCA Program of Projects.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2018

Agenda Item 2f

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant (OBAG 2) program, including the programming of \$8.2 million within the Priority Conservation Area (PCA) program for the North Bay PCA Program of Projects; and review of OBAG 1 and upcoming OBAG 2 Regional PCA Programs.

Background: The 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 FY2017-18 through FY2021-22.

Introduced in 2013, the PCA program was created to support the region's focused growth strategy by preserving regionally significant open spaces which have broad consensus for long-term protection but which face nearer-term development pressures. A companion to the PCA program's focused growth efforts are Priority Development Areas (PDAs), existing transit-rich neighborhoods that have been locally identified as appropriate for future compact growth. PCAs and PDAs work together to promote compact development in established communities and easing development pressures on the region's vast and varied open spaces and agricultural lands.

The Commission directed \$16.4 million within the OBAG 2 framework for the second round of the PCA Program.

This month, staff proposes programming \$8.2 million to 11 projects recommended for funding within the North Bay PCA Program.

OBAG 1 PCA Program

The PCA grant program was first introduced in 2013, with \$10 million in STP/CMAQ funding provided through OBAG 1. The program was divided into two components:

- ***North Bay Program*** | Marin, Napa, Solano, Sonoma
The four North Bay Congestion Management Agencies (CMAs) managed the \$5 million program. Each CMA received an equal portion of the \$5 million program, developed their own program criteria, conducted project solicitations, and selected projects for grants.
- ***Competitive Program*** | Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara
The remaining \$5 million was administered by the State Coastal Conservancy (SCC) in coordination with MTC and the Association of Bay Area Governments (ABAG) under the program guidelines adopted by the Commission. In addition to MTC's funds, the Conservancy augmented the program with \$2.5 million of its own bond measure funds. The evaluation panel included SCC, MTC, and ABAG staff.

The projects selected through the OBAG 1 PCA Program are detailed in **Attachment A**.

OBAG 2 PCA Program

With the adoption of OBAG 2 in November 2015, the Commission increased its commitment to the PCA Program, programming \$16.4 million to the second cycle of the program. Similar to the first cycle, the OBAG 2 PCA Program is divided into North Bay and Competitive components:

- **North Bay Program** | Marin, Napa, Solano, Sonoma
The OBAG 2 framework directs the four North Bay CMAs to manage the \$8.2 million North Bay program. Similar to OBAG 1, the North Bay CMAs each received an equal share of the program (\$2.1 million), and developed their own program criteria, project solicitations, and project recommendations.

The projects recommended by the North Bay CMAs for funding are listed below and are also included in Attachment B-1 to the resolution. ***Staff recommends Commission approval of the North Bay PCA Program of Projects.***

OBAG 2 North Bay PCA Program, as recommended by North Bay CMAs

County	Sponsor	Project	Amount
Marin	Marin County	Hicks Valley Rd, Wilson Hill Rd, Marshall-Petaluma Rd Rehab. (exchange for <i>Corte Madera Paradise Dr Multi-Use Pathway</i>)	\$312,000
Marin	Marin County	Hicks Valley Rd, Wilson Hill Rd, Marshall-Petaluma Rd Rehab.	\$869,000
Marin	Novato	Nave Dr, Bel Marin Keys Blvd Rehabilitation (exchange for <i>Carmel Open Space Acquisition</i>)	\$104,000
Marin	Novato	Vineyard Rd Improvements (exchange for <i>Hill Recreation Area Improvements</i>)	\$265,000
Marin	National Park Service	Fort Baker's Vista Point Trail	\$500,000
Napa	NVTA	Vine Trail - St. Helena to Calistoga	\$711,000
Napa	Napa	Vine Trail - Soscol Ave Corridor	\$650,000
Napa	Napa County	Silverado Trail Rehabilitation – Phase L	\$689,000
Solano	Solano County	Suisun Valley Farm to Market – Phase 3 Bike Improvements	\$2,050,000
Sonoma	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	\$1,280,000
Sonoma	Sonoma County	Joe Rodota Trail Bridge Replacement	\$770,000
OBAG 2 North Bay PCA Program Total			\$8,200,000

- **Competitive Program** | Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara
The remaining \$8.2 million is administered by the SCC in cooperation with the MTC integrated staff, under the OBAG 2 PCA program framework adopted by the Commission. The detailed guidelines and timeline for the call for projects are currently being finalized. Commission approval of the Competitive PCA Program of Projects is anticipated for winter 2018/2019.

Issues: None.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval. Because Resolution No. 4202 is also proposed for revision under Agenda Item 4b, it is included under this Agenda Item with all proposed revisions. Further, MTC Resolution No. 4202 is also on the April Joint Planning Committee agenda for consideration of Priority Development Area (PDA) planning grants. Only the applicable recommendations approved by the Planning Committee and by the Programming and Allocations Committee will be referred to the Commission.

Attachments: Attachment A – OBAG 1 PCA Program Presentation
MTC Resolution No. 4202, Revised, Attachment B-1

OBAG 1 Priority Conservation Area (PCA) Program

ATTACHMENT A

County	Sponsor	Project Name	MTC PCA Grant	SCC PCA Grant	OBAG 1 PCA Grant Total
North Bay PCA Program Managed by North Bay Congestion Management Agencies					
Marin	Mill Valley	Bayfront Park Recreational Bay Access	\$140,000	\$0	\$140,000
Marin	Marin County	Mill Valley-Sausalito Pathway Preservation	\$320,000	\$0	\$320,000
Marin	San Anselmo	Sunny Hill Ridge and Red Hill Trails	\$40,000	\$0	\$40,000
Marin	Novato	Thacher Ranch Easement Acq. (Vineyard Rd Improvements exchange)	\$250,000	\$0	\$250,000
Marin	Novato	Pacheco Hill Parkland Acq. (Vineyard Rd Improvements exchange)	\$500,000	\$0	\$500,000
Napa	Napa County	Silverado Trail Yountville-Napa Safety Improvements	\$143,000	\$0	\$143,000
Napa	Napa County	Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay exchange)	\$1,107,000	\$0	\$1,107,000
Solano	Solano County	Suisun Valley Farm-to-Market Bike/Ped Improvements - Phases 1 & 2	\$1,175,000	\$0	\$1,175,000
Solano	STA	Solano PCA Assessment Plan	\$75,000	\$0	\$75,000
Sonoma	Sonoma County	Bodega Hwy Roadway Preservation	\$1,000,000	\$0	\$1,000,000
Sonoma	Sonoma County	Sonoma County Urban Footprint Planning	\$250,000	\$0	\$250,000
North Bay Subtotal			\$5,000,000	\$0	\$5,000,000
PCA Competitive Program Peninsula, Southern and Eastern Counties					
Alameda	Berkeley	Bay Trail Shoreline Access Staging Area	\$500,000	\$500,000	\$1,000,000
Alameda	EBRPD	SF Bay Trail, Gilman St to Buchanan St	\$0	\$750,000	\$750,000
Contra Costa	EBRPD	Dotson Family Marsh Restoration and Public Access	\$1,000,000	\$0	\$1,000,000
Contra Costa	EBRPD	SF Bay Trail, Pinole Shores to Bay Front Access	\$119,711	\$0	\$119,711
Contra Costa	Contra Costa RCD	Pinole Fish Passage	\$0	\$100,000	\$100,000
San Francisco	Port of SF	Crane Cove Park Access Improvements	\$1,000,000	\$0	\$1,000,000
San Francisco	SF Rec. and Parks	900 Innes Park Planning	\$0	\$500,000	\$500,000
San Francisco	SF Rec. and Parks	Twin Peaks Connectivity Conceptual Plan	\$167,589	\$0	\$167,589
San Mateo	Pacifica	Milagra-Battery Trail	\$0	\$100,000	\$100,000
San Mateo	San Mateo Co Parks	Office of Education Loma Mar Acquisition	\$0	\$500,000	\$500,000
San Mateo	SF PUC	Southern Skyline Blvd. Ridge Trail Extension	\$1,000,000	\$0	\$1,000,000
Santa Clara	San Jose	Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	\$712,700	\$0	\$712,700
Competitive Program Subtotal			\$4,500,000	\$2,450,000	\$6,950,000
OBAG 1 PCA Program Total			\$9,500,000	\$2,450,000	\$11,950,000



One Bay Area Grant Priority Conservation Area (PCA) Grant Program

Programming and Allocations Committee

April 11, 2018



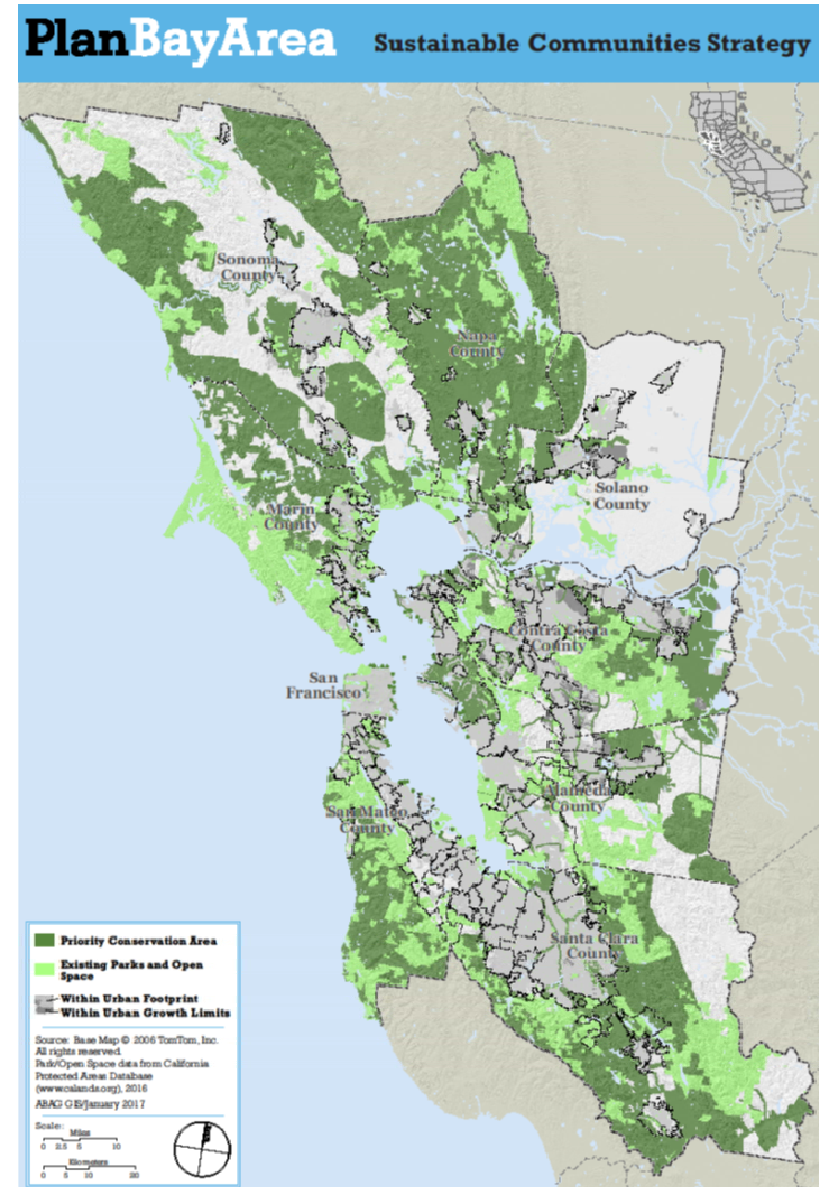
Bay Area PDA's & PCA's

Priority Development Areas (PDA's)

- Focus for future growth
- Locally-identified and approved
- Nearly 200 PDA's

Priority Conservation Areas (PCA's)

- Areas identified for protection, preservation, and access
- Locally-identified and approved
- 165 PCA's



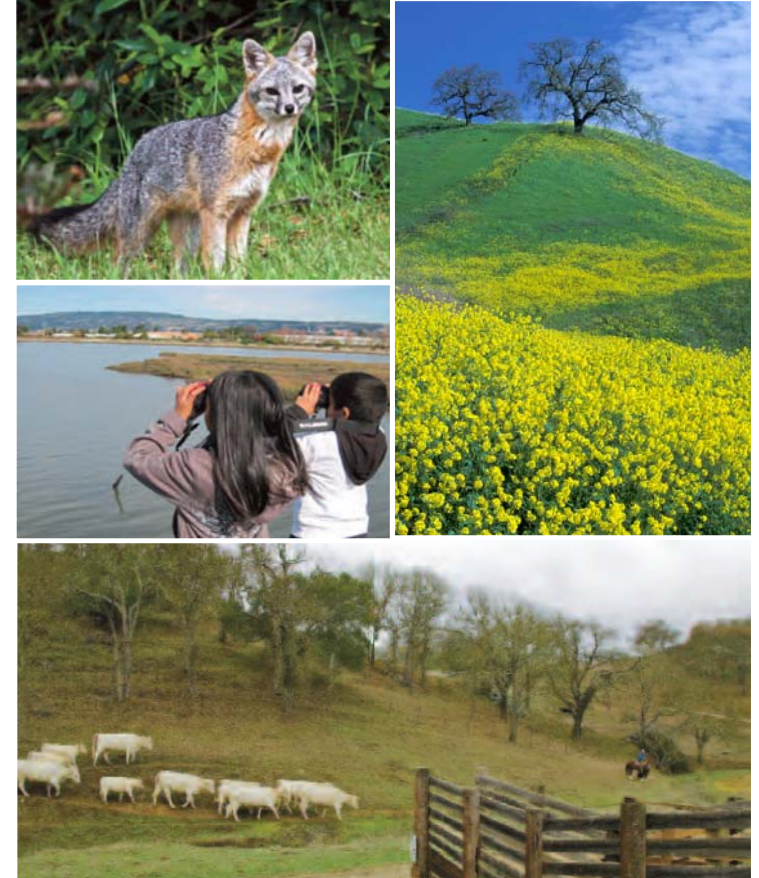
OBAG 1 PCA Program

**PCA Program
MTC Investment*** **\$10M**

**North Bay
Program** **\$5M**
Managed by CMAs

**Competitive
Program** **$\$5M + \$2M^* = \$7M$**
Partnership between MTC,
ABAG, and SCC

**PCA Program
Total Investment** **\$12M**



*MTC's investment in the OBAG 1 PCA Program was Federal STP/CMAQ funds.
State Coastal Conservancy's contribution was state resource bond funds.

OBAG 1 PCA Program

Project Types



Bicycle and pedestrian access improvements



Planning activities



Visual enhancements or viewing areas



Habitat restoration or enhancements



Protection of natural resource, open space, or agricultural lands



O BAG 1 Program Summary

Summary Information	North Bay	Competitive MTC/ABAG/SCC	PCA Total
# Projects	11	12	23
PCA Investment			
Total	\$5 million	\$7 million	\$12 million
Average Grant	\$455,000	\$579,000	\$520,000
Project Cost			
Total	\$22 million	\$43 million	\$65 million
Average	\$2 million	\$3.6 million	\$2.8 million
Project Elements*			
Bike/Ped/Water Access or Improvements	6	8	14
Planning	2	2	4
Habitat Restoration/Enhancement	2	3	5
Protection/Acquisition	3	2	5
Farm-to-Market (road rehab.)	2	0	3

*Several projects include more than one project element.

Project Status Update

- Completed/Constructed (16)
- Currently under construction (2)
- Anticipated completion, 2018 or 2019 (4)



Dotson Family Marsh

O BAG 1 Program Summary

Summary Information	North Bay	Competitive MTC/ABAG/SCC	PCA Total
Trails and Water Access			
Trails Constructed/Improved	0.9 miles	9.7 miles	10.6 miles
Water Trail Access	1 location	1 location	2 locations
Acquisition, Restoration or Park Improvements			
Agricultural easements	623 acres	0 acres	623 acres
Natural preserve	709 acres	0 acres	709 acres
Park/open space	91 acres	178 acres	269 acres
Habitat restoration			
Land or marsh habitat	709 acres	164 acres	873 acres
Stream habitat	1.5 miles	5 miles	6.5 miles



OBAG 2 PCA Program

PCA Program
MTC Investment* **\$16.4M**

**North Bay
Program**

Managed by CMAs

\$8.2M

**Competitive
Program**

Partnership between MTC,
ABAG, and SCC

\$8.2M + \$1.8M* = \$10M

PCA Program
Total Investment **\$18.2M**



*MTC's investment includes both Federal STP/CMAQ funds and non-federal exchange funds. State Coastal Conservancy's contribution is state resource bond funds; and may be increased depending on future revenues.

North Bay PCA

OBAG 2 Program of Projects (Proposed for Action)

Millions, rounded

County	Sponsor	Project Name	Amount
Marin	Marin County	Hicks Valley Rd, Wilson Hill Rd, Marshall-Petaluma Rd Rehabilitation (exchange for <i>Corte Madera Paradise Dr Multi-Use Pathway</i>)	\$0.3
Marin	Marin County	Hicks Valley Rd, Wilson Hill Rd, Marshall-Petaluma Rd Rehabilitation	\$0.9
Marin	Novato	Nave Dr, Bel Marin Keys Blvd Rehabilitation (exchange for <i>Carmel Open Space Acquisition</i>)	\$0.1
Marin	Novato	Vineyard Rd Improvements (exchange for <i>Hill Recreation Area Improvements</i>)	\$0.3
Marin	National Park Service	Fort Baker's Vista Point Trail	\$0.5
Napa	NVTA	Vine Trail - St. Helena to Calistoga	\$0.7
Napa	Napa	Vine Trail - Soscol Ave Corridor	\$0.7
Napa	Napa County	Silverado Trail Rehabilitation – Phase L	\$0.7
Solano	Solano County	Suisun Valley Farm to Market – Phase 3 Bike Improvements	\$2.1
Sonoma	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	\$1.3
Sonoma	Sonoma County	Joe Rodota Trail Bridge Replacement	\$0.8
OBAG 2 North Bay PCA Total			\$8.2



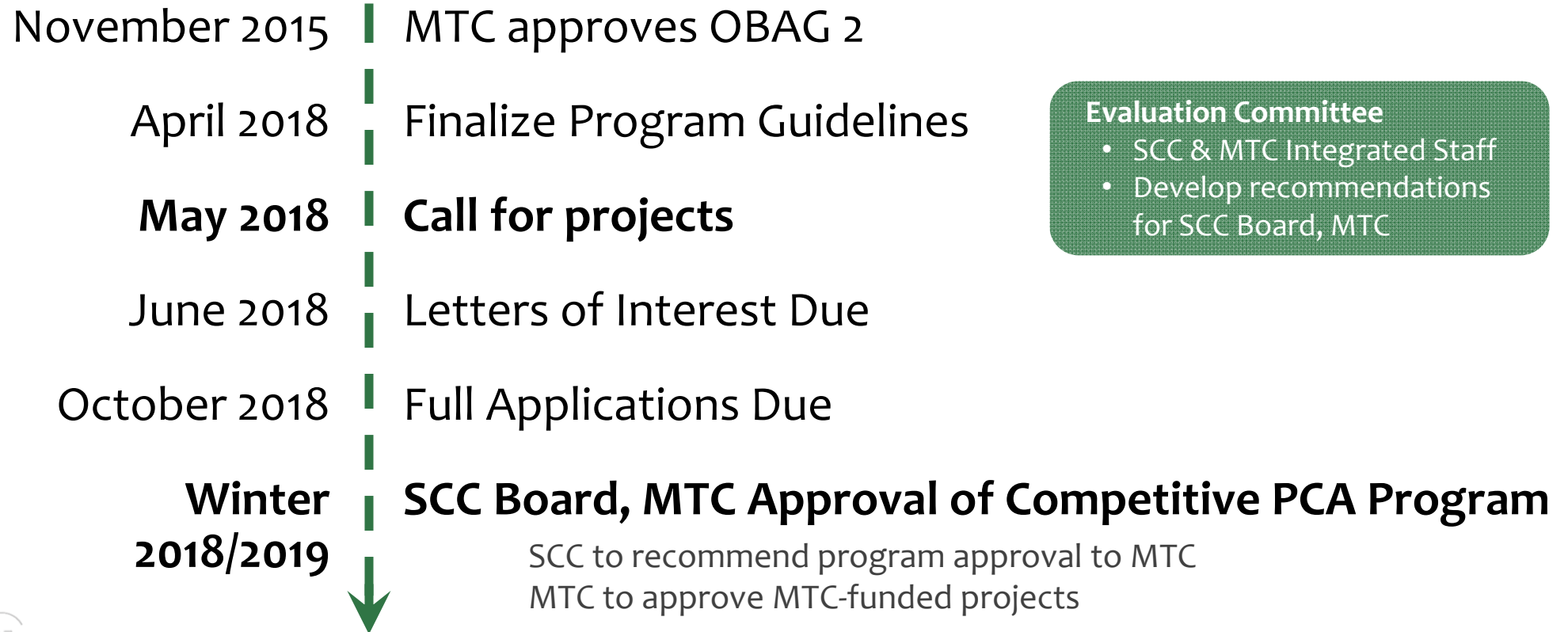
Competitive PCA

OBAG 2 Call for Projects Key Features

Program Size	↑	\$10M
Match Req.	↓	2:1 non-PCA funds
Fund Source	↔	100% Non-federal Expands opportunity for additional conservation projects; new applicants
Project Types	⬆	Add Urban Greening Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater

