



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: Tony Tavares

Wednesday, October 10, 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. [18-0785](#) Minutes of the September 12, 2018 meeting
- Action: Committee Approval
- Attachments: [2a_09-12-2018_Prog&Allocations_Draft_Minutes.pdf](#)
- 2b. [18-0801](#) Quarterly Report of Executive Director Delegated Authority actions
- Action: Information
- Presenter: Cheryl Chi
- Attachments: [2b_Delegated_Authority_Quarterly_Report.pdf](#)
- 2c. [18-0783](#) MTC Resolution No. 4354. Allocation of \$1.5 million in Regional Measure 2 (RM2) funds to BART for the BART/MUNI Access on Market Street Corridor Project.
- Action: Commission Approval
- Presenter: Craig Bosman
- Attachments: [2c_MTC_ResoNo-4354_BART_Market_Street_Corridor.pdf](#)

- 2d. [18-0800](#) MTC Resolution Nos. 4334, Revised and 4335, Revised. Allocation of \$13.3 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Marin Transit and the City of Santa Rosa to support transit operations.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [2d_MTC_ResoNos-4334 & 4335_MarinTransit & CitySantaRosa_Allocations.pdf](#)

- 2e. [18-0823](#) STIP Amendment (AB 3090 Reimbursement) Request for American Canyon's Devlin Rd and Vine Trail Extension project in Napa County.

Action: Committee Approval

Presenter: Kenneth Kao

Attachments: [2e_STIP_Amendment_\(AB_3090_Reimbursement\).pdf](#)

3. Regional

- 3a. [18-0516](#) MTC Resolution Nos. 4348 and 4308, Revised. Approval of Housing Incentive Pool program criteria.

A presentation and update on the proposed criteria for distribution of the \$76 million Housing Incentive Pool (HIP) program, which provides transportation funds to reward jurisdictions that produce and preserve the most affordable housing. Staff will also provide an update on local compliance with affordable housing laws.

Action: Commission Approval

Presenter: Anne Richman and Gillian Adams

Attachments: [3a_ResoNos-4348 and 4308_Approval of HIP_corrected.pdf](#)

4. Public Comment / Other Business

5. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on November 14, 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 #: 18-0785 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 9/7/2018 **In control:** Programming and Allocations Committee

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

Title: Minutes of the September 12, 2018 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a_09-12-2018_Prog&Allocations_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Minutes of the September 12, 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: Tony Tavares

Wednesday, September 12, 2018

9:40 AM

MetroCenter
101 Eighth Street, First Floor
Oakland, CA 94607
Lawrence D. Dahms Auditorium

Call Meeting to Order

1. Roll Call / Confirm Quorum

Present: 5 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover,
Commissioner Pedroza, and Commissioner Kim

Absent: 4 - Chair Josefowitz, Commissioner Schaaf, Commissioner Slocum, and Commissioner
Worth

Non-Voting Member Absent: Commissioner Tavares

Ex Officio Voting Members Present: Commission Vice Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Aguirre, Commissioner Giacomini, Commissioner
Halsted, and Commissioner Spering

2. Consent Calendar

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

Aye: 5 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover,
Commissioner Kim and Commissioner Pedroza

Absent: 4 - Chair Josefowitz, Commissioner Schaaf, Commissioner Slocum and Commissioner
Worth

2a. [18-0627](#) Minutes of the July 11, 2018 meeting

Action: Committee Approval

- 2b. [18-0653](#) MTC Resolution No. 3655, Revised. Allocation of Regional Measure 2 (RM2) Funds to AC Transit East Bay Bus Rapid Transit project: rescission of \$1.9 million in RM2 savings from advance construction phase, and allocation of same amount to upcoming major construction activities.

Action: Commission Approval

Presenter: Craig Bosman

- 2c. [18-0651](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Revisions to the One Bay Area Grant (OBAG 1 and OBAG 2) County and Regional Programs.