Competitive PCA

OBAG 2 Call for Projects Timeline



Recommendation

Now:

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

Adds North Bay PCA Program of Projects

\$8.2 million, 11 projects

Upcoming:

Commission approval of
Competitive PCA Program of Projects:

Winter 2018/19



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
04/25/18-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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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

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

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

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County

ABSTRACT

MTC Resolution No. 4202, Revised

Page 5

Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; and the Planning Committee dated April 6, 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
April 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 04/25/18-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total	Other
OBAG 2 REGIONAL PROGRAMS			\$467,705,000	\$18,200,000
1. REGIONAL PLANNING ACTIVITIES				
Regional Planning	Regionwide	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION				
PDA Planning and Implementation				
PDA Implementation	Regionwide	MTC	\$500,000	
PDA Planning				
<u>Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$800,000</u>	
<u>El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$308,000</u>	
<u>Moraga: Moraga Center Specific Plan Implementation Project</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$140,000</u>	
<u>San Rafael: Downtown Precise Plan</u>	<u>Marin</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>San Francisco: HUB Area EIR</u>	<u>San Francisco</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>San Francisco: Transit Corridors Study</u>	<u>San Francisco</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>San Jose: Diridon Integrated Station Area Concept Plan</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$800,000</u>	
<u>San Jose: SW Expressway/Race Street Light Rail Urban Village Plans</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$500,000</u>	
<u>Vacaville: Downtown Specific Plan</u>	<u>Solano</u>	<u>MTC</u>	<u>\$350,000</u>	
<u>Santa Rosa: Downtown Station Area Specific Plan Update/Amendment</u>	<u>Sonoma</u>	<u>MTC</u>	<u>\$800,000</u>	
Staffing Assistance				
<u>Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$180,000</u>	
<u>Fremont: SB743 Implementation</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>Hayward: SB743 Implementation</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>Oakland: ADU Initiative</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$200,000</u>	
<u>Oakland: Innovative Construction Initiative</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$200,000</u>	
<u>Concord: VMT-based Transportation Impact Standards</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>Concord: Galindo Street Corridor Plan</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$200,000</u>	
<u>Lafayette: Updated Parking Ordinance and Strategies</u>	<u>Contra Costa</u>	<u>MTC</u>	<u>\$150,000</u>	
<u>San Jose: PDA/Citywide Design Guidelines</u>	<u>Santa Clara</u>	<u>MTC</u>	<u>\$200,000</u>	
<u>Windsor: Parking Management and Pricing</u>	<u>Sonoma</u>	<u>MTC</u>	<u>\$120,000</u>	
Technical Assistance				
<u>Emeryville: Developing the Highest and Best Use of the Public Curb</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$65,000</u>	
<u>Oakland: General Plan Framework - PDA Community Engagement Program</u>	<u>Alameda</u>	<u>MTC</u>	<u>\$65,000</u>	
<u>San Francisco: Mission-San Jose PDA Housing Feasibility Analysis</u>	<u>San Francisco</u>	<u>MTC</u>	<u>\$65,000</u>	
<u>San Francisco: PDA Density Bonus Program</u>	<u>San Francisco</u>	<u>MTC</u>	<u>\$65,000</u>	
<u>Belmont: Transportation Demand Management Program</u>	<u>San Mateo</u>	<u>MTC</u>	<u>\$65,000</u>	
<u>Rohnert Park: Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path</u>	<u>Sonoma</u>	<u>MTC</u>	<u>\$65,000</u>	
Unprogrammed balance	Regionwide	MTC	\$10,712,000	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC		
ACTC: Community-Based Transportation Plans	Alameda	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	Contra Costa	MTC	\$215,000	
TAM: Community-Based Transportation Plans	Marin	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	Napa	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	San Francisco	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	San Mateo	MTC	\$120,000	
VTAs: Community-Based Transportation Plans	Santa Clara	MTC	\$300,000	
STA: Community-Based Transportation Plans	Solano	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	Sonoma	MTC	\$110,000	
CBTP Program Evaluation	Regionwide	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES				
Climate Initiatives Program of Projects	TBD	TBD	\$12,000,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT				
Active Operational Management				
AOM Implementation	Regionwide	MTC	\$23,737,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 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 04/25/18-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total	Other
OBAG 2 REGIONAL PROGRAMS			\$467,705,000	\$18,200,000
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	MTC	\$3,000,000	
FPP: I-680 (Alameda Co. Line to Solano Co. Line)	Contra Costa	MTC	\$8,000,000	
FPP: SR 84 (US 101 to I-880)	Alameda/San Mateo	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	\$15,400,000	
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	
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	
IDEA Category 2				
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	
Transportation Management System				
TMS Implementation	Regionwide	MTC	\$2,910,000	
Performance-Based ITS Device Maintenance & Rehab.	Regionwide	MTC	\$1,840,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$8,100,000	
Detection Technology Pilot	Regionwide	MTC	\$5,000,000	
Incident Management				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Central	Alameda	MTC	\$8,840,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			TOTAL: \$177,000,000	
6. TRANSIT PRIORITIES				
BART Car Replacement/Expansion	Various	BART	\$99,752,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$40,000,000	
Clipper	Regionwide	MTC	\$34,248,000	
Unprogrammed Balance			\$15,283,000	
6. TRANSIT PRIORITIES			TOTAL: \$189,283,000	
7. PRIORITY CONSERVATION AREA (PCA)				
Regional Peninsula, Southern and Eastern Counties PCA Program				

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
April 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 04/25/18-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total	Other
OBAG 2 REGIONAL PROGRAMS			\$467,705,000	\$18,200,000
Peninsula, Southern and Eastern Counties PCA (Funding Exchange)	TBD	MTC/CCC		\$8,170,000
Bay Area GreenPrint: PCA Functionality Improvements	Regionwide	MTC/GreenInfo Network		\$30,000
Local Northbay PCA Program				
<u>Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera)</u>	<u>Marin</u>	<u>Marin County</u>	<u>\$312,000</u>	
<u>Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehabilitation</u>	<u>Marin</u>	<u>Marin County</u>	<u>\$869,000</u>	
<u>Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition)</u>	<u>Marin</u>	<u>Novato</u>	<u>\$104,000</u>	
<u>Novato: Vineyard Rd Improvements (for Hill Recreation Area Improvements)</u>	<u>Marin</u>	<u>Novato</u>	<u>\$265,000</u>	
<u>National Parks Service: Fort Baker's Vista Point Trail</u>	<u>Marin</u>	<u>NPS</u>	<u>\$500,000</u>	
<u>NVTA: Vine Trail - St. Helena to Calistoga</u>	<u>Napa</u>	<u>NVTA</u>	<u>\$711,000</u>	
<u>Napa: Vine Trail - Soscol Ave Corridor</u>	<u>Napa</u>	<u>Napa</u>	<u>\$650,000</u>	
<u>Napa County: Silverado Trail Rehabilitation - Phase I</u>	<u>Napa</u>	<u>Napa County</u>	<u>\$689,000</u>	
<u>Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Improvements</u>	<u>Solano</u>	<u>Solano County</u>	<u>\$2,050,000</u>	
<u>Sonoma County: Crocker Bridge Bike/Pedestrian Bridge</u>	<u>Sonoma</u>	<u>Sonoma Coun</u>	<u>\$1,280,000</u>	
<u>Sonoma County: Joe Rodota Trail Bridge Replacement</u>	<u>Sonoma</u>	<u>Sonoma Coun</u>	<u>\$770,000</u>	
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$8,200,000	\$8,200,000
8. BAY AREA HOUSING INITIATIVES				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Local Housing Production Incentive	TBD	TBD	\$30,000,000	
8. BAY AREA HOUSING INITIATIVES		TOTAL:	\$30,000,000	\$10,000,000
OBAG 2 REGIONAL PROGRAMS			TOTAL: \$467,705,000	\$18,200,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	18-0221	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/9/2018	In control:		Programming and Allocations Committee	
On agenda:	4/11/2018	Final action:			
Title:	MTC Resolution No. 4324. Adoption of the 2019 Regional Active Transportation Program (ATP) Cycle 4 Guidelines.				

The 2019 Regional ATP Cycle 4 will provide about \$37 million in new programming, covering the years FY 2019-20 through FY 2022-23. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 4 funds.

Sponsors:

Indexes:

Code sections:

Attachments: [3a Reso-4324 Adoption of 2019 ATP Cycle4 Guidelines.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4324. Adoption of the 2019 Regional Active Transportation Program (ATP) Cycle 4 Guidelines.

The 2019 Regional ATP Cycle 4 will provide about \$37 million in new programming, covering the years FY 2019-20 through FY 2022-23. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 4 funds.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2018

Agenda Item 3a

Resolution No. 4324

Subject: Adoption of the 2019 Regional Active Transportation Program (ATP) Cycle 4 Guidelines

Background: The Legislature established the Active Transportation Program (ATP) in 2013. The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program (“Statewide Competitive ATP”);
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (“Regional ATP”).

MTC is responsible for developing the guidelines for the Regional ATP, and for recommending proposed projects to the California Transportation Commission (CTC) for adoption. Resolution No. 4324 establishes MTC’s policies, procedures, and project selection criteria for the Cycle 4 Regional ATP. MTC’s large urbanized area share of the ATP provides about \$37 million in new funding to the nine-county MTC region over four years, FY2019-20 through FY2022-23.

MTC Guidelines – Proposed Changes

MTC’s Regional ATP Guidelines are based on CTC’s draft ATP Guidelines, scheduled for adoption on May 16, 2018. MTC staff recommends several changes from the Statewide Guidelines (as summarized in Attachment 1):

- New screening criteria for consistency with One Bay Area Grant (OBAG2) housing element and complete street policy requirements;
- Demonstration of coordination with affected transit operators;
- Awarding 2 points for projects identified in an approved Community-Based Transportation Plan (CBTP); and
- Awarding 2 points for communities with an approved Vision Zero policy or Bicycle/Pedestrian Safety Plan.

These four points would come from points currently assigned to Disadvantaged Communities (DACs). However, the CBTP points are consistent with a focus on DACs, and in past cycles, the regional program has awarded between 60-90% of funds to DACs. Staff expects that the region will meet or exceed the 25% state DAC funding minimum with these slight policy shifts.

Following Commission approval of the guidelines, staff will submit them to CTC for approval as requested. Upon CTC approval, expected in May 2018, MTC will issue a call for projects for the regional program. Applications for the Regional ATP are due to MTC on July 31, 2018.

MTC staff will recommend programming of projects from the Regional ATP in early 2019 via amendment to MTC Resolution No. 4324.

Issues: Staff does not propose any link to housing production for this cycle of Regional ATP funding. As directed by the Commission, staff is examining all discretionary funding sources (including this one) for appropriate housing links, with recommendations to be proposed in the next few months. In order to match the CTC schedule, however, MTC should adopt guidelines in April so that the regional and statewide calls for projects can proceed with the same deadlines. These recommendations may affect the next Regional ATP cycle, expected in Spring 2020.

Recommendation: 1) Refer MTC Resolution No. 4324 to the Commission for approval; 2) direct staff to submit MTC's Regional ATP Guidelines to the California Transportation Commission; and 3) authorize a call for projects consistent with the guidelines upon CTC's approval of MTC's Guidelines.

Attachments: Attachment 1 – Highlighted CTC 2019 ATP Guideline Changes
Attachment 2 – Regional ATP Guidelines Highlights
Attachment 3 – MTC's ATP Cycle 4 Guidelines Comment Letter
MTC Resolution No. 4324

Highlighted CTC 2019 ATP Guideline Changes

- **Extended Programming Cycle**

Beginning with Cycle 4, the ATP will cover four fiscal years. New programming capacity for the 2019 ATP will be for state fiscal years 2019-20, 2020-21, 2021-22 and 2022-23.

- **Updated Project Application Types**

There will be five different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the application appropriate for their project. The five application categories are:

- A. Large Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Any project requesting over \$10M in ATP funding will require an onsite field review with Caltrans and CTC staff.
- B. Medium Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$1.5 million to \$7 million will be considered a Medium Project and must use the Medium Project application.
- C. Small Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$1.5 million will be considered a Small Project and must use the Small Project application.
- D. Non-infrastructure Only
- E. Plan

- **Uncommitted funding for ATP projects**

The CTC will only program a project phase (component) if it is fully funded from a combination of Active Transportation Program funds and other committed funds with the exception of the two situations described below:

- The project is at the funding cut-off for an MPO in its regional ATP program and there are not enough available funds to fund the full project. The applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan.
- Projects that fall into the Large Infrastructure category as defined by the CTC. The applicant must demonstrate how it will fund the construction of a useable segment, consistent with the regional transportation plan.

Uncommitted funds may only be proposed using funds from the Active Transportation Program or Local Partnership Program (formulaic or competitive). The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments for that project phase must be secured prior to July 1 of the year in which the project is programmed.

- **Elimination of points for leveraging other funding for plans, small infrastructure, and non-infrastructure projects**

Previous ATP cycles awarded up to 5 points for sponsors leveraging other funding for ATP projects, regardless of project type. The draft statewide ATP Cycle 4 Guidelines, presented to the CTC on March 21, 2018, proposed the elimination of points for leveraging other funding specifically for plans, small infrastructure, and non-infrastructure categories. If CTC approves the Guidelines in May 2018 without changes, sponsors nominating an active transportation plan, project with a total project cost of less than \$1.5 million, or non-infrastructure only project (such as safe routes to school education) will not receive any additional points for leveraging other funds or providing local match.

Regional ATP Guidelines Highlights

Proposed Regional ATP Guidelines

MTC will follow the State Competitive ATP Guidelines, except with several differences as noted below:

1. Additional screening criteria to require that jurisdictions receiving funds have an approved Housing Element and Complete Streets Policies, as required with the One Bay Area Grant Program (OBAG 2).
2. Additional screening criteria focused on transit agency coordination.
3. Add additional evaluation criteria, as follow:
 - a. Consistency with Regional Priorities and Planning Efforts (such as Bay Trail and Regional Bike Network build-out and gap closures, and multi-jurisdictional projects). **Up to 7 points**, to be scored by MTC Staff.
 - b. Completion of Approved Environmental Document. Met by proof of an approved environmental document, and does not apply to planning activities or stand-alone non-infrastructure projects. **0 or 3 points**.
 - c. Countywide Plans/Goals Consistency. Met by Congestion Management Agency determination of consistency with countywide plans and/or goals. Inconsistent projects will receive a 2 point penalty. **0 or -2 point**.
 - d. Deliverability. Evaluators will review the project's proposed schedule for deliverability. Projects deemed undeliverable or that have significant delivery risks will receive a 5 point penalty. **0 or -5 points**.
 - e. Consistency with Community-Based Transportation Plan (CBTP). Additional points in the Disadvantaged Communities portion of the Statewide Application for projects identified in an adopted CBTP. **See item 4 below**.
 - f. Consistency with Vision Zero Policy & Bike and Pedestrian Safety Policy or Plan. Additional points in the Disadvantaged Communities portion of the Statewide Application for projects within a jurisdiction with an adopted Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan. **See item 4 below**.
4. Revise the Disadvantaged Communities portion as follows:
 - a. Assign the statewide score value for Disadvantaged Communities to 60% of the statewide value (6 points), with the remaining 20% of the statewide value awarded for projects identified in an approved Community-Based Transportation Plan (CBTP) (2 points), and 20% to projects within a jurisdiction with an adopted Vision Zero or Bike and Pedestrian Safety Policy or Plan (2 points). Proof of CBTP and Safety Policy or Plan consistency must be provided in the supplemental regional application.
 - b. Use MTC's Communities of Concern definition to meet the 25% requirement for projects benefiting "Disadvantaged Communities," rather than other measures prescribed by CTC (such as Cal-Enviro-Screen and percent of subsidized school lunches), as allowed by state guidelines.
5. Maintain an 11.47% match requirement, with waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. Also, MTC will waive local match for construction if pre-construction phases are funded entirely with non-federal and non-ATP funds.
6. Revise the target for smaller funding requests to encourage smaller project applications.
 - a. Target approximately 10% of Regional ATP funds (about \$4 million) for project requests \$1 million and under, and prioritize these projects for state-only funds. If this target is not met based on score order, projects requesting \$1 million and under which score five or less points under the lowest scoring funded projects may be added to the

program to meet the 10% target. Remaining Regional ATP funds (about \$32 million) may be for projects requests of any size.

- b. Existing minimum project size requirements from the state still apply (\$250,000 minimum except for non-infrastructure, Safe Routes to School, and plans).
7. Contingency Project List. MTC will also adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 4 Regional ATP that occur prior to the adoption of Cycle 4. This will ensure that the Regional ATP will fully use all ATP funds, and minimize the loss of ATP funds to the region.

In addition to the above changes, all projects in the Regional ATP must comply with regional policies, including Resolution 3606 deadlines, and must submit a resolution of local support for all selected projects by June 1, 2019.

Other Information

Funding Amount:

The statewide competitive portion of the ATP provides \$217M over four years, FY2019-20 through FY2022-23. MTC's large urbanized area share of the ATP provides about \$37 million in new funding to the nine-county MTC region.

Schedule:

The current estimated schedule for the Cycle 4 ATP is below.

Milestone	Statewide ATP	Regional ATP
MTC Guideline Adoption	N/A	April 25, 2018
CTC Guideline Approval	May 16, 2018	May 16, 2018
Call for Projects	May 16, 2018	May 16, 2018
Application Due Date	July 31, 2018	July 31, 2018
Staff Recommendations	December 31, 2018	January 30, 2019
MTC Adoption	N/A	February 27, 2019
CTC Approval	January 2019	March 2019

Application and Evaluation:

MTC staff will prepare a supplemental application for projects competing for the Regional ATP proposal above. The base application will remain the statewide application to avoid duplication. Staff will form an evaluation committee to score and rank the submitted applications.

Programming in the TIP:

Project sponsors will be able to add the projects into the TIP following CTC approval of the Regional ATP program in March 2019.

ATP Contact:

For additional information, please go to the State ATP website (<http://www.catc.ca.gov/programs/atp/>), MTC's ATP website (<http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>), or contact Karl Anderson, ATP Program Manager, 415-778-6645, kanderson@bayareametro.gov.



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Merro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
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March 28, 2018

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Alameda County

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Deputy Executive Director,
Local Government Services

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Room 2221 – MS 52
Sacramento, CA 95814

RE: Active Transportation Program (ATP) Cycle 4 Comments

Dear Ms. Bransen:

Thank you for the opportunity to comment on the upcoming Active Transportation Program (ATP) Cycle 4 Guidelines proposed for adoption at the May 2018 CTC meeting. MTC would like to offer the region's comments and suggestions from our experience in administering the Bay Area's large-MPO share of ATP.

- **Caltrans Applications for the Statewide Component**

Recognizing Caltrans as an eligible applicant for ATP funds, MTC encourages the Guidelines require Caltrans-nominated projects to receive concurrence from or illustrate coordination with the local and/or regional agency. Currently, locally-nominated projects on or adjacent to the state highway system requires Caltrans concurrence; therefore, the reverse should also be required to assure that local communities are supportive of and have provided feedback on the proposed Caltrans ATP projects. Further, we suggest some form of limitation on the funding that can go to Caltrans-nominated projects, in order to preserve most funding for local agencies. Finally, the region encourages Caltrans to publicize how they will prioritize among their projects statewide.

- **Refined Disadvantaged Communities Definition**

MTC would like to thank the Commission for updating the criteria for the regional definition of disadvantaged communities (DACs). Additionally, MTC agrees that each regional definition must document a robust public outreach process that includes the input of community stakeholders. We believe this supports the goals and principles of the ATP.

Thank you for your consideration of the region's comments. If you have any questions about our comments or any other ATP-related issues, please contact me at (415) 778-6722, or Kenneth Kao of my staff at (415) 778-6768.

Sincerely,



Anne Richman
Director, Programming & Allocations

AR: KA

cc: Laurie Waters, California Transportation Commission ATP Coordinator
April Nitsos, Caltrans ATP Program Manger
Sylvia Fung, Caltrans District 4 Local Assistance Engineer
Joel Goldberg, San Francisco MTA – ATP Technical Advisory Committee Member
Paul Keener, Alameda Public Works – ATP Technical Advisory Committee Member
Patricia Chen, Los Angeles Metro – RTPA Moderator

Date: April 25, 2018
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4324

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 4 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – 2019 Regional ATP Program of Projects

Further discussion of these actions is contained in the summary sheet to the MTC Programming and Allocations Committee dated April 11, 2018.

Date: April 25, 2018
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 4 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4324

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

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

WHEREAS, MTC 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/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on April 25, 2018.

Date: April 25, 2018
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4324
Page 1 of 14

2019 Regional Active Transportation Program (ATP)

Cycle 4

Guidelines

April 25, 2018

**MTC Resolution No. 4324
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://mtc.ca.gov/our-work/fund-invest>**

**2019 Regional Active Transportation Program (ATP) Cycle 4
Guidelines
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2019 Regional Active Transportation Program Cycle 4 Guidelines

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law separate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 4 ATP are expected to be adopted in May 2018. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided the regional guidelines are approved by CTC.

This document serves as MTC’s Cycle 4 Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on April 25, 2018, for final consideration by the CTC in May 2018.

Development Principles

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Congestion Management Agencies (CMAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CMAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings

and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines are expected to be adopted in May 2018, and are available at: <http://www.catc.ca.gov/programs/atp/>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

Development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 4 of ATP funding (FY 2019-20 through FY 2022-23); consistent with the ATP Fund Estimate scheduled for adoption by the CTC. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP prior to seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by April 1, 2019 in order to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed prior to the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Active Transportation Program, and has additional evaluation and screening criteria. Further information on these changes, as well as instructions on the application process are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or both. Sponsors applying to the State ATP program or to both the state and regional programs must submit a copy of their state application to MTC. In order to be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Communities of Concern". MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. For the purposes of meeting the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's COC definition.

MTC's Communities of Concern are defined as those census tracts that have concentration of both minority and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region's population is located in Communities of Concern. MTC's Communities of Concern definition of Disadvantaged Communities meets the State's legislative intent, and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area 2040* Equity Analysis Report, available online at:

<https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>

Information regarding the 2016 update is available online at:

<https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057>. The last link also includes a static map of the COC locations. An interactive online

map is available at: <http://opendata.mtc.ca.gov/datasets/MTC::mtc-communities-of-concern-acs-2012-2016-2018?geometry=-132.743%2C36.37%2C-111.836%2C39.404>.

Community-Based Transportation Plans (CBTPs)

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, county congestion management agencies (CMAs), and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CMAs and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding and implementation discussions.

Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan

Vision Zero is a traffic safety policy that strives to achieve safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Each Vision Zero policy generally contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgement that human error is inevitable, and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety, in the spirit of Vision Zero.

Scoring

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects identified in an approved Community-Based Transportation Plan (CBTP) or similar, and the remaining 20% to projects within a jurisdiction with a Vision Zero or Bike and Pedestrian Safety Policy or Plan. The applicant will provide proof of CBTP consistency and Vision Zero or safety policy or plan in the supplemental regional application.

3. Establish a Target for Project Funding Requests \$1 million and Under

MTC elects to establish a target of 10% of ATP funds for project requests of \$1 million and under. The goal of the target is to encourage smaller project applications throughout the region. If the 10% target is not met based on score order, projects requesting \$1 million and under which score five or fewer points under the lowest scoring funded project may be added to the Program in order to meet the target.

Project requests over \$1 million must meet federal requirements and receive federal funds, while project requests \$1 million and under will be prioritized for state-only funding. Exceptions may be granted on a case-by-case basis, subject to the federal/state funding availability identified in Appendix A-2.

4. Match Requirement

The CTC Guidelines do not require a match for Statewide ATP projects. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 4 Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy must be received by MTC or postmarked no later than July 31, 2018 in order to be considered.

Additional Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for design and right of way, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier, shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1 of the programmed fiscal year, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) 2 Requirements.**
 - a. Consistency with OBAG 2 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive ATP funding. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving ATP funding must comply with this requirement during the entire ATP funding period or risk deprogramming of ATP funding.

- b. Consistency with OBAG 2 Complete Streets Policy. Complete Streets are an essential part of promoting active transportation. To that end, project sponsors must supply documentation that the jurisdiction(s) in which the project is located meets the OBAG Complete Streets Policy by July 31, 2018. The policy may be met by the jurisdiction either having updated the General Plan after January 1, 2010 to be consistent with the Complete Streets Act of 2008, or adopting a complete streets policy resolution incorporating MTC's complete streets requirements. For further information regarding MTC's OBAG Complete Streets Policy, refer to the OBAG 2 website at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>. A sample complete streets policy resolution is available at: http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf

D. Transit Agency Coordination. Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. This should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact". Otherwise, an application may be disqualified based on lack of coordination with affected transit operators.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with additional criteria for the Regional Active Transportation Program. The additional criteria are:

- Consistency with Regional Priorities and Planning Efforts. **(0 to 7 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2040*. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area 2040*'s Healthy and Safe Community goals and Transportation Demand Management strategies.
 - Consistency with MTC's Spare the Air Youth and Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
- Completion of Approved Environmental Document. **(0 or 3 points)**
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
 - Photocopy of the approved environmental document cover and executive summary;

- Link to the approved environmental document available online;
- Full soft copy of the environmental document provided on the electronic copy of the application;
- Documentation from Caltrans regarding environmental approval; and/or
- Other Council/Board action, such as resolutions and/or Planning Department approval of environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA or NEPA requirements to receive ATP funding.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**
Following the application due date, MTC will share the received applications with the County Congestion Management Agencies (CMAs) or Countywide Transportation Planning Agency (collectively referred to as "CMAs"). The CMAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CMAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than October 1, 2018. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**
The regional program evaluation committee, in consultation with MTC staff, will review each application's project delivery schedule for ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 4 (FY 2019-20 through FY 2022-23) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 4 will be held harmless.

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional

ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2019. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC) 2019 Regional Active Transportation Program (ATP) Cycle 4 Appendix A-1: ATP Development Schedule (Subject to Change) March 6, 2018	
January 2018	CTC releases draft ATP Guidelines
February 2018	Draft Regional ATP Guidelines presented to Working Groups
April 11, 2018	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
April 25, 2018	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
May 16-17, 2018	CTC scheduled adoption of State ATP Guidelines CTC scheduled approval of MTC's Regional ATP Guidelines
May 16, 2018	CTC scheduled release of ATP Call for Projects for Statewide Competitive Program MTC scheduled release of ATP Call for Projects for Regional Program
July 31, 2018	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
December 31, 2018	CTC releases staff recommendation for ATP Statewide Competitive Program
January, 2019	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
February 15, 2019	MTC releases staff recommendation for ATP Regional Program
February/March 2019	Working Group discussions of staff recommendations
March, 2019	CTC Approval of ATP Regional Program
March 13, 2019	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
March 27, 2019	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
July 1, 2019	TIP Amendment Deadline: Successful ATP project sponsors to submit 2019 TIP Amendment, including Resolution of Local Support
September 25, 2019	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
November 1, 2019	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2019-20
November 20, 2019	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP
January 31, 2020	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2019-20
November 1, 2020	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2020-21
January 31, 2021	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2020-21
November 1, 2021	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2021-22
January 31, 2022	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2021-22
November 1, 2022	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2022-23
January 31, 2023	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2022-23

Shaded Area – Actions by State, CTC or Caltrans

Metropolitan Transportation Commission (MTC)

2019 Regional Active Transportation Program (ATP) Cycle 4

Appendix A-2: MTC ATP Regional Share Targets

Cycle 4 Program - FY 2019-20 through FY 2022-23

ATP Regional Share

All numbers in thousands

Fund Source	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total
Federal STBG (TAP)			\$5,484	\$5,484	\$10,969
Federal Other			\$1,907	\$1,907	\$3,815
State	\$8,045	\$8,045			\$16,090
SB1			\$2,898	\$2,898	\$5,797
Total ATP Regional Share	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total
25% - Benefiting Disadvantaged Communities	\$2,011	\$2,011	\$2,572	\$2,572	\$9,167
75% - Anywhere in the Region	\$6,034	\$6,034	\$7,717	\$7,717	\$27,502
Total ATP Regional Share	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670

Total Regional ATP Cycle 4 (FY 2019-20 through FY 2022-23)

ATP Regional Share - Total

All numbers in thousands

Fund Source	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total
All Fund Sources	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670
Total ATP Regional Augmentation Share	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

2019 Regional Active Transportation Program (ATP) Cycle 4

Appendix A-3: Regional ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
 - a. Statewide ATP Application Form, available at <http://www.catc.ca.gov/programs/ATP.htm>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iii. OBAG 2 Complete Streets Policy and Housing Element compliance
 - iv. Community-Based Transportation Plan evidence
 - v. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
 - vi. Transit Agency Coordination evidence
3. Project Programming Request (PPR) form
 - a. Available at: http://www.dot.ca.gov/hq/transprog/ocip/pprs/2_21_2018_project_programming_request_template.xls
4. Complete Streets Checklist
 - a. Available at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>
 - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2019.

Attachment B
Metropolitan Transportation Commission
2017 Active Transportation Program (ATP)
Cycle 4
FY 2018-19 through FY 2022-23
Regional ATP Cycle 4 List of Projects

MTC Resolution No. 4324
Attachment B
Adopted: April 25, 2018

Regional ATP Cycle 4 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
SELECTED PROJECTS WILL BE ADDED VIA AMENDMENT TO THIS RESOLUTION			\$ -
			\$ -
TOTAL:			\$0

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Regional ATP Cycle 4 Augmentation Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
			\$ -
TOTAL:			\$0

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-3058	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	11/17/2017	In control:		Programming and Allocations Committee	
On agenda:	4/11/2018	Final action:			
Title:	MTC Resolution No. 3925, Revised. Revision to the Cycle 1 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program. Programming of \$15 million in Surface Transportation Block Grant Program (STP) apportionment for the Doyle Drive/Presidio Parkway landscaping project in San Francisco.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a Reso-3925 DoyleDr PresidioPkwy Landscaping Project.pdf				
Date	Ver.	Action By	Action	Result	

Subject:

MTC Resolution No. 3925, Revised. Revision to the Cycle 1 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program.

Programming of \$15 million in Surface Transportation Block Grant Program (STP) apportionment for the Doyle Drive/Presidio Parkway landscaping project in San Francisco.

Presenter:

Ross McKeown

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2018

Agenda Item 4a

MTC Resolution No. 3925, Revised

Subject: Revisions to the Cycle 1 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program to add the Doyle Drive/Presidio Parkway Landscaping project.

Background: The Cycle 1 STP/CMAQ Program adopted by the Commission establishes commitments and policies for investing Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Transportation Improvement Program (RTIP) funds for regional and local programs, prior to the beginning of the One Bay Area Grant program.

Doyle Drive/Presidio Parkway Landscaping

The project to replace the Doyle Drive viaduct with the new Presidio Parkway is nearing completion, with additional funds needed for the final landscaping elements. Caltrans, the San Francisco Transportation Authority (SFCTA), and the Presidio Trust have reached a tentative \$54 million agreement regarding the cost and scope of the partner-funded landscaping.

The project partners, including MTC, are working together to address the remaining funding gap. For MTC's contribution, staff recommends redirecting \$15 million in regional STP apportionment to Caltrans' Doyle Drive/Presidio Parkway Landscaping project within the STP/CMAQ Cycle 1 Regional Strategic Investments program. SFCTA will provide \$2 million in measure funds and Caltrans will provide \$37 million in State Highway Operations and Protection Program (SHOPP) funds. SFCTA's approval of the agreement is expected at their April meetings; the SHOPP funds were approved by CTC on March 22.

MTC's proposed funds are related to the historical partnership between Caltrans and MTC to provide sufficient resources for the successful completion of the San Francisco Bay Bridge (SFOBB) Gateway access improvements project in Oakland. In 2014, Caltrans and MTC made funding commitments for the SFOBB access project. With this action, \$15 million from that prior commitment will be redirected to the Doyle Drive/Presidio Parkway Landscaping project. The Gateway project is currently in the environmental phase with total scope and cost to be determined. The \$15 million was not expected to fully fund the project.

As part of this arrangement, Caltrans and MTC agree to honor the long-standing state and regional partnership towards the completion of the SFOBB Gateway access improvements project. In December 2018, MTC committed \$2 million in SB1 Local Partnership Program (LPP) formula funds and \$2 million in matching Bridge Toll funds to the Gateway access improvements project. Both partners commit to continue to seek additional

funding opportunities to recoup the remaining redirected funding resulting from this action, as well as other funds that will be required to complete the project. This will likely include, but is not limited to, seeking funding through future regional and state Active Transportation Program (ATP) cycles and additional SB1 Local Partnership Program funds.

Issues: The programming of \$15 million in STP/CMAQ Cycle 1 apportionment to the Doyle Drive/Presidio Parkway Landscaping project is contingent upon Caltrans securing full funding for the project, and MTC and Caltrans continuing the partnership approach to seek the additional funding needed to complete the SFOBB Gateway access improvements project.

Recommendation: Refer Resolution No. 3925, Revised, to the Commission for approval.

Attachments: Resolution No. 3925, Revised, Attachment B.

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

ABSTRACT

Resolution No. 3925, Revised

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

The resolution includes the following attachments:

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

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

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

- 1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million);
- 2) Transportation for Livable Communities (\$4.1 million);
- 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million).

In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

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

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

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

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

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

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

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

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

ABSTRACT

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

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

On April 25, 2018, Attachment B was revised to program \$15,000,000 in STP apportionment for the Doyle Drive / Presidio Parkway Landscaping project. This action and funding are related to the partnership between Caltrans and MTC to provide sufficient resources for the successful completion of the San Francisco Bay Bridge (SFOBB) Gateway access improvements project.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016, July 13, 2016, December 14, 2016, April 12, 2017, May 10, 2017, November 8, 2017, February 14, 2018, and April 25, 2018.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 25, 2018

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	TOTAL:	\$22,697,000	\$0	\$22,697,000
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$14,962,000	\$0	\$14,962,000
I-880 Integrated Corridor Management	MTC	\$3,438,000	\$0	\$3,438,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS	TOTAL:	\$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	\$2,000,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$51,485,000	\$64,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	\$60,043,000	\$64,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
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Attachment B
April 25, 2018

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	\$2,843,000	\$0	\$2,843,000
Public Education Outreach including SB1339 Implementation	BAAQMD	\$400,000	\$0	\$400,000
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC	\$260,000	\$0	\$260,000
Spare the Air Youth Program 1	MTC	\$3,065,000	\$0	\$3,065,000
Spare the Air Youth Program 2	MTC	\$208,000	\$0	\$208,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$11,401,000	\$0	\$11,401,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR25 Imps (Green Ways to School Through Social N	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County				
<i>Specific projects TBD by CMAs</i>				
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR25)	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL		\$15,000,000	\$0	\$15,000,000
Innovative Grants				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	\$5,440,098	\$0	\$5,440,098
Bicycle-Sharing Program (Phase II)	MTC	\$319,636	\$0	\$319,636
Downtown Parking Technology (for San Mateo Dr Complete Streets)	San Mateo (City)	\$500,000	\$0	\$500,000
Cold-In-Place (CIP) Pavement Recycling	Napa (City)	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000
San Jose Transportation Demand Management	San Jose	\$1,500,000	\$0	\$1,500,000
Bike Share in Emerging Communities	TBD	\$1,916,000	\$0	\$1,916,000
Bike Share Capital and Outreach - Implementation	MTC	\$75,000	\$0	\$75,000
Fremont: Various Streets and Roads Rehab (for Fremont Bike Share)	Fremont	\$659,000	\$0	\$659,000
Bike Share Capital and Outreach - Richmond (Funding Exchange)	MTC/ Richmond	\$0	\$1,024,000	\$1,024,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

April 25, 2018

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
Bike Share Capital and Outreach - SMART Corridor (Funding Exchange)	MTC/ SCTA/ TAM	\$0	\$826,000	\$826,000
Stewart's Point Rancheria Inter-tribal Electric Vehicles (Funding Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL		\$47,129,734	\$2,226,000	\$49,355,734
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000
SUBTOTAL		\$3,200,000	\$0	\$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	TOTAL:	\$81,730,734	\$2,226,000	\$83,956,734
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMA</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkeley Bay Trail (TE)	Berkeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin County	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	\$0	\$159,000	\$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas	\$0	\$501,000	\$501,000

Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

METROPOLITAN TRANSPORTATION COMMISSION

T4 New Federal Act FIRST CYCLE Programming

STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

April 25, 2018

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02/28/18-C 04/25/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL		\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)		TOTAL: \$19,788,000	\$7,549,000	\$27,337,000

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

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

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

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 25, 2018

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
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 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C
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 02/28/18-C 04/25/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$1,342,710	\$0	\$1,342,710
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL		\$42,770,710	\$0	\$42,770,710
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMAs</i>				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$516,612	\$0	\$516,612
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Second Street Complete Streets	SFDPW	\$548,388	\$0	\$548,388
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
SUBTOTAL		\$26,256,000	\$0	\$26,256,000
SFPark Parking Pricing (Fund Exchange)	SFMTA	\$22,000,000	\$0	\$22,000,000
SUBTOTAL		\$22,000,000	\$0	\$22,000,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)		TOTAL: \$100,031,710	\$10,000,000	\$110,031,710
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.				
7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)	MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL		\$6,000,000	\$0	\$6,000,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
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April 25, 2018

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 02/28/18-C 04/25/18-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
Federal Aid Secondary (FAS) Commitment *				
<i>Specific projects TBD by Counties</i>				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL		\$15,013,000	\$0	\$15,013,000
Local Streets and Roads (LSR) Rehabilitation **				
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 25, 2018

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
Redwood City - Various Streets Overlay	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL		\$80,789,000	\$0	\$80,789,000
7. LOCAL STREETS AND ROADS (LSR)		TOTAL: \$101,802,000	\$0	\$101,802,000
* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal- The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes				
** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.				
8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterrent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterrent	GGBH&TD	\$27,000,000	\$0	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000	\$0	\$34,000,000
Doyle Drive/Presidio Parkway Landscaping	Caltrans/SFCTA	\$15,000,000	\$0	\$15,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys. Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTA	\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	\$500,000	\$0	\$500,000
Small/Northbay Operators (Transit Payback Commitment)				
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL		\$110,810,389	\$31,000,000	\$141,810,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL: \$110,810,389	\$31,000,000	\$141,810,389
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBH&TD	\$233,728	\$0	\$233,728

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 25, 2018

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$589,774,420	\$115,732,000	\$705,506,420
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)		TOTAL: \$8,971,587	\$0	\$8,971,587
First Cycle Total		\$589,774,420	\$115,732,000	\$705,506,420

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-3925_ongoing_STP-CMAQ_Cycle_1\{tmp-3925_Attach-B_4-25-18.xlsx}Attach B 4-25-18

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	18-0226	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	3/13/2018	In control:		Programming and Allocations Committee	
On agenda:	4/11/2018	Final action:			
Title:	<p>MTC Resolution Nos. 4202, Revised and 4328. Revision to the One Bay Area Grant (OBAG 2) program and implementation of a funding exchange agreement with the Sonoma County Transportation Authority (SCTA) for the US-101 Marin-Sonoma Narrows (MSN) project.</p> <p>Programming of \$3.4 million in Surface Transportation Block Grant Program (STP) funds available now in exchange for \$3.4 million in Regional Transportation Improvement Program (RTIP) funds later, to cover a cost increase in order to award the US-101 Marin-Sonoma Narrows project in Sonoma County.</p>				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4b Reso-4202-4328 US101 MarinSonomaNarrows Project.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4202, Revised and 4328. Revision to the One Bay Area Grant (OBAG 2) program and implementation of a funding exchange agreement with the Sonoma County Transportation Authority (SCTA) for the US-101 Marin-Sonoma Narrows (MSN) project.