Action: Commission Approval

Presenter: Mallory Atkinson

Agenda item 2c was pulled from the Consent Calendar to be considered separately by the Committee. Upon the motion by Commissioner Bruins and the second by Commissioner Pedroza, the Committee unanimously approved the referral of MTC Resolution No. 4035, Revised and 4202, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim and Commissioner Pedroza

Absent: 4 - Chair Josefowitz, Commissioner Schaaf, Commissioner Slocum and Commissioner Worth

- 2d. [18-0628](#) MTC Resolution Nos. 4312, Revised and 4349. Program of Projects for MTC/BATA's Formula Share of the Local Partnership Program - Cycles 1 and 2.

Action: Commission Approval

Presenter: Kenneth Kao

- 2e. [18-0652](#) MTC Resolution No. 4350. Authorization for MTC's Executive Director to file and execute Federal Transit Administration grants.

Action: Commission Approval

Presenter: Rob Jaques

- 2f. [18-0692](#) Proposed agreement with Mariposa County Local Transportation Commission (MCLTC) for exchange of federal apportionment. A request to authorize an agreement with the MCLTC to exchange roughly \$0.4 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.

Action: Commission Approval

Presenter: Ross McKeown

- 2g. [18-0591](#) MTC Resolution No. 3925, Revised. Revisions to the Bike Share Capital funding approach to provide flexibility to local jurisdictions who receive zero-cost bike share proposals.

Action: Commission Approval

Presenter: Kara Oberg

Agenda item 2g was pulled from the Consent Calendar to be considered separately by the Committee. Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Bruins, the Committee unanimously approved the referral of MTC Resolution No. 3925, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim and Commissioner Pedroza

Absent: 4 - Chair Josefowitz, Commissioner Schaaf, Commissioner Slocum and Commissioner Worth

- 2h. [18-0695](#) MTC Resolution Nos. 4202, Revised and 4357. Agreement for the exchange of \$4.0 million in Contra Costa Transportation Authority (CCTA) measure funds with an equal amount of Surface Transportation Block Grant Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funds, for the I-680 NB High Occupancy Lane/Express Lane project, the Richmond trail project, two projects in the IDEA program, and to provide \$2.2 million in non-federal funds for future MTC projects.

Action: Commission Approval

Presenter: Ross McKeown

3. Regional

- 3a. [18-0654](#) MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335, Revised, and 4336, Revised

Revises the FY 2018-19 Fund Estimate to incorporate final FY 2017-18 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues and allocates \$48 million in FY 2018-19 Transportation Development Act (TDA) funds, STA funds, and Regional Measure 2 (RM 2) operating and capital funds to several transit operators to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: William Bacon

Upon the motion by Commissioner Pedroza and the second by Commissioner Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution Nos. 4322, Revised, 4334, Revised, 4335, Revised, and 4336, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim and Commissioner Pedroza

Absent: 4 - Chair Josefowitz, Commissioner Schaaf, Commissioner Slocum and Commissioner Worth

- 3b. [18-0516](#) MTC Resolution No. 4348. Approval of Housing Incentive Pool program criteria.

A presentation on the proposed criteria for distribution of the \$76 million Housing Incentive Pool (HIP) program, which provides transportation funds to reward jurisdictions that produce and preserve the most affordable housing between 2015 and 2020. Staff will also provide an update on local compliance with affordable housing laws.

Action: Commission Approval

Presenter: Anne Richman

Pedro Galvao was called to speak.

The Committee requested that this item return to the Committee on the October 10, 2018 agenda.

3c. [18-0715](#) MTC Resolution No. 3914, Revised.

Allocation of \$10.1 million in AB 1171 Bridge Toll funds to Tri-Valley - San Joaquin Valley Regional Rail Authority for CEQA documentation and preliminary engineering on the Valley Link rail project.

Action: Commission Approval

Presenter: Craig Bosman

Roland Lebrun was called to speak.

Michael Tree, Tri-Valley - San Joaquin Valley Regional Rail Authority, was called to speak.

Upon the motion by Commissioner Bruins and the second by Commissioner Pedroza, the Committee unanimously approved the referral of MTC Resolution No. 3914, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim and Commissioner Pedroza

Absent: 4 - Chair Josefowitz, Commissioner Schaaf, Commissioner Slocum and Commissioner Worth

4. Federal

4a. [18-0656](#) MTC Resolution Nos. 4035, Revised and 4202, Revised. Amendments to One Bay Area Grant (OBAG) 1 and 2 Programs to add new projects in Marin County.

MTC provided federal funds for the US-101 HOV Gap Closure project in Marin County during the last decade; about \$4.5 million was not spent. The Transportation Authority of Marin now requests the unspent funds and other OBAG funds be re-programmed to four projects in Marin County.

Action: Commission Approval

Presenter: Kenneth Kao

Upon the motion by Commissioner Pedroza and the second by Commissioner Bruins, the Committee unanimously approved the referral of MTC Resolution Nos. 4035, Revised and 4202, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim and Commissioner Pedroza

Absent: 4 - Chair Josefowitz, Commissioner Schaaf, Commissioner Slocum and Commissioner Worth

- 4b. [18-0681](#) MTC Resolution Nos. 4374 and 4375. Adoption of the 2019 Transportation Improvement Program (TIP) and Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 (Plan) and the 2019 TIP.

The federally required TIP is a comprehensive listing of all Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant for air quality conformity purposes. MTC is required to make a positive air quality conformity determination for the TIP and Plan in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures.

Action: Commission Approval

Presenter: Adam Crenshaw

Roland Lebrun was called to speak.

Upon the motion by Commissioner Glover and the second by Commissioner Bruins, the Committee unanimously approved the referral of MTC Resolution Nos. 4374 and 4375 to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Kim and Commissioner Pedroza

Absent: 4 - Chair Josefowitz, Commissioner Schaaf, Commissioner Slocum and Commissioner Worth

5. Information

- 5a. [18-0629](#) California Transportation Commission Update

An update on the August 15-16, 2018 California Transportation Commission meeting.

Action: Information

Presenter: Kenneth Kao

6. Public Comment / Other Business

Rebecca Kaplan, Councilmember City of Oakland, was called to speak

Roland Lebrun was called to speak.

Rich Hedges was called to speak.

7. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on October 10, 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 #: 18-0801 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 9/11/2018 **In control:** Programming and Allocations Committee

On agenda: 10/10/2018 **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

October 10, 2018

Agenda Item 2b

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

Background: MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds 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' allocations or rescissions.

This is the first quarter report for FY2018-19, and covers the period of June 2018 through September 2018. At the start of a new fiscal year, allocations may be approved in June ahead of the fiscal year, but are not effective until the start of the fiscal year so they are included as first quarter actions. The Executive Director made the following allocation and rescission actions as summarized below and detailed in Attachment A:

Delegated Authority FY 2018-19	1st Quarter
Allocations	
Transportation Development Act	20,158,645
State Transit Assistance	14,160,816
Regional Measure 2	7,234,666
Total Allocations	41,554,127
Rescissions	
Transportation Development Act	(432,019)
State Transit Assistance	(217,209)
Regional Measure 2	(165,000)
Total Rescissions	(814,228)