Programming of \$3.4 million in Surface Transportation Block Grant Program (STP) funds available now in exchange for \$3.4 million in Regional Transportation Improvement Program (RTIP) funds later, to cover a cost increase in order to award the US-101 Marin-Sonoma Narrows project in Sonoma County.

Presenter:

Ross McKeown

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 11, 2018

Agenda Item 4b

Resolution Nos. 4202, Revised and 4328

Subject: Revision to the One Bay Area Grant (OBAG 2) program and implementation of a funding exchange agreement with the Sonoma County Transportation Authority (SCTA) for the US-101 Marin-Sonoma Narrows (MSN) project.

Background: In July 2016, the Commission approved the final One Bay Area Grant (OBAG 2) program, which includes programming of federal Surface Transportation Block Grant Program (STP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) funds. In July 2017, the Commission amended the OBAG 2 program to include the Marin-Sonoma Narrows Segment B2 phase 2 project.

US-101 Marin-Sonoma Narrows Segment B2 Phase 2

SCTA has worked diligently over the past couple decades to provide improvements along the US-101 corridor through Sonoma County. Recently, SCTA secured funding for the Marin-Sonoma Narrows project, Segment B2 Phase 2, which completes High-Occupancy Vehicle (HOV) lanes from the Sonoma-Marín County Line to Petaluma. In early March, Caltrans and SCTA opened bids on the project. The lowest bid exceeded the engineer's estimate by over \$3.4 million. In order for Caltrans and SCTA to award the contract and begin work, SCTA must secure the additional funds.

Summary: **SCTA Funding Exchange**

SCTA has requested the assistance of MTC to facilitate delivery of the US-101 Marin-Sonoma Narrows (Segment B2 Phase 2) project by providing \$3.4 million in STP/CMAQ funds now, in exchange for an equal amount of future Sonoma County Regional Transportation Improvement Program (RTIP) funds. The fund exchange would be implemented via an agreement between MTC and SCTA (attached as MTC Resolution No. 4328).

Staff believes this agreement is beneficial to the region as it allows a ready-to-go project to proceed and provides an equal amount of future funding to MTC in exchange.

MTC staff will return to the Commission to program the RTIP funding in the next RTIP cycle (2020).

Issues: 1. The SCTA funding exchange agreement is conditioned upon the execution of the cooperative agreement between SCTA and Caltrans for the additional funds, SCTA's approval of the exchange agreement, and

CTC's approval of the project amendment to include the change in project cost.

2. MTC staff anticipates that other upcoming projects are likely to experience similar cost pressures. Factors that could drive up costs above the engineer's estimate include the region's robust economy and the addition of Senate Bill 1 funded projects competing for limited contractor resources. MTC staff recommends the exchange with SCTA because Sonoma has agreed to commit future funding to repay MTC. However, MTC's capacity to make such agreements is limited due to varying programming priorities and staff does not anticipate being able to assist every project that experiences cost increases.

Recommendation: Refer Resolution Nos. 4202 Revised and 4328, to the Commission for approval. Because Resolution No. 4202, Revised is also proposed for revision under Agenda Item 2f, it is included under that agenda item with all proposed revisions. Further, MTC Resolution No. 4202 is also on the April Joint Planning Committee agenda for consideration of Priority Development Area (PDA) planning grants. Only the applicable recommendations approved by the Planning Committee and by the Programming and Allocations Committee will be referred to the Commission.

Attachments: MTC Resolution No. 4328

Date: April 25, 2018
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4328

This resolution establishes the conditions for the exchange of Sonoma County Transportation Authority (SCTA) Regional Transportation Improvement Program (RTIP) funds with MTC regional discretionary funds, such as federal Surface Transportation Block Grant Program (STP) funds and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, in Sonoma County. An agreement for the conditions of this exchange of funds between MTC and SCTA is included.

The resolution includes the following attachments:

Attachment A – Funding Exchange Agreement

Further discussion of this action is contained in the Programming and Allocation summary sheets dated April 11, 2018.

Date: April 25, 2018
W.I.: 1515
Referred by: PAC

RE: Agreement to Exchange Sonoma County Transportation Authority Regional Transportation Improvement funds with MTC Regional Discretionary Funds

Metropolitan Transportation Commission
Resolution No. 4328

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, the Sonoma County Transportation Authority (SCTA) is implementing the US-101 Marin-Sonoma Narrows (MSN) Segment B2 Phase 2 project hereinafter referred to as the “Project”; and

WHEREAS, SCTA has requested the assistance of MTC to facilitate delivery of the Project by providing regional discretionary funds, such as Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, hereinafter referred to as “STP/CMAQ funds” available in the near term in exchange for future Regional Transportation Improvement Program (RTIP) funds from Sonoma County’s RTIP share, hereinafter referred to as “RTIP funds” available in future years; and

WHEREAS, SCTA has agreed to repay MTC for the STP/CMAQ funds requested pursuant to the terms set forth in an agreement between MTC and SCTA; and

WHEREAS, the agreement is substantially in the form set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the advancement and exchange of STP/CMAQ funds with SCTA RTIP funds for the purposes and within the maximum amount established, and subject to the conditions, set forth in Attachment A; and, be it further

RESOLVED, that the repaid RTIP funds shall be available for the programming of projects at the discretion of the Commission; and, be it further

RESOLVED, that MTC's Executive Director is authorized to execute Attachment A, and to make non-substantive changes or minor amendments as deemed appropriate: and, be it further

RESOLVED, that upon execution of Attachment A by the signatory agencies, MTC staff shall implement the exchange of the STP/CMAQ funds with SCTA RTIP funds.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

This resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on April 25, 2018.

Agreement between the Metropolitan Transportation Commission (MTC) and the Sonoma County Transportation Authority (SCTA) for the exchange of federal Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, for Sonoma County Regional Transportation Improvement Program (RTIP) funds

This AGREEMENT is entered into on the first day of May 2018, by and between the SONOMA COUNTY TRANSPORTATION AUTHORITY, ("AUTHORITY"), created under California Public Utility Code 180000 et seq. and the METROPOLITAN TRANSPORTATION COMMISSION ("MTC"), a regional transportation agency created under California Government Code Sections 66500 et seq.

Recitals

- (1) AUTHORITY is the sponsoring agency for the US-101 Marin-Sonoma Narrows (MSN) Segment B2 Phase 2 Project ("PROJECT").
- (2) PROJECT will be implemented over several years to relieve traffic congestion in Sonoma County.
- (3) AUTHORITY has requested the assistance of MTC to facilitate delivery of the PROJECT by providing three million, four hundred thousand dollars (\$3.4 million) in regional discretionary funds, such as Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds ("STP/CMAQ FUNDS") for PROJECT in fiscal year 2017-18 in exchange for Sonoma County Regional Transportation Improvement Program (RTIP) funds ("RTIP FUNDS").
- (4) AUTHORITY makes programming recommendations to MTC related to RTIP FUNDS that normally would be available in fiscal years 2021-22 and 2022-23 of the State Transportation Improvement Program (STIP).
- (5) MTC, the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, is eligible to program and assign STP/CMAQ FUNDS, and has discretionary funding authority of the three million, four hundred thousand dollars (\$3.4 million) in STIP/CMAQ FUNDS for PROJECT.
- (6) AUTHORITY agrees to provide future Sonoma County RTIP FUNDS to MTC as specified in this Agreement.
- (7) AUTHORITY and MTC desire to proceed with the funding agreement immediately, as nothing in this Agreement adversely affects MTC's responsibility to provide regional discretionary funds to other existing programmed projects in the Bay Area.
- (8) AUTHORITY and MTC mutually desire to specify the terms and conditions under which MTC is to provide STP/CMAQ FUNDS to AUTHORITY, in exchange for AUTHORITY's assignment of RTIP FUNDS to be repaid to MTC.

Now, therefore, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

Section I

MTC AGREES:

- (1) To perform such actions and to deliver such documents as are necessary to complete the delivery of STP/CMAQ FUNDS to AUTHORITY in accordance with this Agreement.
- (2) To program a maximum total of three million, four hundred thousand dollars (\$3.4 million) of MTC-apportioned STP/CMAQ FUNDS including apportionment and obligation authority to AUTHORITY for implementation of PROJECT, subject to and contingent upon the availability of federal apportionment and obligation authority.

Section II

AUTHORITY AGREES:

- (1) To allow the programming of RTIP FUNDS in the amount of three million, four hundred thousand dollars (\$3.4 million) by MTC to a project of MTC's discretion anywhere within the San Francisco Bay Area region, as the top priority for Sonoma County in future RTIPs after the programming of Planning, Programming and Monitoring (PPM), AB 3090s and Grant Anticipation Revenue Vehicles (GARVEEs)
- (2) To seek authorization from FHWA of entire amount of the STP/CMAQ FUNDS by December 31, 2018.
- (3) To meet all federal, state and regional project funding delivery requirements associated with STP/CMAQ FUNDS.
- (4) To indemnify, defend and hold harmless MTC, its Commissioners, directors, officers, 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 act or failure to act of AUTHORITY, its officers, employees or agents, or subcontractors or any of them in connection with its performance of PROJECT under this Agreement.

Section III

IT IS MUTUALLY AGREED:

- (1) The term of this Agreement shall commence on May 1, 2018. This Agreement shall terminate upon the satisfaction of AUTHORITY's obligations to MTC with RTIP FUNDS, as outlined in Section II of this Agreement. Notwithstanding the above, AUTHORITY may terminate this Agreement by written notice to MTC if AUTHORITY has not received an authorization of the STP/CMAQ FUNDS by December 31, 2018 and no arrangement for availability of these funds after December 31, 2018 has been made by

MTC to the satisfaction of AUTHORITY. If the Agreement is terminated by AUTHORITY, MTC will reprogram the \$3.4 million in STP/CMAQ funds to other projects selected at MTC's discretion.

- (2) MTC reserves the right to withhold from AUTHORITY future regional discretionary funds otherwise going to AUTHORITY, after consultation with AUTHORITY, if AUTHORITY fails to meet its obligation to make the full payment to MTC.
- (3) This Agreement shall bind and benefit the parties hereto and their heirs, successors, and permitted assigns.
- (4) MTC and AUTHORITY agree to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent and purpose of the Agreement.
- (5) This Agreement may not be changed, modified or rescinded except in writing, signed by all parties hereto, and any attempt at oral modification of this Agreement shall be void and of no effect.
- (6) All required, reports, demands and notices may be sent by regular mail or electronic mail. Notices that are mailed by regular mail shall be deemed delivered two (2) business days after deposited in the mail. Notices may be personally delivered and shall be deemed delivered at the time delivered to the appropriate address set forth below. Notices delivered by electronic mail shall be deemed received upon the sender's receipt of an acknowledgment from the intended recipient (such as by the "return receipt requested" function, as available, return electronic mail or other written acknowledgment of receipt); provided that, if such notice is not sent during normal business hours of the recipient, such notice shall be deemed to have been sent at the opening of business on the next business day of the recipient. Unless and until notified otherwise in writing, a party shall send or deliver all such communications relating to this Agreement to the following address:

James Cameron
Sonoma County Transportation Authority
490 Mendocino Ave., Suite 206
Santa Rosa, CA 95401
james.cameron@scta.ca.gov

Ross McKeown
Metropolitan Transportation Commission
375 Beale St., Ste. 800
San Francisco, CA 94105
rmckeown@bayareametro.gov

- (8) This Agreement is the entire agreement among MTC and AUTHORITY relating to the subject matter of this Agreement. MTC and AUTHORITY acknowledge they have not relied upon any promise, representation or warranty not expressly set forth in this Agreement in executing this Agreement.

- (9) Should any part of this Agreement be declared unconstitutional, invalid, or beyond the authority of MTC or AUTHORITY to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement which shall continue in full force and effect; provided that the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.
- (10) No waiver by either party of any default or breach of any covenant by the other party shall be implied from any omission to take action on account of such default if such default persists or is repeated and no express waiver shall affect any default other than the default specified in such waiver and then such waiver shall be operative only for the time and to the extent stated in such waiver. Waivers of any covenant, term or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term or condition. No waiver of any provision under this Agreement shall be effective unless in writing and signed by the waiving party.
- (11) MTC and AUTHORITY represent and warrant that they are authorized to execute this Agreement.
- (12) This Agreement may be executed in counterparts.

IN WITNESS WHEREOF, MTC and AUTHORITY have executed this Agreement as of the date first written above.

SONOMA COUNTY
TRANSPORTATION AUTHORITY

METROPOLITAN TRANSPORTATION
COMMISSION

Chair

Steve Heminger, Executive Director

Suzanne Smith, Executive Director

Approved as to Form:

Legal Counsel



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0072 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 1/17/2018 **In control:** Programming and Allocations Committee
On agenda: 4/11/2018 **Final action:**
Title: Proposed Regional Means-Based Transit Fare Program Framework

An update to the report that was presented at the January Programming and Allocations Committee meeting and proposal of a regional means-based fare program framework.

Sponsors:

Indexes:

Code sections:

Attachments: [5a_Proposed_RegMeans-Based_TransitFare_Program_Framework.pdf](#)

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

Subject:

Proposed Regional Means-Based Transit Fare Program Framework

An update to the report that was presented at the January Programming and Allocations Committee meeting and proposal of a regional means-based fare program framework.

Presenter:

Anne Richman

Recommended Action:

Information

Metropolitan Transportation Commission

Programming and Allocations Committee

April 11, 2018

Agenda Item 5a

Proposed Regional Means-Based Transit Fare Program Framework

Subject: Proposed Regional Means-Based Transit Fare Program Framework

Background: In January, staff presented a proposed framework for a Regional Means-Based Transit Fare Program. In response to questions raised by the Committee and further discussions with transit operators, staff is proposing a revised framework. Further background is provided in the attached memo and presentation. Elements of the proposed program framework are summarized below:

Agency Participation: Bay Area Rapid Transit (BART), Caltrain, Golden Gate Bridge, Highway and Transportation District (GGBHTD), and San Francisco Municipal Transportation Agency (SFMTA) have all indicated preliminary interest in participating.

Fare Discount: A 20% per trip discount will be offered to eligible persons.

Eligibility: Adults earning less than 200% Federal Poverty Level (FPL).

Implementation: Implemented through Clipper® and centrally administered.

Funding: The combined revenue loss for the participating operators is estimated to be \$21 million (based on data provided by transit operators and assuming 50% of eligible riders participate). MTC proposes to make STA funds (SB 1) and LCTOP funds available (totaling approximately \$11 million, annually). Regional funds would be used for administrative costs first, currently estimated at \$3 million annually. The remainder would defray operators' revenue losses from the regional program. The operators are to cover any remaining costs or revenue losses from their augmented STA revenue-based funds or other sources.

- Issues:**
1. Agency Participation. While there is conceptual agreement between MTC and agency staff, each agency's program participation is subject to governing board approval.
 2. Financial Risk related to discount levels and participation rates. The extent of regional revenue loss is dependent on the rates of discount and participation (transit agencies and eligible riders). While participation rates can be estimated based on existing programs in the Bay Area and beyond, the actual participation rate is unknown. A minimum discount of 20% per trip across all participating agencies is being proposed to help minimize the financial risk.
 3. Implementation Challenges. Program implementation will require coordination between MTC, transit agencies, county social service agencies and other partners. While this proposal provides a high-level conceptual overview, program development and design, including a federal Title VI evaluation and transit operator board consideration and approvals, will take time to develop. Staff estimates program development to occur through early 2019 and program start-up in mid-2019. This schedule also allows MTC to confirm continuation of SB 1 post-November 2018 prior to program launch.

Recommendation: Information only.

Attachments: Attachment 1 – Executive Director Memo
Attachment 2 – Draft MTC Resolution No. 4320 (included for information only)
Attachment 3 – Presentation Slides



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Programming and Allocations Committee

DATE: April 11, 2018

FR: Executive Director

RE: Regional Means-Based Fare Program

Background

MTC has been involved in identifying transportation challenges for low-income residents and promoting solutions through various regional planning and policy initiatives for over a decade. Concerns about transit affordability are commonly raised by low-income residents during these efforts. In 2015, MTC initiated the Regional Means-Based Transit Fare Pricing Study to look comprehensively at this issue. The study provided high level data assessments, program structure ideas, and spurred conversations that have informed the proposed Regional Means-based program framework.

Program Development

Over the last year, MTC staff has been in discussions with transit operators to gauge program interest, solicit input on technical feasibility, and develop program framework parameters. The discussions have been focused on a few topic areas:

- Operator participation in the regional program
- Estimated revenue loss to transit operators (including anticipated usage by eligible participants, discount to be offered, and how to off-set any revenue loss)
- Clipper® technical feasibility
- Program design and implementation

Operator Participation

A number of transit agencies have expressed support for a means-based fare program for low-income adults, but due to financial risk concerns have indicated an inability to participate at this time. As a result, the proposed participation is now based on the large transit operators that have indicated interest in participating. These agencies are Bay Area Rapid Transit (BART), Caltrain, Golden Gate Bridge, Highway and Transportation District (GGBHTD), and the San Francisco Municipal Transportation Agency (SFMTA). AC Transit and SamTrans have opted not to participate at this time due to the financial risk of fare losses.

Transit Operator Revenue Loss and Regional Funding Availability

Based on the Regional Means-Based Fare Study, MTC estimated that the revenue loss to all transit operators would be \$16 million (presented in January 2018), assuming a 50% discount and 20% participation by eligible riders. The revenue loss estimate has since been revised upward to \$21 million, based on revenue loss data provided by transit operators (see Table 1 for summary). Additionally, this updated figure also reflects changes in the assumptions based on feedback we have received.

The extent of regional revenue loss is dependent on the rates of discount and participation (by transit agencies and eligible riders). While participation rates can be estimated based on existing programs in the Bay Area and beyond, the actual participation rate is unknown. The Programming and Allocations Committee, and transit operators, also voiced concern that staff's original participation rate assumption of 20% was low (usage of the discount by eligible riders) for different reasons: either stemming from a belief that the region should aim to achieve a higher participation rate or that the discount will be very popular and participation will be greater than 20%. The new estimate assumes a 50% participation rate. To balance that higher participation assumption, the proposed framework also reduces the discount from 50% to 20% per trip. Note that GGBHTD staff is still considering implementation options for a discount, and the SFMTA may opt to offer a larger discount but seek only partial reimbursement.

Table 1: Estimated Revenue Loss Summary

	Regional Means Based Study	Current Proposal
Estimated Revenue Loss	\$16 Million	\$21 Million
Assumptions	All Bay Area transit operators 50% fare discount 20% participation by eligible riders 2014 Statistical Summary Data Adults earning less than 200% FPL	BART, Caltrain, GGT, SFMTA 20% fare discount 50% participation by eligible riders 2017 Transit operator provided data Adults earning less than 200% FPL

Table 2: Estimated Revenue Loss by Participating Operator

	Estimated Annual Revenue Loss (in \$millions) @50% participation, 20% discount *	Operator Provided Statistics (Annual)				
		Current Average Fare	Farebox Recovery Ratio	Annual Fare Revenue (\$ millions)	% Adult Ridership Low- income	# Low income Riders (Annually)^
BART	\$10.6	\$3.90	77%	\$484.8	25%	32,336
Caltrain	\$0.9	\$5.27	68%	\$98.4	9%	1,752
Golden Gate Bus	\$0.4	\$4.81	19%	\$15.0	31%	1,013
Golden Gate Ferry	\$0.2	\$8.05	53%	\$20.3	14%	368
Muni	\$8.6	\$0.93	21%	\$173.5	59%	114,363
Totals	\$20.7			\$792.0		149,832

*In million dollars annually. Based on current demographic and revenue data provided by operators; fiscal impact does not include any assumptions for elasticity, ridership changes, etc.; includes estimates for operators currently providing discounts. Assumes participant eligibility threshold = below 200% Federal Poverty Level.

^Using annual ridership and low-income adult ridership % from operators, assumes each participant uses discount twice daily for 240 days per year.

To offset the anticipated revenue loss and to fund administrative program costs, MTC would make State Transit Assistance (STA) Population- Based program funds and, if needed, Low Carbon Transit Operations Program (LCTOP) available. The MTC contribution comes from the additional State Transit Assistance population-based funds through Senate Bill 1 (SB 1) and reserved for Regional Programs in MTC Resolution No. 4321, and from MTC's population-based share of the LCTOP reserved for Clipper®/ Fare policy investments in MTC Resolution No. 4130. Approximately \$8 million in STA funding is estimated to be available annually starting in Fiscal Year 2018-19 and, if needed, approximately \$3 million in LCTOP could be available annually starting in FY 2018-19. Actual funding levels would be subject to annual MTC allocation actions.

Regional funds would be used for administrative costs first, currently estimated at \$3 million annually. The remainder would defray operators' revenue losses from the regional program, up to 50% of the losses. The operators are to cover any remaining costs or revenue losses (50% or more) from their augmented STA revenue-based funds or other sources. As shown in Table 2, gross revenue loss at the participating transit agencies is estimated at \$21 million. MTC's proposed annual subsidy of \$8 million would leave the operators covering a net loss of \$13 million with their own funds. It is anticipated that the distribution of regional funds to participating transit operators would be based on the actual trips and revenue loss, with proportional adjustments if the regional funds are not sufficient to cover all costs. Details of this as recommended by the participating operators are shown in Appendix 1 to this memo.

Fare Products and Clipper® Technical Feasibility

The discount program would be implemented through Clipper® using a standardized discount on single trips called the "Clipper® Coupon." The Clipper® Coupon will allow an eligible Clipper® card holder to get a discount on any single trip taken on a participating transit operator. This approach is recommended (with concurrence from transit operators) based on flexibility, time needed to develop and test the Clipper® Coupon software, and cost-effectiveness. With this approach, only single trips paid with e-cash will receive the Means-Based Discount; discounts on passes will not be supported. However, existing transit operator pass programs like Muni Lifeline may continue in parallel to the Means Based Discount Program on Clipper® at the operators' discretion (and own funding). Additionally, the current Clipper® 1.0 system cannot technically support a monthly accumulator pass product.

Program Design and Implementation

While this proposal provides a high-level conceptual overview, program development and design, including a federal Title VI evaluation and transit operator board consideration and approvals, will take time to complete. Program implementation will require coordination between MTC, transit agencies, county social service agencies and other partners. The Clipper® Regional Transit Connection (RTC) card administration will serve as the model for structuring a centrally administered program. User-based outreach (soliciting input from the targeted beneficiaries of the program) will be integrated into development of the program to ensure the program is designed with the end user in mind. A set of program evaluation metrics will also be outlined during this time, with periodic status updates to the Commission anticipated. The program is intended to be improved over time based on the evaluation and the learned experiences from the initial rollout of the program.

Eligibility for participation is anticipated to be established at 200% of the federal poverty level for adults. Seniors, disabled, and youth currently receive transit fare discounts and would not be eligible for the Means-Based fare program. Further development of the eligibility requirements is needed and emphasis will be to build upon the experiences of other existing Means-based programs (PG&E Care, SFMTA Lifeline, ORCA LIFT, etc.).

Revised Framework Proposal

Proposed Regional Means-based Fare Program

Participating Agencies (subject to confirmation and board approval)

1. Bay Area Rapid Transit (BART)
2. Caltrain
3. Golden Gate Bridge, Highway and Transportation District (GGBHTD)
4. San Francisco Municipal Transportation Agency (SFMTA)

Means-based Discount

A minimum 20% per trip discount of the adult fare (in addition to any existing Clipper® discounts) will be offered to eligible persons.

Eligibility

Adults earning less than 200% Federal Poverty Level (FPL)

Funding

MTC to make available an estimated \$11 million in funding (subject to annual allocation action by MTC) that would be used for administrative costs first. The remainder would defray up to 50% of operators' revenue losses for the new regional means-based fare program. The operators are to cover any remaining costs or revenue losses from their augmented STA revenue-based funds or other sources.

The MTC contribution comes from the additional State Transit Assistance population-based funds through Senate Bill 1 (SB 1) and reserved for Regional Programs in MTC Resolution No. 4321 (approximately \$8 million), and from MTC's population-based share of the Low Carbon Transit Operations Program (LCTOP) reserved for Clipper®/ Fare policy investments in MTC Resolution No. 4130 (approximately \$3 million).

Implementation

- Program to be implemented on Clipper® through a discount coupon approach.
- Program will be centrally administered on behalf of all participating agencies.
- Program will be evaluated for continual improvements and is subject to revision based on financial sustainability, efficiency, and effectiveness.

Conditions

- Operators to conduct Title VI analysis per Federal Transit Administration (FTA) as required.
- If SB 1 is repealed, the Regional Means-Based fare program is subject to cancellation.
- The formula for distributing regional funds to transit operators will be based on actual trips taken and is subject to refinement based on the rider participation rates and amount of regional funding available.
- SFMTA can continue, expand, or eliminate its current Lifeline monthly program; however the regional funding will only be used to compensate for participation in the new regional program. Other operators with existing low-income rider discount programs, who are not participating in the regional program, would not be eligible for regional Means-Based Fare Program funding.

Feedback Received

Staff solicited the input from transit operators, the Equity and Access Subcommittee and the Policy Advisory Committee. Much of the feedback received was focused on implementation activities and will be addressed during the design phase of the program. The Equity and Access Subcommittee feels this is an important program and while it may not be possible to have all transit operators participate initially, they suggest setting a program goal to work towards greater agency participation.

Next Steps

Should the Commission decide to move forward, staff estimates program development to occur through 2019 and program start-up in mid-2019. This schedule also will allow us to confirm continuation of SB 1 post-November 2018 prior to program launch.

May 2018	MTC considers approving framework
Summer 2018	Transit Agency Boards consider approval of Means-based Fare Discount program participation
Fall 2018 – Spring 2019	Program design and development
Summer 2019	Program start-up

This presentation is provided for information only. No action is being requested at this meeting.



Steve Heminger

SH:mc

Attachment – Appendix 1- Proposed Revenue Distribution

Appendix 1

Regional Means-Based Fare Program:

Transit Operator Proposed Distribution of Regional Funds

Transit operators have developed a preliminary distribution formula for splitting the regional funds amongst participating operators for demonstration purposes. The distribution formula is still in development. The formula below assumes a total of \$11 million in regional funding is available. The first \$3 million of this is being reserved for program administration costs, which leaves a balance of \$8 million available to offset transit operator revenue losses. This estimated remainder of \$8 million in regional funds would defray operators' revenue losses from the regional program, up to 50% of the losses. The operators are to cover any remaining costs or revenue losses (50% or more) from their augmented STA revenue-based funds or other sources.

As Proposed by Transit Operators

Revenue Distribution Notes

- Primary allocation of available funds will be towards system development, implementation and ongoing administrative costs.
- Remaining funds per agency will be allocated on a not to exceed amount based on the proportional revenue of participating agencies (see Table below)*.
- Reimbursement will be capped at 20% per trip, applied to Clipper base adult fare (discounts offered in excess of 20% will be covered by Operators)*.
- Operator annual fare revenue in subsequent years will be calculated using actual fare revenue + revenue loss associated with program.
- Undistributed revenue for the first two years will be rolled over until initial program implementation is complete and enrollment has stabilized, after which time further discussion and consensus to be reached regarding additional allocation.

Operator	Annual Fare Revenue	% Total	Max Funding Distribution**
BART	\$484,813,126	61%	4,896,233
Caltrain	\$98,427,507	12%	994,041
Golden Gate Bus	\$15,097,171	2%	152,470
Golden Gate Ferry	\$20,320,581	3%	205,222
Muni	\$173,482,205	22%	1,752,034
TOTAL	\$792,140,590		8,000,000

* The \$8 million in regional funds would defray operators' revenue losses from the regional program, up to 50% of the losses.

**Assumes \$3 million for administrative costs.

Date:
W.I.: 1311
Referred by: PAC

ABSTRACT

MTC Resolution No. 4320

This resolution approves the Regional Means-Based Fare Program, a regional low-income discount fare program for eligible transit riders.

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

Date:
W.I.: 1311
Referred by: PAC

RE: Regional Means-Based Program Framework

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4320

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, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans;

WHEREAS, MTC has conducted the Regional Means-Based Fare Pricing Study;

WHEREAS, the MTC recommends adopting a regional framework for the program, with participating operators, funding guidelines, and program conditions, as shown in Attachment A;

RESOLVED, that MTC approves Regional Means Based Fare Program Framework, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC may annually allocate regional funds to support the Regional Means Based Fare Program per the respective funding program guidelines.

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 _____, 2018.

Regional Means Based Transit Fare Program Framework

Participating Agencies

1. Bay Area Rapid Transit (BART)
2. Caltrain
3. Golden Gate Bridge, Highway and Transportation District (GGBHTD)
4. San Francisco Municipal Transportation Agency (SFMTA)

Means-based Discount

A minimum 20% per trip discount of the adult fare (in addition to any existing Clipper discounts) will be offered to eligible persons.

Eligibility

Adults earning less than 200% Federal Poverty Level (FPL)

Funding

MTC to make available an estimated \$11 million in funding (subject to annual allocation action by MTC) that would be used for administrative costs first. The remainder would defray up to 50% of operators' revenue losses for the new regional means-based fare program. The operators are to cover any remaining costs or revenue losses from their augmented STA revenue-based funds or other sources.

The MTC contribution comes from the additional State Transit Assistance population-based funds through Senate Bill 1 (SB 1) and reserved for Regional Programs in MTC Resolution No. 4321 (approximately \$8 million), and from MTC's population-based share of the Low Carbon Transit Operations Program (LCTOP) reserved for Clipper®/Fare policy investments in MTC Resolution No. 4130 (approximately \$3 million).

Implementation

- Program to be implemented on Clipper® through a discount coupon approach.
- Program will be centrally administered on behalf of all participating agencies.
- Program will be evaluated for continual improvements and is subject to revision based on financial sustainability, efficiency, and effectiveness.

Conditions

- Operators to conduct Title VI analysis per Federal Transit Administration (FTA) as required.
- If SB 1 is repealed, the Regional Means-Based fare program is subject to cancellation.
- The formula for distributing regional funds to transit operators will be based on actual trips taken and is subject to refinement based on the rider participation rates and amount of regional funding available.
- SFMTA can continue, expand, or eliminate its current Lifeline monthly program; however the regional funding will only be used to compensate for participation in the new regional program. Other operators with existing low-income rider discount programs, who are not participating in the regional program, would not be eligible for regional Means-Based Fare Program funding.

Means-Based Fare: Regional Framework Proposal

MTC PROGRAMMING AND ALLOCATIONS
COMMITTEE

APRIL 11, 2018



Program Goals



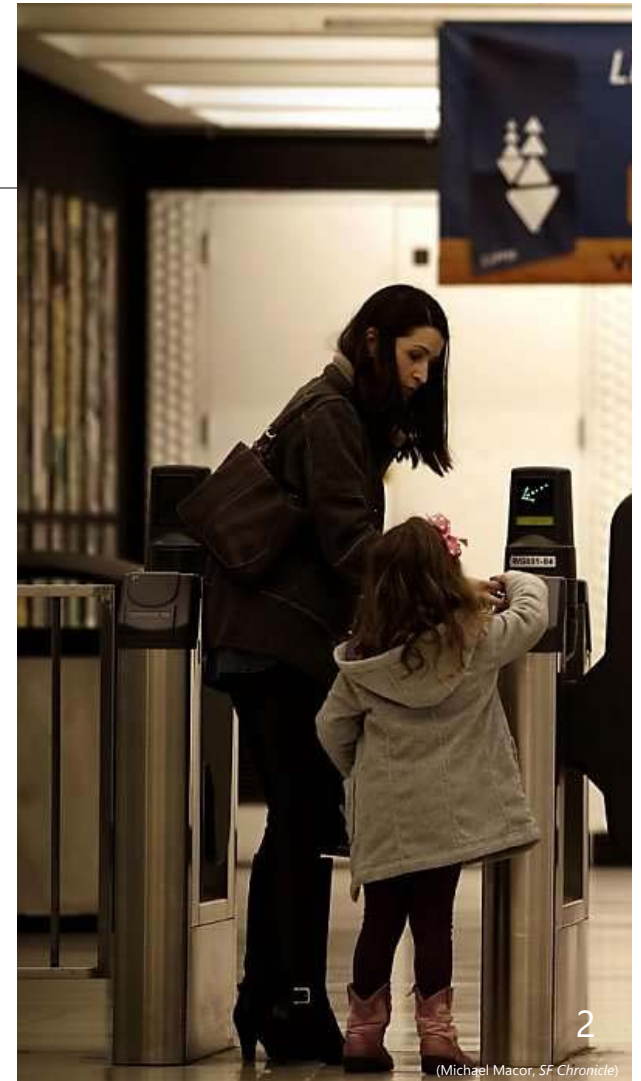
Make transit more **affordable** for the Bay Area's low-income residents



Move toward a more **consistent regional standard** for fare discount policies



Define a transit affordability solution that is **financially viable and administratively feasible**, and does not adversely affect the transit system's service levels and performance



Proposed Regional Means - Based Program Framework

Participating Agencies

- BART
 - GGBHTD
 - Caltrain
 - SFMTA
- subject to Board approvals*

Eligibility

- Adults earning < 200% Federal Poverty Level

Discount

- 20% per trip discount

Funding

- ~ \$11M annually (SB 1 – STA & LCTOP funds) for administrative costs and defray up to 50% operator revenue loss
- Operators to cover remaining costs/revenue loss.

Implementation

- Offered through Clipper
- Program subject to cancellation if SB 1 repealed

Proposed Regional Means - Based Program Framework

Summary of Transit Operator Participation

1) BART, Caltrain, GGBHTD, SFMTA

Staff level intent to participate. Next step is Board approvals

2) AC Transit and Samtrans

Opted to not participate due to financial risk

3) VTA

Opted to not participate given it currently has two programs in place and due to financial risk

4) All other transit operators

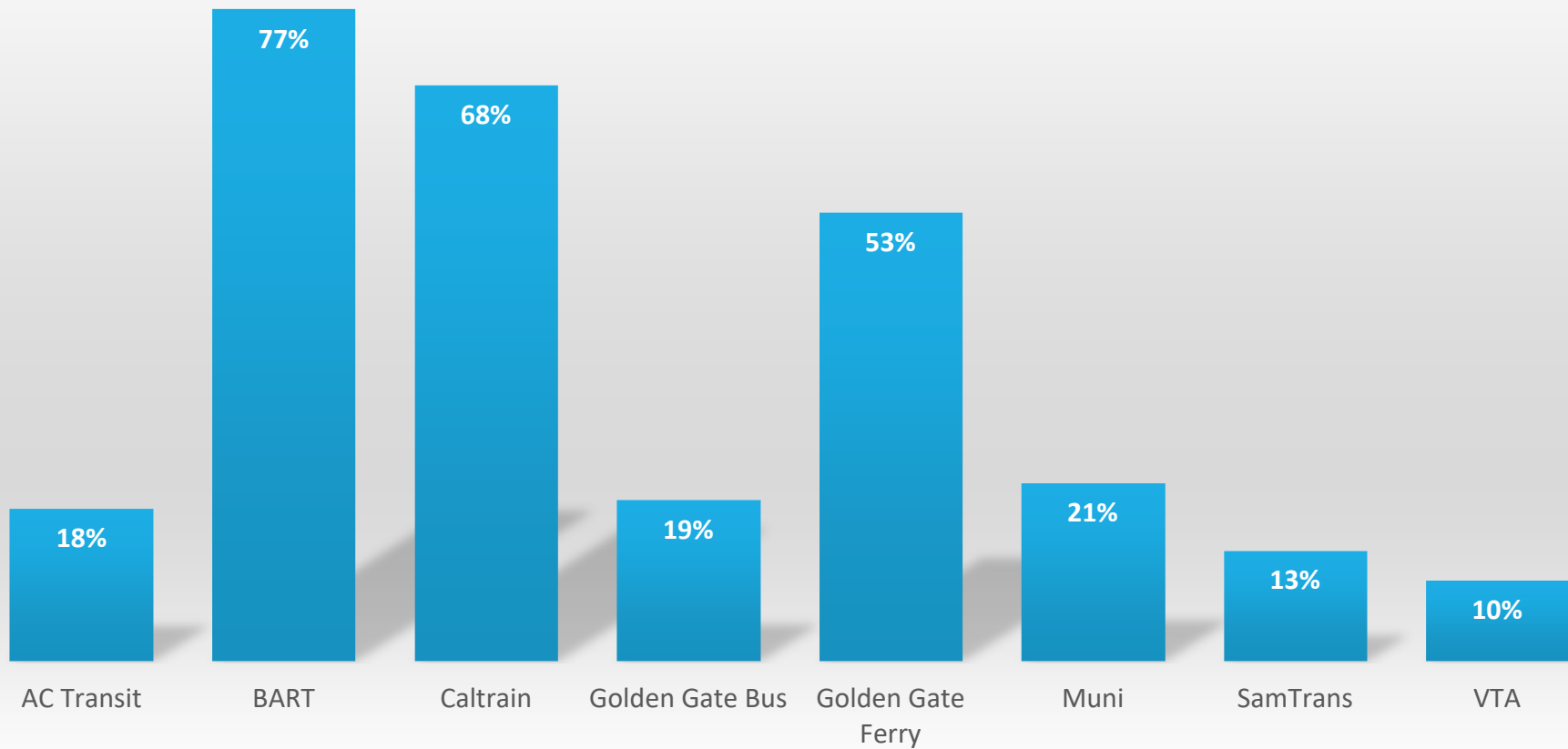
Staff recommends not including other agencies at this time, to minimize financial risk and program complexity. Potential to add additional operators after implementation and initial financial impact is known.