Issues: None

Recommendation: Information

Attachments: FY2018-19 Delegated Authority Attachment A

FY 2018-19 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

First Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
Santa Rosa	E Street Class II Bike Lanes	90,000	001	06/27/18	Sonoma County
Windsor	Crosswalks at Brooks Rd South & US101 N	219,124	002	06/27/18	Sonoma County
Daly City	Westmoof Ave to Guadalupe Parkway Bike	154,750	003	06/27/18	San Mateo County
East Palo Alto	Bike/Ped Access to Services	108,820	004	06/27/18	San Mateo County
City of San Mateo	San Mateo Dr. Ped and Bike Improvements	400,000	005	06/27/18	San Mateo County
Campbell	FY 2018/19 Bicycle and Pedestrian Project	34,469	009	07/25/18	Santa Clara County
Gilroy	Levee Trail Pavement Maintenance	173,705	010	07/25/18	Santa Clara County
Los Gatos	Nino or Blossom Hill Road Bike/Pedestrian	52,995	011	07/25/18	Santa Clara County
Monte Sereno	Daves Avenue School area bike/ped improv	14,923	012	07/25/18	Santa Clara County
Mountain View	Citywide Uncontrolled Marked Crosswalk	100,000	013	07/25/18	Santa Clara County
San Jose	Citywide Bikeway Implementation	593,851	014	07/25/18	Santa Clara County
San Jose	Citywide ADA Curb Ramps	100,000	015	07/25/18	Santa Clara County
San Jose	Citywide Bicycle Safety/Education	150,076	016	07/25/18	Santa Clara County
Santa Clara, City	Class 2 bicycle facility on Lafayette/Basset	600,000	017	07/25/18	Santa Clara County
Saratoga	Saratoga Avenue Pathway Project	24,662	018	07/25/18	Santa Clara County
Sunnyvale	Green Bike Lane Pavement Markings	120,877	019	07/25/18	Santa Clara County
Martinez	Downtown Bike and Pedestrian Safety	35,000	020	07/25/18	Contra Costa County
CC County	San Pablo Avenue Pedestrian Gap Closure	55,000	021	07/25/18	Contra Costa County
San Pablo	Rumrill Boulevard Complete Streets Projec	85,000	022	07/25/18	Contra Costa County
Orinda	Moraga Way Crosswalk at Brookside Road	35,000	023	07/25/18	Contra Costa County
Lafayette	Pleasant Hill Road Bicycle Facilities	65,000	024	07/25/18	Contra Costa County
Walnut Creek	High Contrast Pavement Markings	75,000	025	07/25/18	Contra Costa County
Concord	Salvio Street Bikeway Improvements	75,000	026	07/25/18	Contra Costa County
CC County	Walnut Boulevard Shoulder Widening	75,000	027	07/25/18	Contra Costa County
Brentwood	Brentwood Boulevard Shoulder Widening	75,000	028	07/25/18	Contra Costa County
Antioch	Antioch Middle School Pedestrian Improve	55,000	029	07/25/18	Contra Costa County
Pittsburg	Rancho Medanos Junior High School Ped	65,000	030	07/25/18	Contra Costa County
CC County	Imhoff Drive Bicycle Shoulder Striping	55,000	031	07/25/18	Contra Costa County
SFDPW	Sidewalk Repair and Reconstruction	230,846	032	07/25/18	San Francisco County
SFDPW	Preliminary Engineering for Curb Ramps	230,846	033	07/25/18	San Francisco County
SFMTA	Vision Zero Bike and Pedestrian Improvem	461,692	034	07/25/18	San Francisco County
St Helena	Hunt Avenue Sidewalk Gap Closure	75,000	047	08/29/18	Napa County
American Canyon	Donaldson Way Sidewalk Gap Closure	221,099	048	08/29/18	Napa County
CC Health Services	Bicycle and Pedestrian Safety Education	40,000	049	08/29/18	Contra Costa County
Milpitas	ADA Curb Ramp Transition Program 2019	127,587	050	08/29/18	Santa Clara County
C/CAG	San Mateo County Comprehensive Bicycle	50,000	056	09/26/18	San Mateo County
Campbell	San Tomas Aquino Creek Trail	432,019	057	09/26/18	Santa Clara County
City of Alameda	Cross Alameda Trail: Main to Constitution	80,000	058	09/26/18	Alameda County
San Leandro	Pedestrian Curb Ramp Upgrade Program	67,029	059	09/26/18	Alameda County
Fremont	Ped Crossing Improvements at Various Loc	228,397	060	09/26/18	Alameda County
Pleasanton	West Los Positas Bike and Ped Improveme	74,845	061	09/26/18	Alameda County
Alameda County	Pedestrian Improvements at Various Locati	160,010	062	09/26/18	Alameda County

Dublin	Update Bike and Ped Master Plan	210,000	063	09/26/18	Alameda County
Subtotal		6,377,622			
5801 - 99233.7, 99275 Community Transit Service - Operations					
CCCTA	Transit Operations	869,577	006	06/27/18	Contra Costa County
AC Transit	Transit Operations	634,463	007	06/27/18	Contra Costa County
LAVTA	Transit Operations	141,539	035	07/25/18	Alameda County
WCCTA	Transit Operations	138,621	036	07/25/18	Contra Costa County
Pleasanton	Community Transit	78,908	037	07/25/18	Alameda County
ECCTA	Transit Operations	461,683	064	09/26/18	Contra Costa County
NVTA	Transit Operations	465,356	065	09/26/18	Napa County
Subtotal		2,790,147			
5802 - 99260A Transit - Operations					
AC Transit	Transit Operations	116,699	008	06/27/18	Union City
LAVTA	Transit Operations	101,489	038	07/25/18	BART Alameda
WCCTA	Transit Operations	281,512	039	07/25/18	BART Contra Costa
NVTA	Transit Operations	1,000,000	040	07/25/18	NVTA
ECCTA	Transit Operations	1,000,000	041	07/25/18	ECCTA
SolTrans	Transit Operations	1,000,000	042	07/25/18	Vallejo
Dixon	Transit Operations	547,299	051	08/29/18	Dixon
Dixon	Transit Operations	26,469	052	08/29/18	Vallejo
Petaluma	Transit Operations	1,000,000	053	08/29/18	Petaluma
SolTrans	Transit Operations	81,436	066	09/26/18	Solano County
SolTrans	Transit Operations	17,155	066	09/26/18	Dixon
SolTrans	Transit Operations	178,720	066	09/26/18	Fairfield
SolTrans	Transit Operations	44,197	066	09/26/18	Suisun City
SolTrans	Transit Operations	82,076	066	09/26/18	Vacaville
Subtotal		5,477,052			
5803 - 99260A Transit - Capital					
LAVTA	Transit Capital	850,000	043	07/25/18	LAVTA
Petaluma	Transit Capital	384,688	054	08/29/18	Petaluma
ECCTA	Transit Capital	200,000	067	09/26/18	ECCTA
NVTA	Transit Capital	787,375	068	09/26/18	NVTA
Santa Rosa	Transit Capital	507,818	069	09/26/18	Santa Rosa
Subtotal		2,729,881			
NVTA	Transit Operations	701,566	070	09/26/18	NVTA
Subtotal		701,566			
5812 - 99400D Planning and Administration - Operations					
Vacaville	Planning and Administration	200,000	044	07/25/18	Vacaville
NVTA	Planning and Administration	1,000,000	055	08/29/18	NVTA
Subtotal		1,200,000			
5813 - 99400E Transit - Capital					
Sonoma County	Transit Capital	92,377	045	07/25/18	Sonoma County
Vacaville	Transit Capital	790,000	046	07/25/18	Vacaville
Subtotal		882,377			
Total		20,158,645			