Means Based Program
Estimated Annual Fare Revenue* (in Millions \$)
7 Large Bay Area Transit Operators



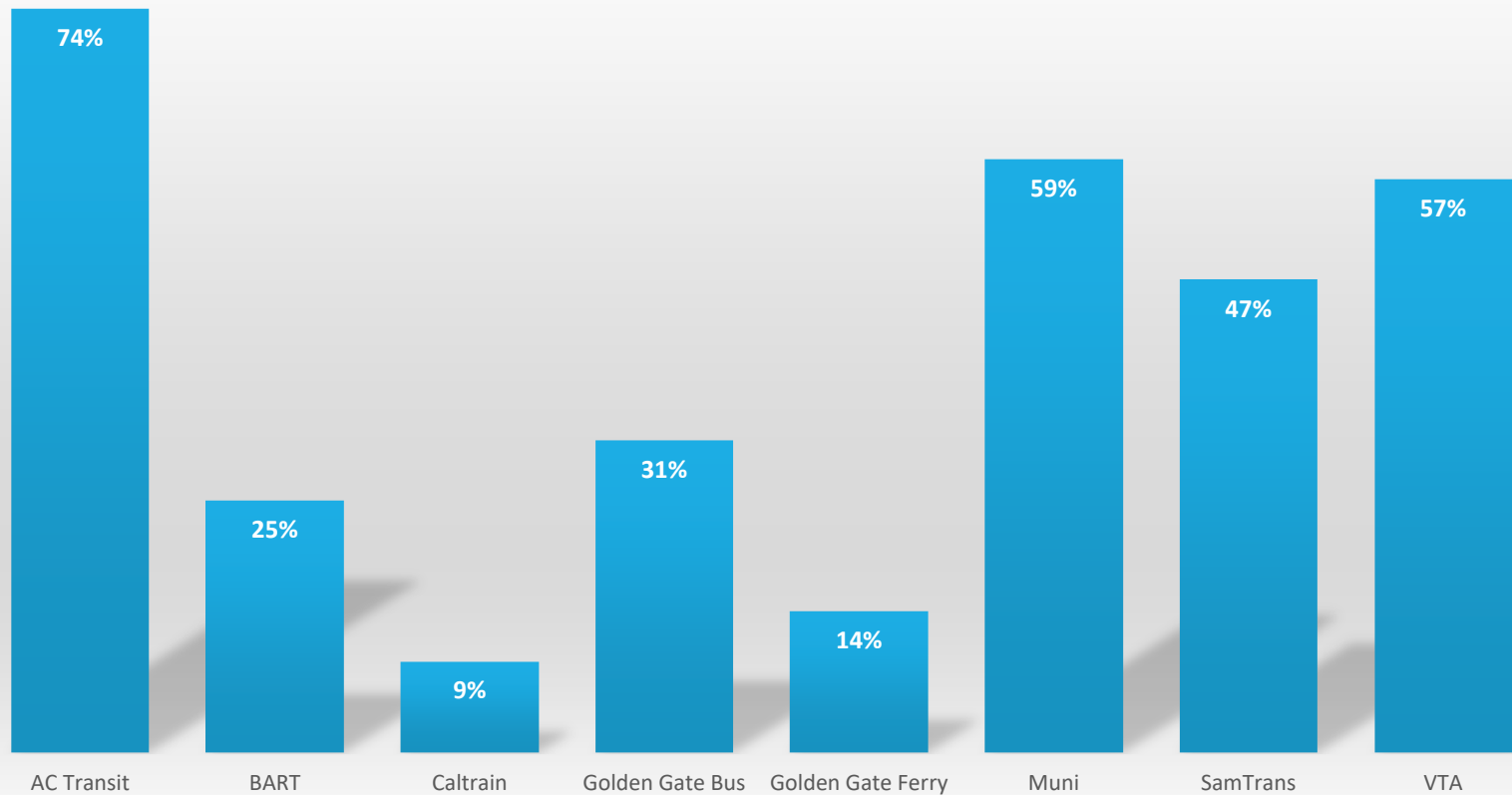
*Based on current demographic and revenue data provided by operators in November 2017

Means Based Program - DRAFT
Estimated Annual Farebox Recovery Ratio*
7 Large Bay Area Transit Operators



*Based on current demographic and revenue data provided by operators in November 2017

**Means Based Program
Estimated % Low-Income Adult Ridership*
7 Large Bay Area Transit Operators**



*Based on current demographic and revenue data provided by operators in November 2017

**Means Based Program
Estimated Average Fare *
7 Large Bay Area Transit Operators**



*Based on current demographic and revenue data provided by operators in November 2017

Estimated Annual Revenue Loss

		Operator Provided Statistics (Annual data)				
	Estimated Annual Revenue Loss @50% participation @ 20% discount ^a	Average Fare	Farebox Recovery Ratio	Fare Revenue (\$ millions)	% Adult Low- income Ridership	Estimated Program Participants (Annually) ^b
BART	\$10.6 M	\$3.90	77%	\$484.8 M	25%	32,336
Caltrain	\$0.9 M	\$5.27	68%	\$98.4 M	9%	1,752
Golden Gate Bus	\$0.4 M	\$4.81	19%	\$15.0 M	31%	1,013
Golden Gate Ferry	\$0.2 M	\$8.05	53%	\$20.3 M	14%	368
Muni	\$8.6 M	\$0.93	21%	\$173.5 M	59%	114,363
Totals	\$20.7 M			\$792.0 M		149,832

^a In million dollars annually. Based on current demographic and revenue data provided by operators; fiscal impact does not include any assumptions for elasticity, ridership changes, etc.; includes estimates for operators currently providing discounts. Assumes participant eligibility threshold = below 200% Federal Poverty Level.




^b Estimated using annual ridership and low-income adult ridership % from operators, assumes each participant uses discount twice daily for 240 days per year.

Questions from January PAC

- 1) Program Administration
- 2) Funding
- 3) Discount Structure
- 4) Pilot or Full Program
- 5) User Outreach
- 6) Program Evaluation

1) Program Administration

- Administrative Costs
 - Costs include initial set-up and annual operating
 - Experience from Other Agencies (Annual Operating costs only)

Agency	Annual Est. Admin Costs	# Served	Annual Cost/ Enrollee
SFMTA – Lifeline Pass 	\$600,000	24,000 enrolled 18,000 active	\$25/ \$33.3
VTA - TAP (Payment to County) 	\$200,000	1,000 passes/ mo.	\$16.7
King County Metro 	\$3,000,000	45,000 enrolled	\$66.7

Program Administration (continued)

- Program will be centrally administered on behalf of all participating agencies.
- Eligibility determination (“means-testing”) for potential enrollees will be coordinated centrally for all participating agencies.
 - Likely would use a third-party vendor contract, which would be administered by one transit agency or by MTC on behalf of all agencies participating.
- Enrollees will receive program-specific Clipper Card.

2) Funding

Potential additional funding to augment program

Source	Annual Amount (\$ millions)	Notes/ Tradeoffs
Low Carbon Transportation Operations Program (LCTOP)	~\$3.0	Currently used for Clipper capital needs, anticipated for C2
STA Revenue-based Funds (to Transit Operators)	~\$72.0 M = SB 1 increment starting in FY19	Operators planning to use for general operations, making up for STA volatility

Funding (continued)

- Staff Recommends:
 - No new regional funds to existing low-income fare programs (i.e. VTA, SFMTA)
 - Not including student pass discount programs into Means-Based Fare Program.
 - Means-based fare program is focused on low-income adults who are not eligible for other discounts
 - Discounts currently exist for youth, seniors, and disabled fare categories

3) Discount Structure

Q Why only single-rides and not passes?
Accumulator?

- Single ride program benefits all trips versus pass discount that benefits only frequent users
- BART does not have monthly/multi-ride passes
- Current Clipper system does not support regional monthly accumulator pass

4) Should a pilot occur before full program roll-out?

- After initial roll-out, the program is anticipated to be modified and improved upon over time
- Stakeholders have preference for full roll-out (no pilot), in support of policy goals of establishing a permanent program
- Most of the same back-end work would be required for pilot as for full roll-out

5) How can user outreach help shape program?

Seek input during the project development phase on how to implement program:

- Ease/ Methods of Access
- How to increase participation rate
- Eligibility Screening Process and Locations
- Operators' Title VI analyses

6) What metrics will be used to evaluate program?

Preliminary Suggested Metrics

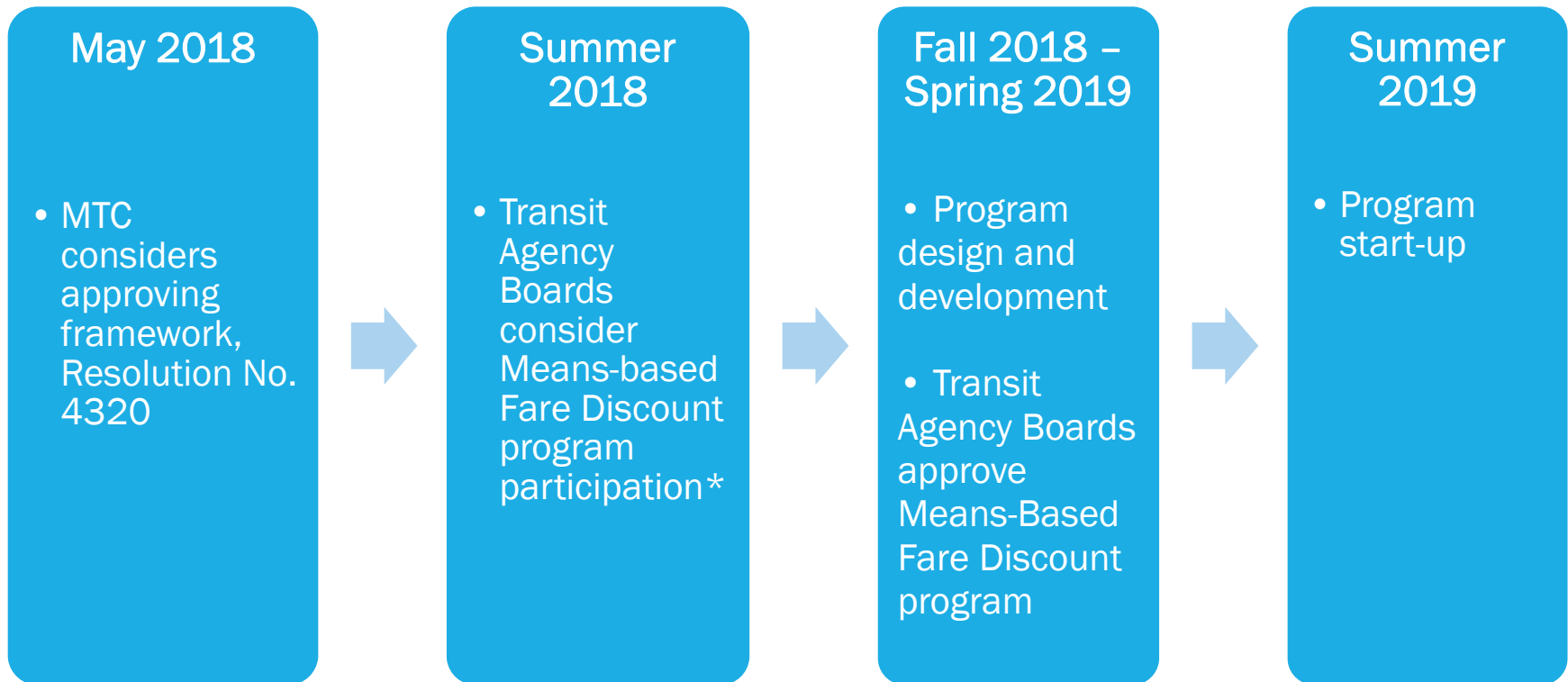
Quantitative	Qualitative
Number of Sign-ups/Riders	Before/After Survey of Participants
Cost/revenue Impacts	Ease of Use for Riders
Participation Trends, Travel Data from Clipper	Financial Impact for Riders
Effectiveness of Strategies to Increase Participation	Ease of Administration

Will require resources (staff and funding), and availability of Clipper data for participants

Risks

- SB 1 Availability
- Operator ability to fund revenue loss
- Clipper C1 implementation changes
- Regional Program Administration
 - Some initial work likely needed in order to develop Administration – could be before transit Boards approve participation

Next Steps



* Transit agency Board actions may occur in multiple steps. Final program participation approval is subject to completion of Title VI analysis and may occur later.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-3092 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 12/8/2017 **In control:** Programming and Allocations Committee
On agenda: 4/11/2018 **Final action:**
Title: BART Railcar and Transbay Corridor Core Capacity Projects Update

BART staff will provide an update to the Committee on their railcar procurement and Transbay Corridor Core Capacity Project.

Sponsors:

Indexes:

Code sections:

Attachments: [5b_BARTRailcar_and_Transbay_Corridor_CoreCapacity_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

BART Railcar and Transbay Corridor Core Capacity Projects Update

BART staff will provide an update to the Committee on their railcar procurement and Transbay Corridor Core Capacity Project.

Presenter:

Glen Tepke and BART staff

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2018

Item Number 5b

BART Railcar and Transbay Corridor Core Capacity Projects Update

Subject: BART staff will provide an update to the Committee on their railcar procurement and Transbay Corridor Core Capacity Project.

Background: At the request of Committee members, BART staff have made periodic presentations to the Committee regarding the status and funding plans for BART's fleet replacement and capacity expansion projects since the Commission made its first funding commitment to the replacement cars in 2010. BART staff will be present at the meeting to present the most recent update, attached.

Issues: None.

Recommendations: Information only.

Attachments: BART presentation.

J:\COMMITTEE\PAC\2018 PAC Meetings\04 Apr'2018 PAC\5b_BART_Car&Transbay_Capacity_SummarySheet.docx



BART Train Control Modernization and New Car Project Updates



MTC Programming and Allocations Committee
April 11, 2018



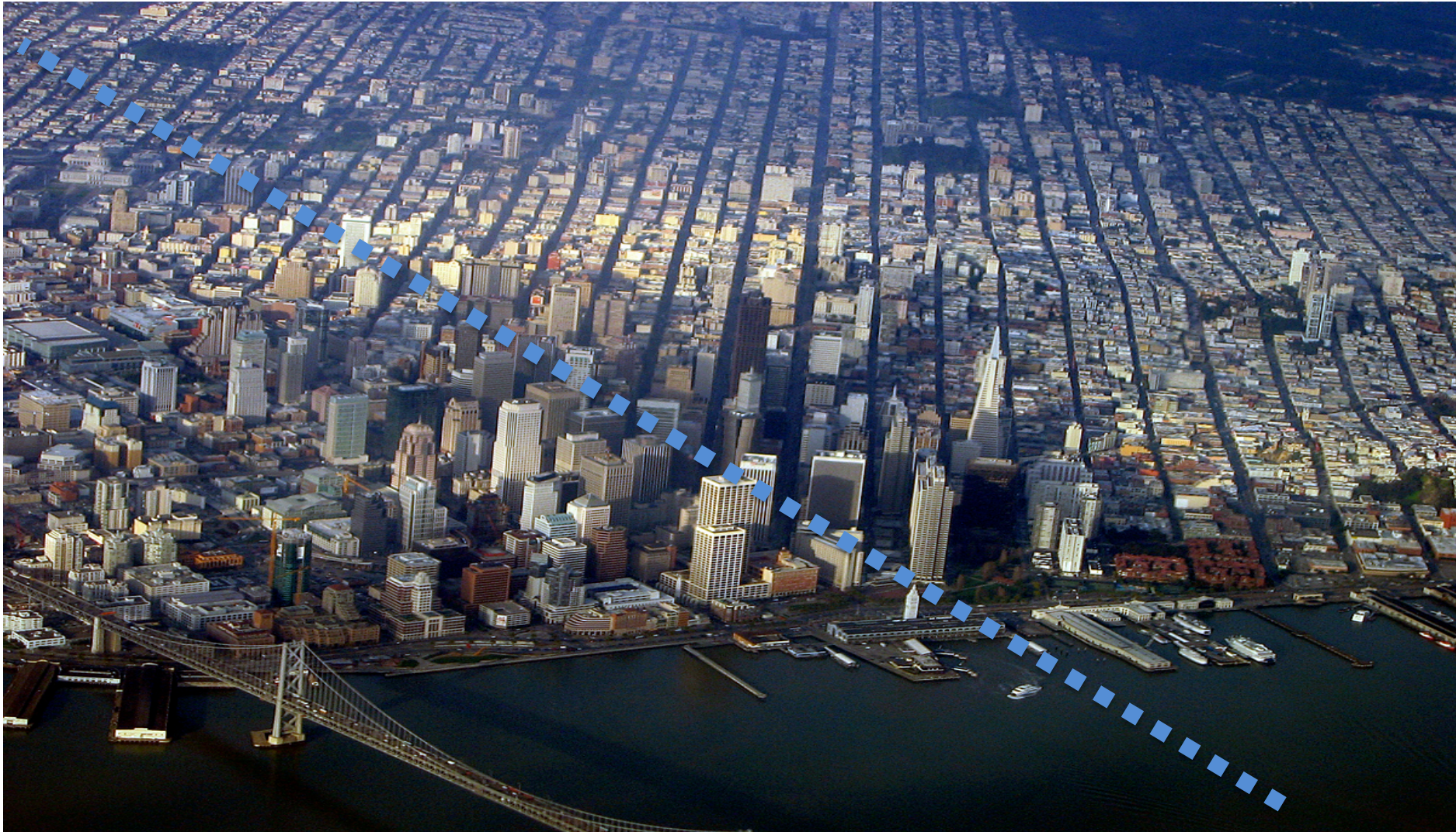
BART Basic Statistics

- Regional rail rapid transit
- ~429,000 weekday riders (FY17)
- 112 heavy rail track miles
- 6 lines
- 46 stations
- Rail Farebox Ratio – 78% (Highest in the US)