State Transit Assistance - Allocation (002)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5820 - 6730A Operations - Population-Based County Block Grant					
WCCTA	Transit Operations	637,256	013	07/25/18	Contra Costa County
Petaluma	Transit Operations	695,251	024	09/26/18	Sonoma County
	Subtotal	1,332,507			
5820 - 6730A Operations - Population-Based Northern County/Small Operator					
CCCTA	Transit Operations	995,164	001	06/27/18	CCCTA
Sonoma County	Transit Operations	528,125	025	09/26/18	Sonoma County
ECCTA	Transit Operations	702,265	026	09/26/18	ECCTA
NVTA	Transit Operations	331,425	027	09/26/18	NVTA
GGBHTD	Transit Operations	380,050	028	09/26/18	GGBHTD
WCCTA	Transit Operations	154,890	029	09/26/18	WCCTA
Petaluma	Transit Operations	141,526	030	09/26/18	Sonoma County
	Subtotal	3,233,445			
5822 - 6731C Paratransit - Operations - Population-based Regional Paratransit					
LAVTA	Transit Operations	23,812	021	08/29/18	Alameda County
AC Transit	Transit Operations	576,739	031	09/26/18	Alameda County
AC Transit	Transit Operations	16,695	032	09/26/18	Contra Costa County
CCCTA	Transit Operations	170,993	033	09/26/18	Contra Costa County
Sonoma County	Transit Operations	91,486	034	09/26/18	Sonoma County
NVTA	Transit Operations	70,350	035	09/26/18	Napa County
Petaluma	Transit Operations	31,535	036	09/26/18	Sonoma County
	Subtotal	981,610			
5820 - 6730A Operations - Revenue-based					
VTA	Transit Operations	23,051	002	06/27/18	VTA-ACE
AC Transit	Transit Operations	437,582	003	06/27/18	BART
CCCTA	Transit Operations	628,747	004	06/27/18	CCCTA
CCCTA	Transit Operations	826,124	005	06/27/18	BART
WCCTA	Transit Operations	444,705	014	07/25/18	WCCTA
Sonoma County	Transit Operations	217,999	015	07/25/18	Sonoma County Transit
LAVTA	Transit Operations	250,382	016	07/25/18	LAVTA
LAVTA	Transit Operations	593,690	017	07/25/18	BART
ECCTA	Transit Operations	147,694	037	09/26/18	ECCTA
NVTA	Transit Operations	22,601	038	09/26/18	NVTA
SolTrans	Transit Operations	355,135	039	09/26/18	SolTrans
	Subtotal	3,947,710			
5820 - 6730A Operations - Population-based Regional Paratransit					
SFMTA	Transit Operations	503,904	040	09/26/18	San Francisco County
GGBHTD	Transit Operations	43,372	041	09/26/18	Marin County
GGBHTD	Transit Operations	29,042	042	09/26/18	Sonoma County
WCCTA	Transit Operations	27,249	043	09/26/18	Contra Costa County
ECCTA	Transit Operations	129,232	044	09/26/18	Contra Costa County
	Subtotal	732,799			
5828 - 6731B Planning and Admin - County Block Grant					
Sonoma County	Hwy 37 Planning Study	25,000	018	07/25/18	Sonoma County
	Subtotal	25,000			

5821 - 6730B Capital Costs - Population-based MTC Coordination

MTC	511 Transit Capital	165,000	006	06/27/18	MTC
MTC	Regional Transit Mapping	540,000	007	06/27/18	MTC
Subtotal		705,000			

5820 - 6730A Operations - Population-based Lifeline

Sonoma County	Cycle 4: Feeder Bus Service	32,238	019	07/25/18	Sonoma County
SFMTA	Cycle 2: Shopper Shuttle	72,000	020	07/25/18	San Francisco County
LAVTA	Cycle 5: Route 14 Operating Assistance	160,000	022	08/29/18	Alameda County
AC Transit	Cycle 5: Preserve Operations in COCs	544,214	045	09/26/18	Contra Costa County
SFMTA	Cycle 5: Expand and Continue Late Night S	866,196	046	09/26/18	San Francisco County
CCCTA	Cycle 5: Preserve Operations in COCs	300,000	047	09/26/18	Contra Costa County
Soltrans	Cycle 5: Maintain Route 1	300,000	048	09/26/18	Solano County
Petaluma	Cycle 5: Weekend Service	132,107	049	09/26/18	Sonoma County
WCCTA	Cycle 5: Increased frequency on C3	176,990	050	09/26/18	Contra Costa County
Subtotal		2,583,745			

5820 - 6730A Operations - Population-based MTC Coordination

MTC	Transit Connectivity	20,000	008	06/27/18	MTC
MTC	Bicycle Share Education	60,000	009	06/27/18	MTC
MTC	ITS Architecture	50,000	010	06/27/18	MTC
CCCTA	Planning and Administration	75,000	011	06/27/18	MTC
AC Transit	Transit Operations	239,000	012	06/27/18	MTC
MTC	511 Transit	165,000	023	08/29/18	MTC
GGBHTD	Transit Operations	10,000	051	09/26/18	MTC
Subtotal		619,000			

Total 14,160,816

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>					
CCCTA	Project № 4: Route 96X	145,339	001	06/27/18	
LAVTA	Project № 4: Tri-Valley Rapid	580,836	005	07/25/18	
SFMTA	Project № 7: Route 14	187,501	006	07/25/18	
WCCTA	Project № 3: Route JPX	249,294	007	07/25/18	
WCCTA	Project № 4: Route LYNX/JX	819,550	008	07/25/18	
WCCTA	Project № 4: LYNX Start-up	50,000	009	07/25/18	
NVTA	Project № 2: Route 29	426,400	010	08/29/18	
ECCTA	Project № 3: Route 300	531,835	011	09/26/18	
SolTrans	Project № 3: Yellow Line	762,567	012	09/26/18	
SolTrans	Project № 3: Route 80	578,000	013	09/26/18	
SolTrans	Project № 3: Route 82	30,000	014	09/26/18	
SolTrans	Project № 3: Route 85	201,741	015	09/26/18	
GGBHTD	Project № 3: Route 72x	101,264	016	09/26/18	
GGBHTD	Project № 3: Route 101	195,339	017	09/26/18	
Subtotal		4,859,666			
Marketing					
MTC	Seamless Transit Map	710,000	002	06/27/18	
MTC	Hub Regional Resource Center	165,000	003	06/27/18	

AC Transit	Marketing and Outreach for various RM2 p	500,000	004	06/27/18
	Subtotal	1,375,000		

Capital Allocations

MTC	Proj. 29.7: BBF Commuter Parking (CON)	1,000,000		09/26/18	19-4250-15
	Subtotal	1,000,000			

Total **7,234,666**

Allocations Grand Total **41,554,127**

Rescission - Transportation Development Act			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
Campbell	San Tomas Aquino Creek Trail	(432,019)	09/26/18	17-001-077
	Total	(432,019)		

Rescission - State Transit Assistance			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
MTC	511 Transit Capital	(165,000)	08/29/18	19-002-006
ACE	Preventative Maintenance	(22,540)	09/26/18	18-4345-28
VTA	Facility Upgrades and Improvements	(29,669)	09/26/18	18-4345-29
	Total	(217,209)		

Rescission - Regional Measure 2 Funds			Approval	Allocation
Claimant	Description	Amount	Date	Instruction
MTC	Hub Regional Resource Center	(165,000)	08/29/18	19-006-003
	Total	(165,000)		

Recissions Grand Total **(814,228)**



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0783 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 9/7/2018 **In control:** Programming and Allocations Committee

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

Title: MTC Resolution No. 4354. Allocation of \$1.5 million in Regional Measure 2 (RM2) funds to BART for the BART/MUNI Access on Market Street Corridor Project.

Sponsors:

Indexes:

Code sections:

Attachments: [2c MTC ResoNo-4354 BART Market Street Corridor.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4354. Allocation of \$1.5 million in Regional Measure 2 (RM2) funds to BART for the BART/MUNI Access on Market Street Corridor Project.

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 10, 2018

Agenda Item 2c

MTC Resolution No. 4354

Subject: Allocation of \$3 million in Regional Measure 2 (RM2) funds to BART for the BART/MUNI Access on Market Street Corridor project.

Background: In May 2014, RM2 Project 1 was modified from its original description so that funds were eligible for use on BART/MUNI elevators in the Market Street corridor, after the original project, a direct connection between BART and MUNI platforms at Embarcadero and Civic Center stations, was determined to be infeasible. BART has submitted an allocation request for \$3 million for a two-phase project to increase and improve elevator access to BART and MUNI along the Market Street corridor.

Phase 1: BART/MUNI Elevator at Powell Street Station (\$1.5 million RM2)

The MUNI Central Subway project is building a new concourse-to-MUNI platform elevator at the Powell Street station, which will be the second concourse-to-platform elevator in the station (the current elevator serves both BART and MUNI platforms). This RM2 allocation would provide for systems engineering and construction costs associated with extending the new elevator to also stop at the BART platform.