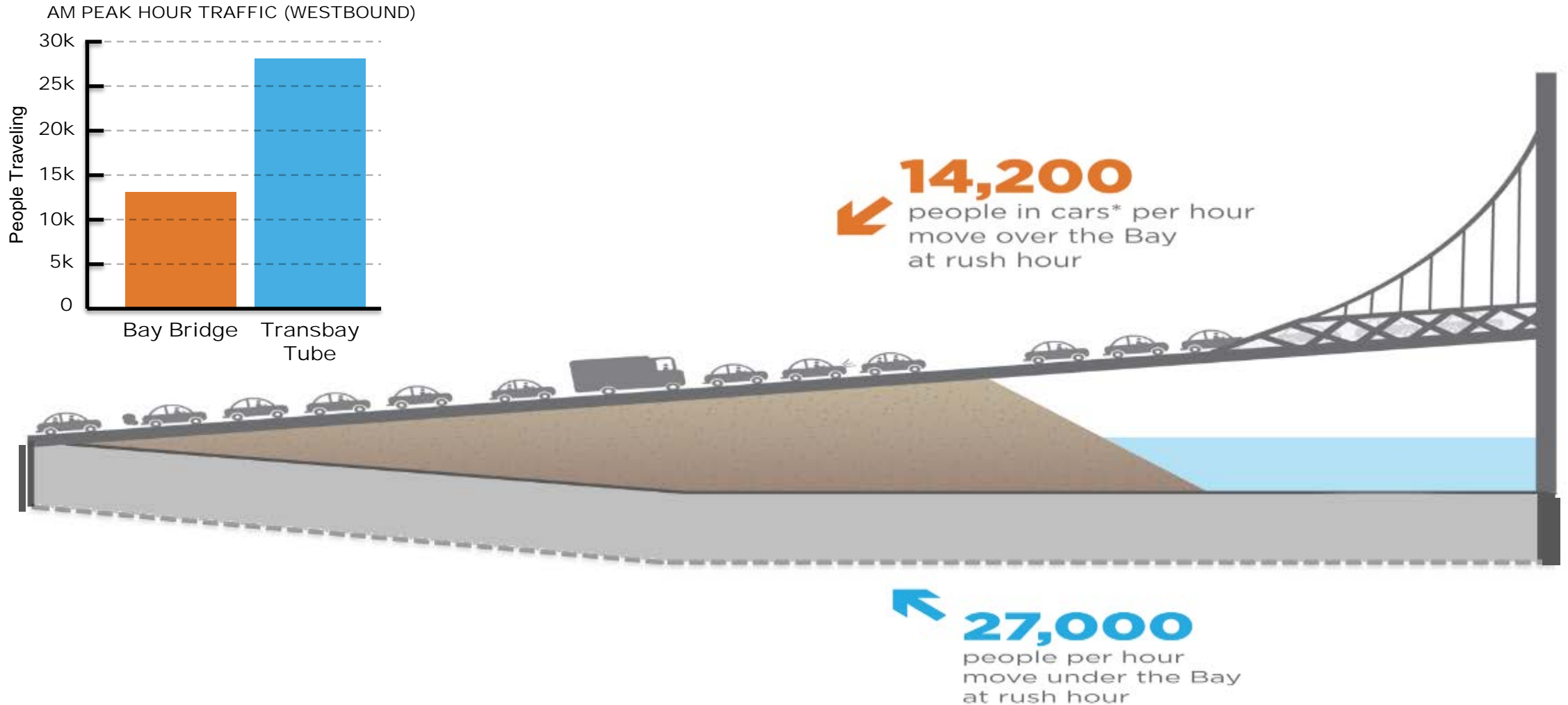


2/3rds of BART trips begin or end on Market St



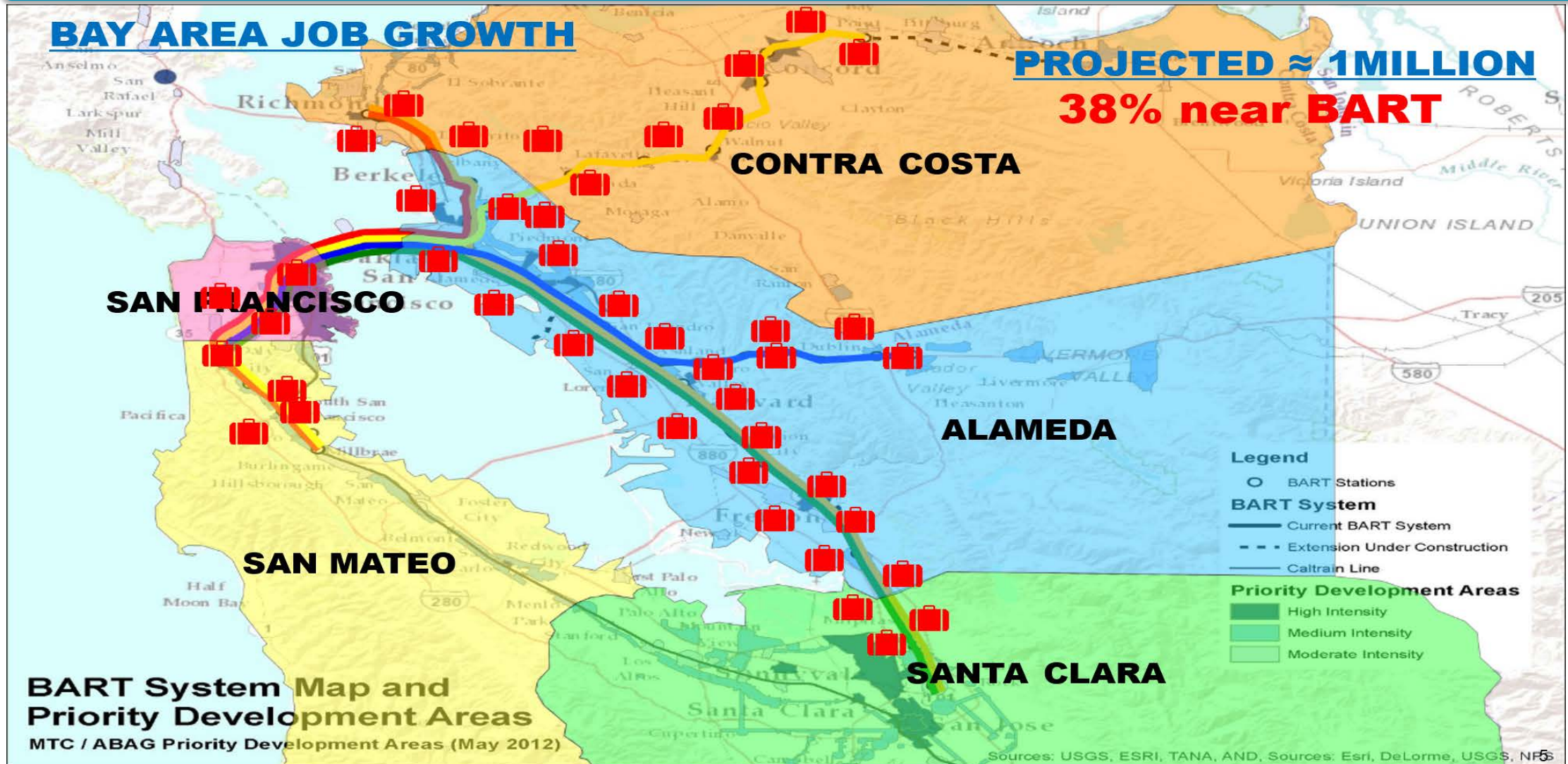


BART's Peak Hour Transbay Market Share



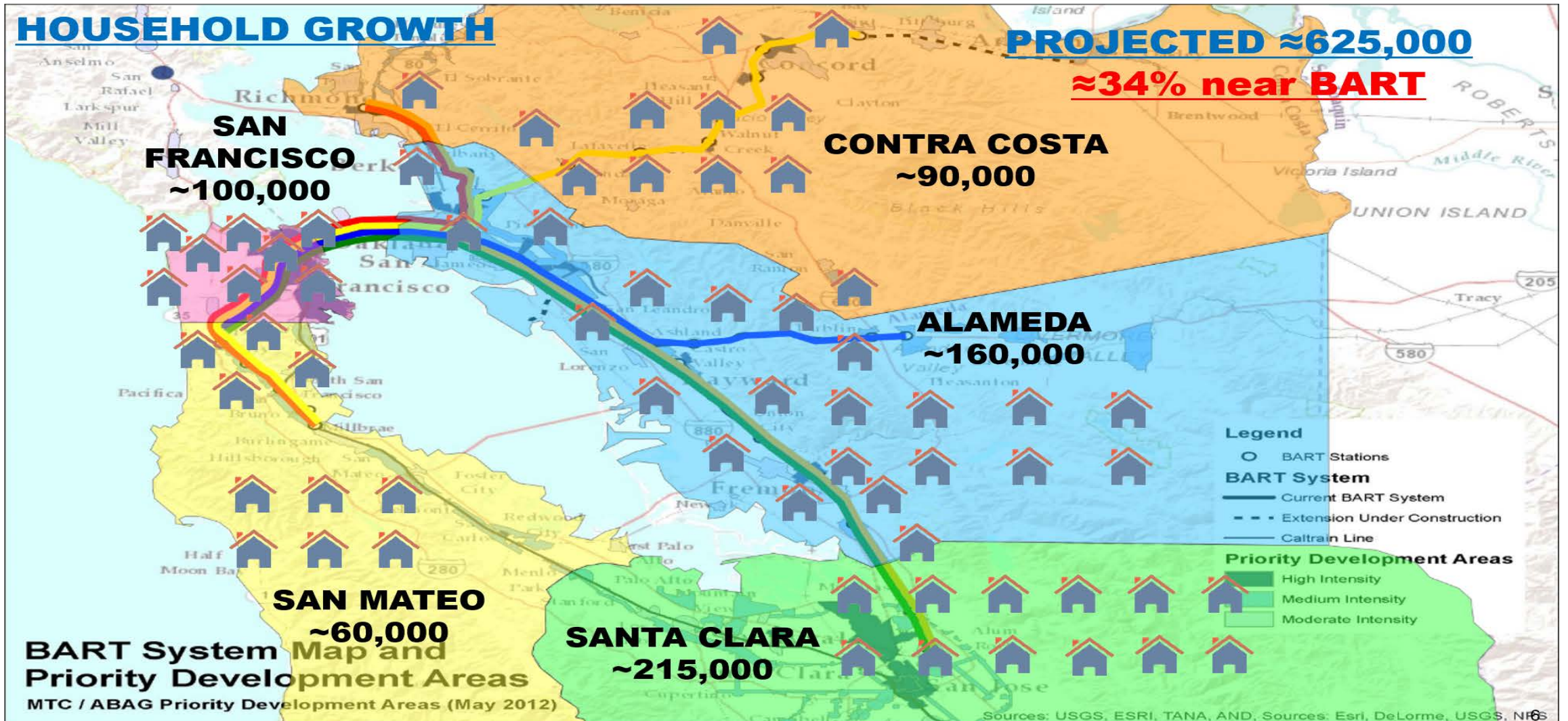


Job Growth



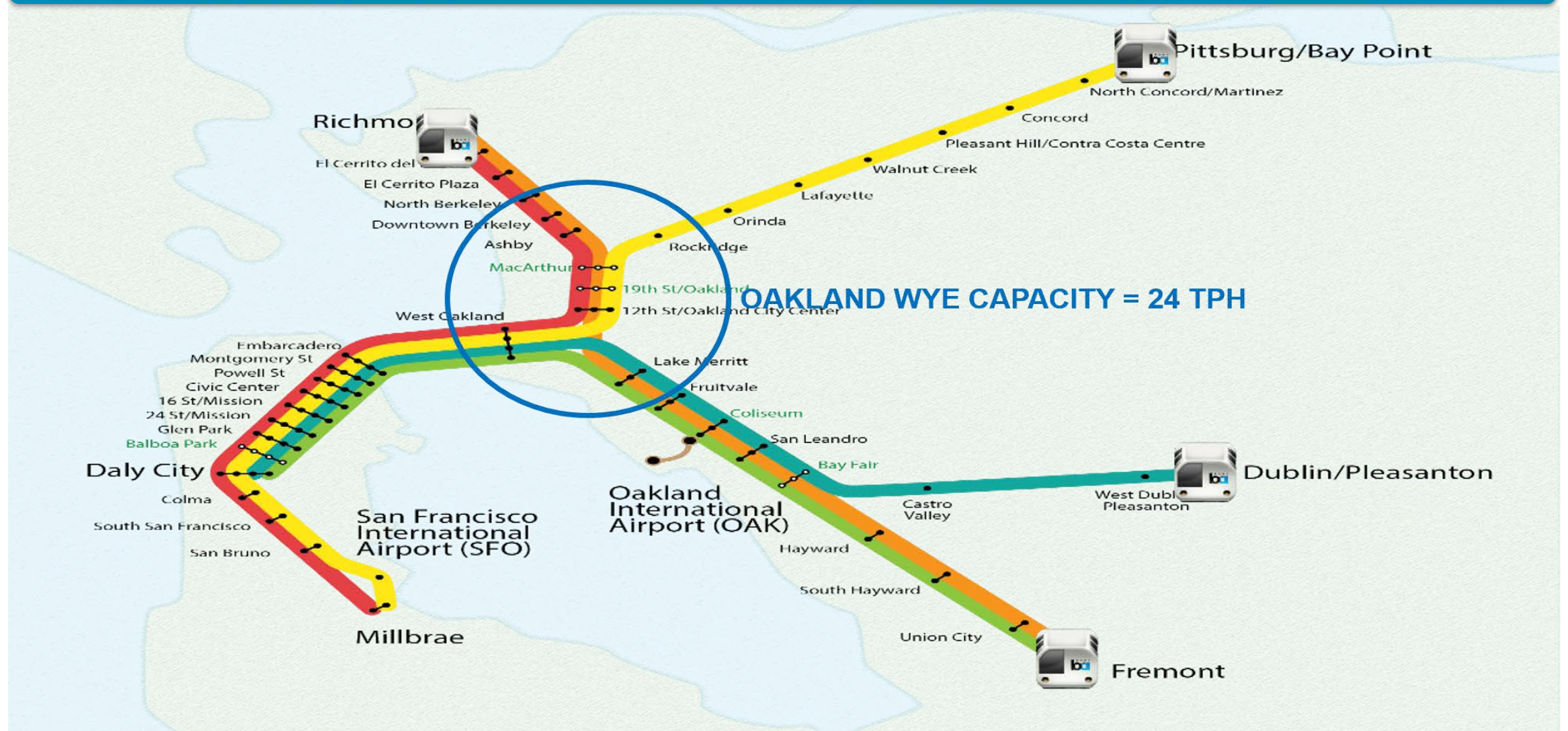


Housing



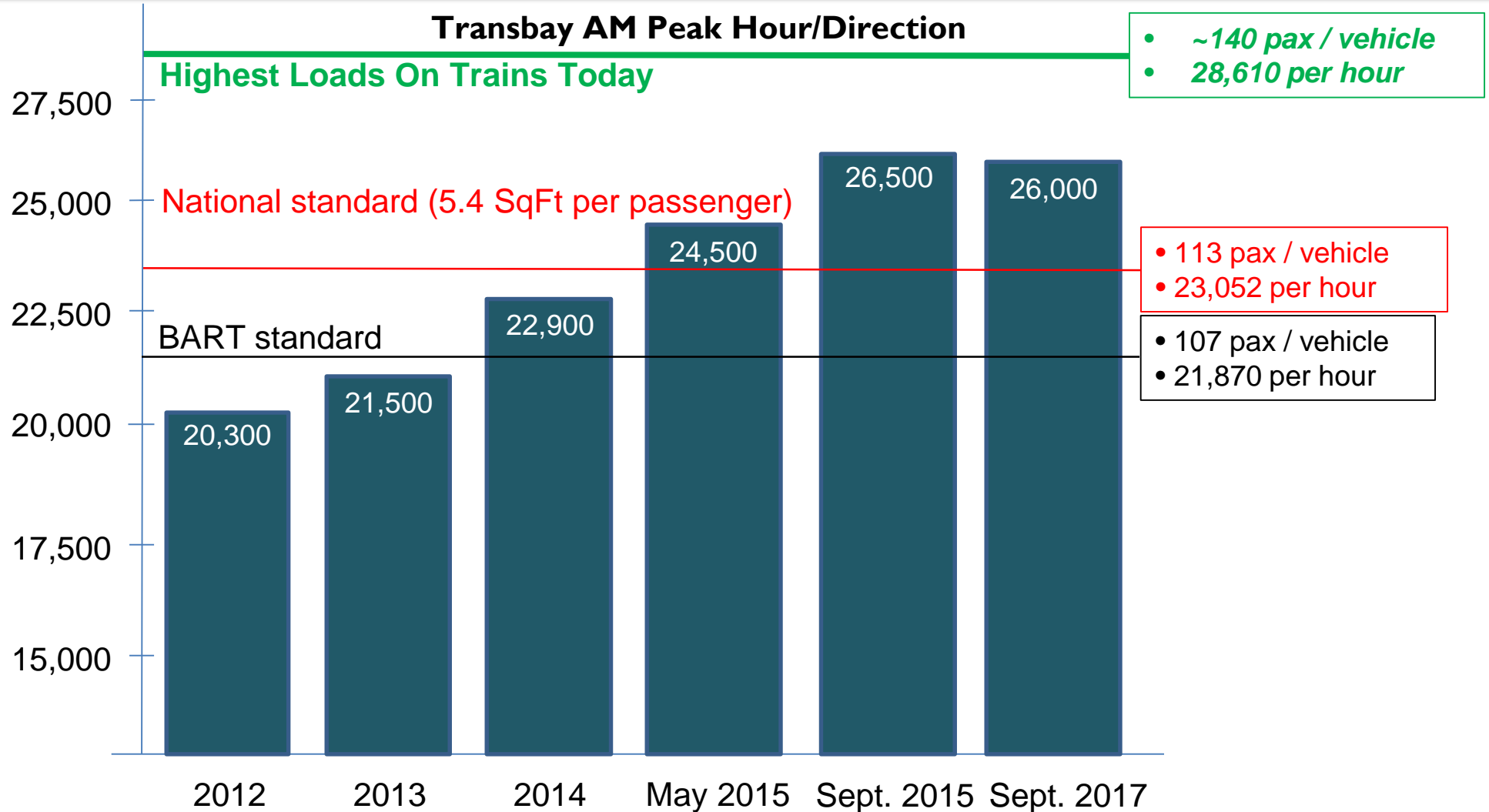


Oakland Wye Capacity





Transbay Tube Crowding





Core Capacity Program + Big 3 Capital Projects

45% MORE CAPACITY

Fleet of the Future

\$1,652M
306 more vehicles
(1,081 total)

\$2,584M
Fleet Replacement
Underway
775 vehicles

Train Control Modernization

\$1.15B

Hayward Maintenance Complex

\$581M

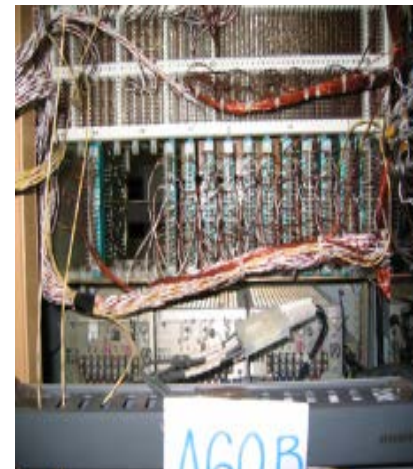
Traction Power System Supplemented and Refurbished



BART Current State

BART runs on a 45 year old System

- Today, aging hardware fails frequently interrupts service
- Adverse effects on public perception
- Wayside train control system is very labor intensive

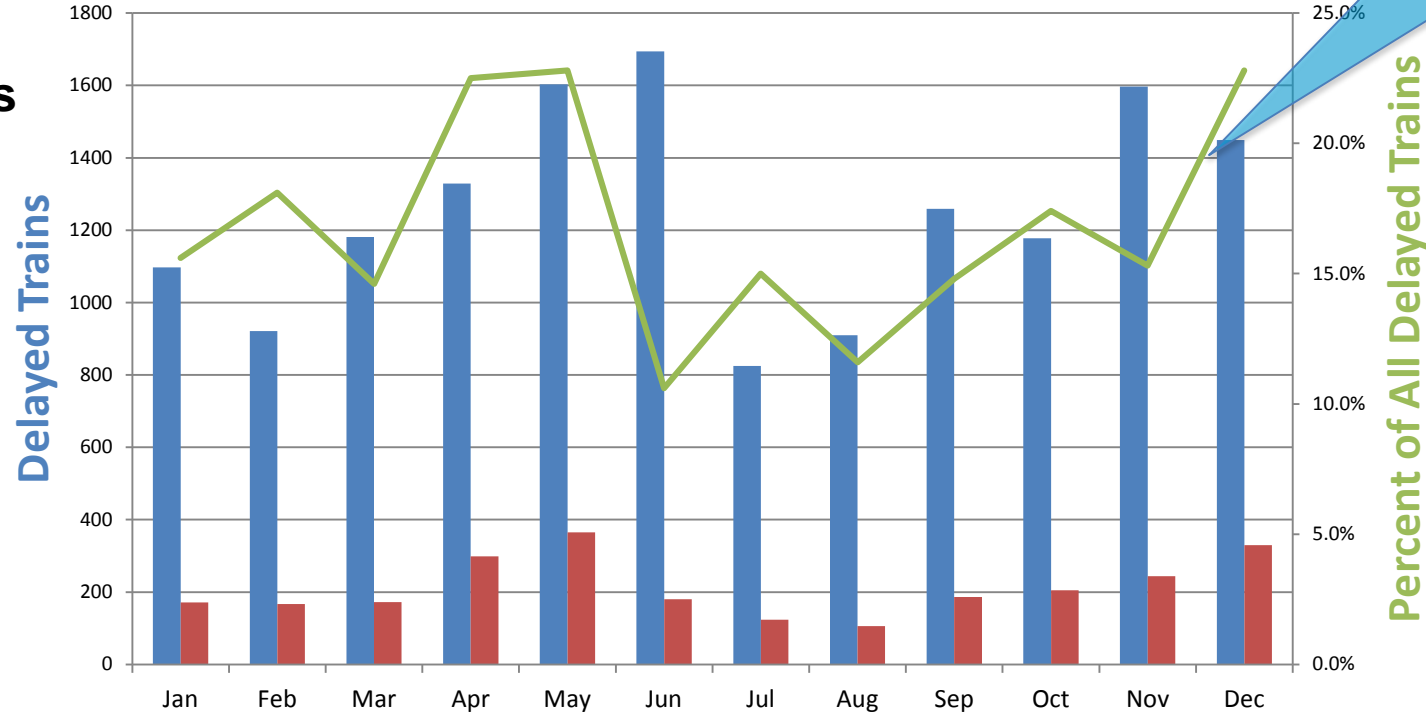




Train Control System Delay Trend

Total Delayed Trains Caused by the Train Control System

- Total Delayed Trains
- Train Control Delayed Trains
- Percent of TC Delayed Trains



15-25%



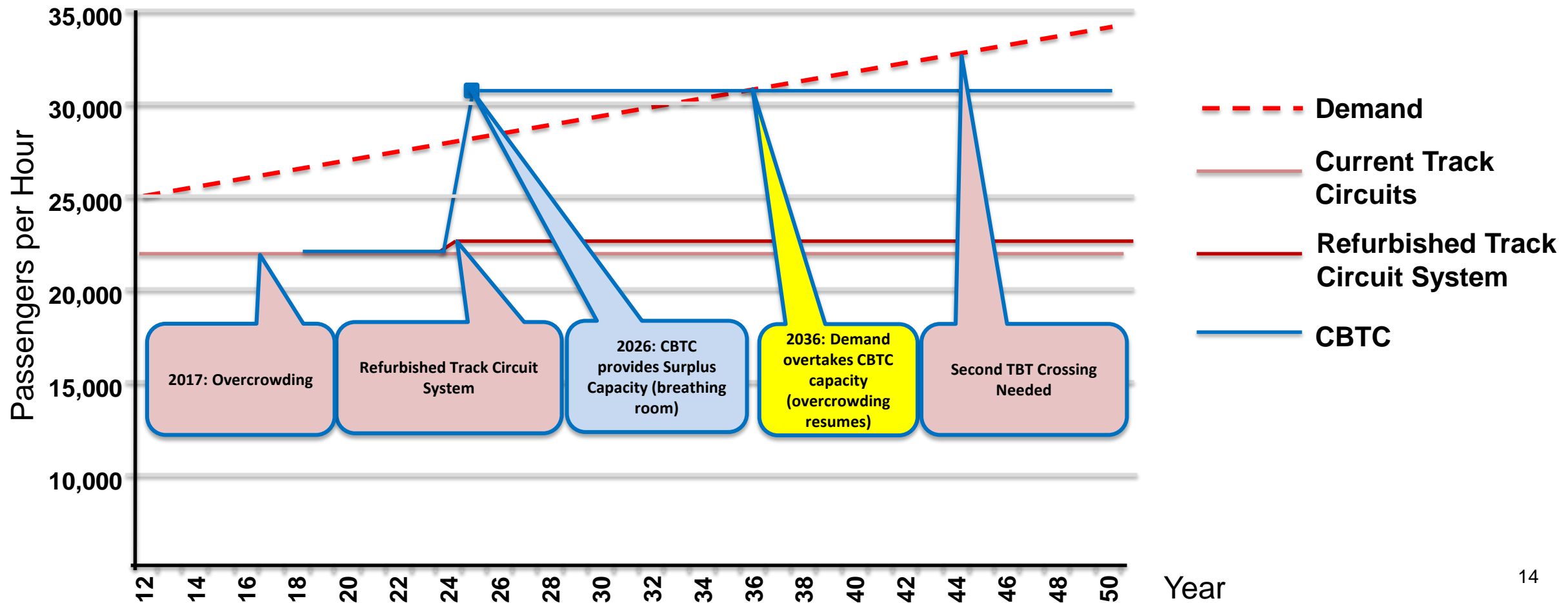
What is CBTC?





The Case for CBTC

Capacity vs. Peak Demand – TransBay Tube



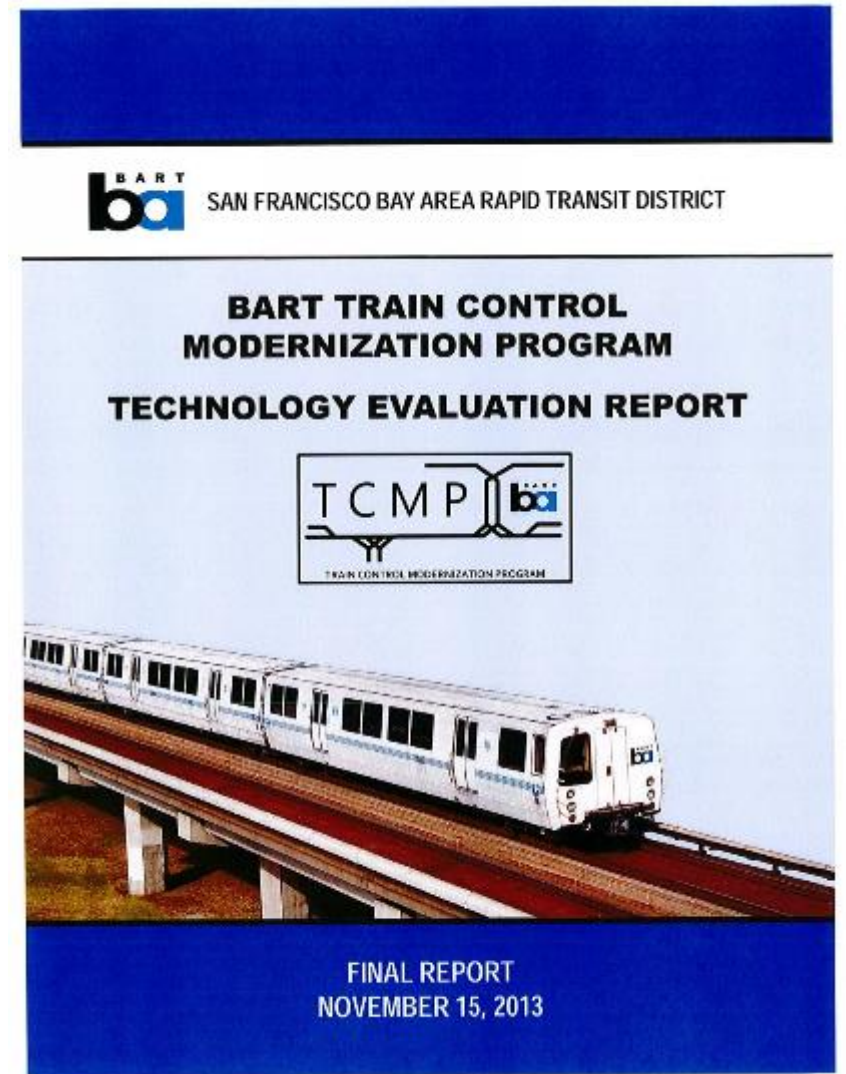


Core Capacity Improvements Evaluated CBTC vs Track Circuits

TCMP Objectives:

- Eliminate aged and obsolete equipment
- Improve reliability and availability
- Enhanced maintenance efficiency/state of good repair
- Increase in capacity/support future ridership numbers

CBTC addresses all!





Planning for Success

- Involved internal Stakeholders early
- Learned from Peer Agencies



New York



London



New Jersey



Denmark

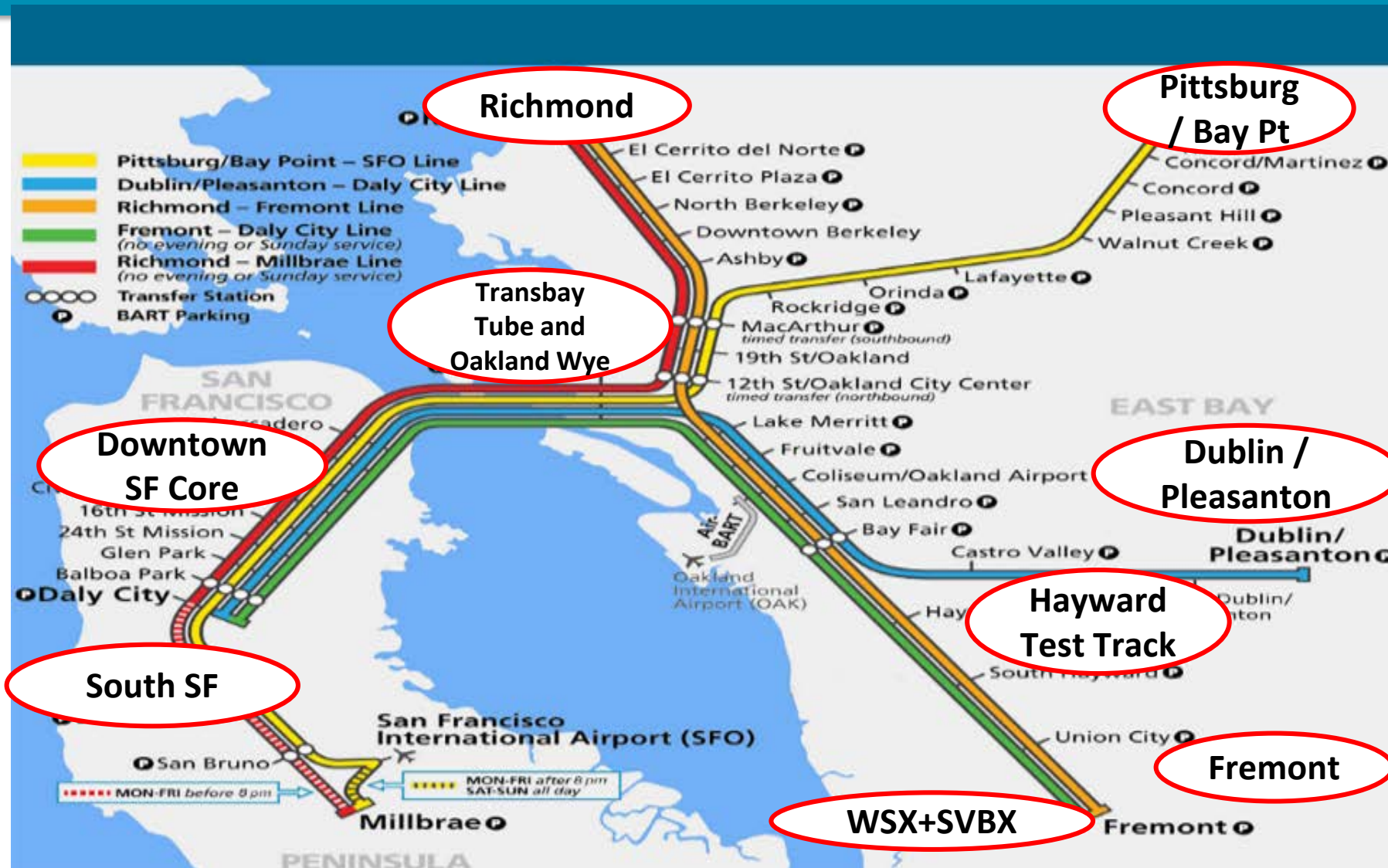


Toronto

- Learned from the CBTC Suppliers
- Best-value procurement approach
- Procure proven CBTC product & avoid customization
- Mandatory brownfield experience



Phased Migration





CBTC Schedule

	FISCAL YEAR			2017				2018												2019				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Task Number	Activity	START	FINISH	A	S	O	N	D	F	M	A	M	J	J	A	S	O	N	D	1st quarter	2nd quarter	3rd quarter	4th quarter											
2	Release RFQ/RFP																																	
4	RFQ Evaluation/Selection																																	
5	RFP Response																																	
9	Final Evaluation + Selection																																	
10	NTP																																	
TBT Capacity Increase																																		
System Construction																																		



CBTC Funding Plan

\$M	Funding Sources							
	FTA Core	MTC	State	BART	BART			
Project	Capacity	TCP	TIRCP	Cap. Alloc.	G.O. Bond	VTA	AATC	Total
Train Control Modernization	176	54	319	83	400	102	17	1,151



Rail Vehicle Procurement: Scope of Existing Contract

- Design, manufacture, assemble, test, deliver and commission 775 vehicles.
- Supply spare parts, special tools, test equipment, cab simulator, documentation, drawings, warranty, manuals, and training.





Project Accomplishments

- ☐ Received 10 Pilot Cars at the Hayward Test Track
- ☐ Started Mainline Testing During Blanket Hours (1-4) Nov 2016
- ☐ Started Testing Mainline during revenue service July 2017
- ☐ First Production car Received November 2017
- ☐ Start of Revenue service January 19, 2018
- ☐ Forecast to have 20 cars in service April 2018.



Rail Car Schedule

Milestone	Approved Schedule	Current Forecast	Actual	Status
Award of Contract	N/A	N/A	5/30/2012	Complete
Complete Final Design Phase	9/30/14	9/30/14	9/30/14	Complete
Commence Pilot Vehicle Delivery	4/30/15	3/15/16	3/15/16	Complete
Complete Pilot Car Delivery	8/25/15	12/1/16	12/1/16	Complete
Delivery of First Production Vehicle	12/30/16	11/6/2017	11/6/2017	Complete
Complete Delivery 200 th Vehicle	9/21/18	9/19/19		Not Started
Complete Delivery of 775 th Vehicle	9/27/21	3/7/22		Not Started
Complete Warranty of 775 th Vehicle	10/27/25	4/6/26		Not Started



Rail Vehicle Procurement: Scope of Future Procurement

- Design, manufacture, assemble, test, deliver and commission 306 vehicles.
- Supply spare parts, special tools, test equipment, documentation, drawings, warranty, training and manuals.



BART Car Procurement Funding Plan Summary

Assumes competitive bid/new supplier

\$ millions

	Number of Cars				Total	MTC Funding Sources						Other Funding Sources				Total
			Capacity			FTA & Flex	Financing	Exchange		Other	Total			Other State	FTA	
Procurement	Replacement	Berryessa	Expansion	Total	Cost	Formula Funds	Proceeds	Account (1)	RM3 (2)	MTC (3)	MTC	BART	VTA	& Local (4)	CIG	Funding
Current Contract	669	60	46	775	2,584	231	928	236		350	1,745	639	200			2,584
New Procurement (5)			306	306	1,618			179	500		679	121		407	411	1,618
Total	669	60	352	1,081	4,202			415	500	350	2,424	760	200	407	411	4,202

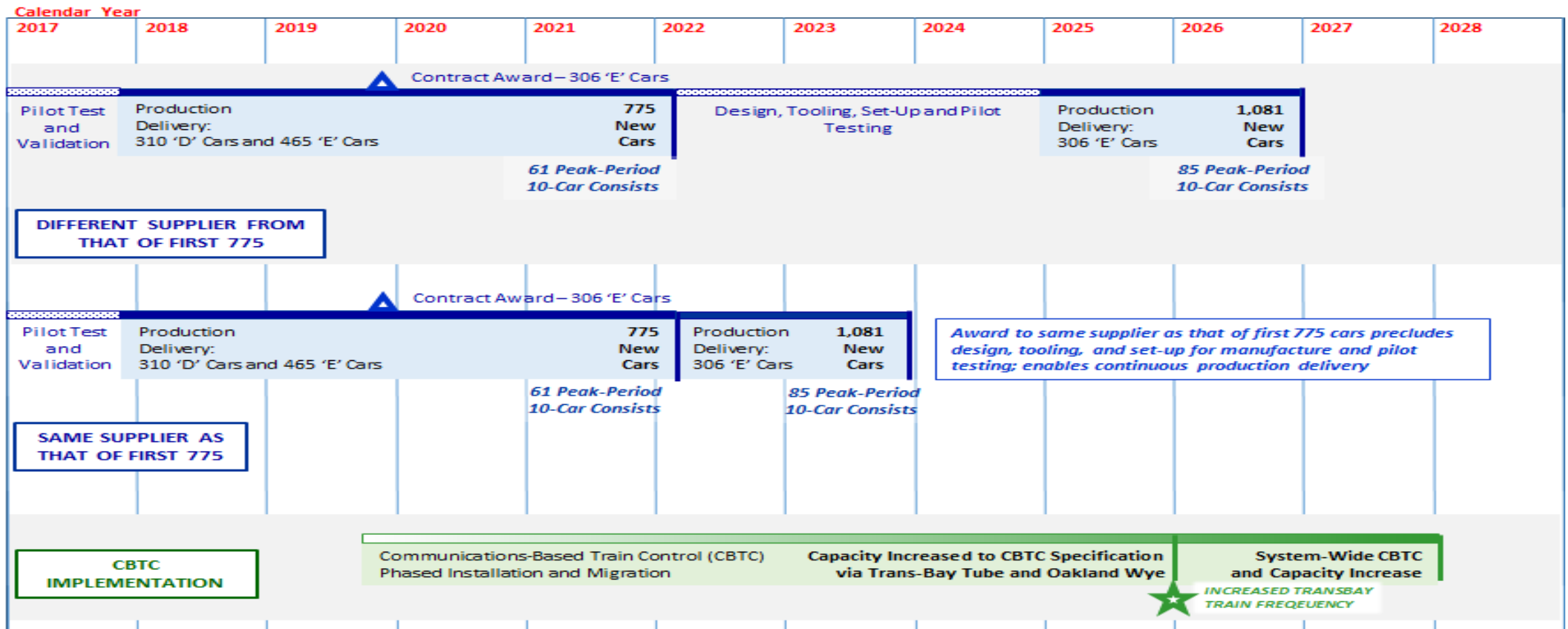
Notes:

1. Exchange Account total includes projected future earnings. If earnings are less than projected, other MTC sources would be increased to make up the difference.
2. If approved by voters.
3. Other MTC includes bridge tolls and SFO Net Operating Revenues.
4. Other State & Local includes TIRCP and county funds.
5. Transbay Corridor Core Capacity Project cars.



Comparison of Procurement and Delivery Schedules for New Cars and CBTC

Comparison of Procurement and Delivery Schedules for 306+ New Cars





Q&A



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0121 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 2/1/2018 **In control:** Programming and Allocations Committee
On agenda: 4/11/2018 **Final action:**
Title: California Transportation Commission (CTC) Update
Update on the March 21-22, 2018 CTC meetings.

Sponsors:

Indexes:

Code sections:

Attachments: [5c CTC Update Summary Sheet.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

California Transportation Commission (CTC) Update

Update on the March 21-22, 2018 CTC meetings.

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2018

Agenda Item 5c

California Transportation Commission Update

Subject: Update on the March 21-22, 2018 California Transportation Commission meeting.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

March CTC Meeting (March 21-22, Orange, CA)

CTC-related topics of regional significance are discussed below.

Senate Bill 1 Implementation Update.

- ***Local Streets and Roads Reporting Revision.*** CTC approved an update to the reporting guidelines for the SB 1 local streets and roads program, including reference to an online reporting tool. Also, cities and counties should note that project lists for FY 18-19 are due to the CTC by May 1, 2018.
- ***Accountability Guidelines.*** CTC approved the SB 1 Accountability and Transparency Guidelines, which lays out the process for baseline agreements, reporting, and auditing on SB 1 projects. MTC staff provided input on these guidelines, which provide a good starting point for future reporting on project achievements.

2018 STIP Adoption. CTC approved the 2018 State Transportation Improvement Program (STIP), which includes new transportation funding for the Bay Area. The approved 2018 STIP included some adjustments to the 2018 Regional Transportation Improvement Program (RTIP) approved by MTC in December 2017, and is the subject of item 2d on the April 11, 2018 Programming and Allocations Committee agenda.

Presidio Parkway Allocation. CTC allocated \$37 million in additional funds for the Presidio Parkway Public-Private Partnership project in San Francisco County. The additional funds will complete the landscape work on land owned by the Presidio Trust. This topic is also discussed under item 4a on the April 11, 2018 Programming and Allocations Committee agenda.

2018 SHOPP. CTC approved the 2018 State Highway Operation and Protection Program (SHOPP), which provides funding for the operation and maintenance of the state highway system.

Allocation of Funding. CTC approved funding allocations for various projects, including STIP funds for the I-680 Southbound HOV project in Contra Costa County, LPP formula funds for two projects in Marin

County (1) and Sonoma County (1), and allocation of four Active Transportation Program projects in Contra Costa County (3) and Marin County (1).

Caltrans Staffing Changes. New Caltrans Director Laurie Berman (who replaced Malcolm Dougherty as Director) announced staffing changes, including the pending retirements of Norma Ortega, Caltrans Chief Financial Officer, and of Bijan Sartipi, Caltrans District 4 Director. Jim Davis, Caltrans Division Chief of Project Management, will serve as interim District 4 Director upon Director Sartipi's retirement at the end of March.

The subsequent CTC meeting is scheduled for May 16-17, 2018 in San Diego. At that meeting, CTC is expected to approve programming for the major SB 1 competitive programs: Solutions for Congested Corridors, Local Partnership Program, and Trade Corridor Enhancement Program. CTC staff recommendations for these three programs are scheduled to be announced on April 25.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.