The BART paid area will be extended to enclose the existing elevator, which will be dedicated to BART paid-to-platform level traffic. Similarly, the new elevator, inside the MUNI paid area, will be dedicated to MUNI paid-to-platform level traffic. This system will reduce elevator congestion and reduce fare evasion for both services. In the event of an elevator outage, having a second elevator that can serve both platforms will provide needed backup service for all customers. BART and MUNI will execute an access agreement to address joint use for the elevators and ensure customers of both services can access their platform in this scenario.

Phase 2: Elevator Renovation Project (\$1.5 million RM2)

RM2 funds would go toward renovating elevators in joint BART/MUNI stations along Market Street to reliably serve customers. The existing elevators (including the existing concourse-to-platform elevator at Powell, mentioned above) are beyond useful life and experience outages frequently. This project provides for the rehabilitation of elevators at Embarcadero, Powell, Montgomery, and Civic Center stations. The total cost of this phase is \$6.9 million and also includes funding from FTA and San Francisco Proposition K.

Issues: The proposed allocation is conditioned on approval of a local support resolution by the BART board of directors, which is expected this month.

Recommendation: Refer MTC Resolution No. 4354 to the Commission for approval.

Attachments: MTC Resolution 4354

Date: October 24, 2018
W.I.: 1255
Referred by: PAC

ABSTRACT

MTC Resolution No. 4354

This resolution approves the allocation of Regional Measure 2 funds for the BART/MUNI Access on Market Street Corridor project, sponsored by BART.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

Attachment C - MTC staff's review of BART's Initial Project Report (IPR) for this project

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated October 10, 2018.

Date: October 24, 2018
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the BART/MUNI Access on Market Street Corridor Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4354

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

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

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

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

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

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

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

WHEREAS, BART is the project sponsor and implementing agency for the BART/MUNI Access on Market Street Corridor project; and

WHEREAS, BART has submitted a request for the allocation of RM2 funds for the BART/MUNI Access on Market Street Corridor project; and

WHEREAS, the BART/MUNI Access on Market Street Corridor project is identified as capital project number 1 under RM2 and is eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c)(1); and

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

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

REGIONAL MEASURE 2 PROGRAM

Allocation of Funds

Project Title: BART/MUNI Access on Market Street Corridor
Sponsor: BART
Project Number: 1.1

Activities to be funded with Allocation #1:						
Systems engineering and construction costs associated with extending a new elevator at the BART/MUNI Powell Street station to the BART platform.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
19435401	24-Oct-18	\$ 1,500,000	CON	FY2018-19	\$	1,500,000

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: BART/MUNI Access on Market Street Corridor
Sponsor: BART
Project Number: 1.1

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

1. Approval of the Initial Project Report (IPR) package by the BART Board.

RM2 Project Number: 1.1

BART/MUNI Access on Market Street Corridor

Lead Sponsor BART	Other Sponsors(s)	Implementing Agency (if applicable) BART
Legislated Project Description Provide increased elevator access to BART and MUNI platforms at Powell Street and other stations as funding allows.		
RM2 Legislated Funding (in \$1,000) \$3,000	Total Estimated Project Cost (in \$1,000) \$3,000	
Project Purpose and Description BART/Muni Elevator at Powell Station. A new concourse-to-MUNI platform elevator at BART-Muni Powell Street station is planned as part of the MUNI central subway project. The shaft for the new elevator is on the west end of the MUNI platform, which is immediately above the west end of BART's platform. This project will extend the new elevator to stop at the BART platform.		
Funding Description Committed Funds: RM2 bridge toll funds Uncommitted Funds: N/A Operating Capacity: BART and SFMTA share funding responsibility for ongoing operations and maintenance costs of joint-use elevators.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering			
2	Designs, Plans, Specs, & Estimates			
3	Right-of-Way Acquisition			
4	Construction	12/2018	12/2019	\$1,500
Total:				\$1,500

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	BART/MUNI Access on Market Street Corridor	Project No.	1.1
Lead Sponsor	BART	Last Updated	10/24/2018

Fund Source	Phase	Prior	2018-19	2019-20	2020-21				Future	Total
Committed										
RM2	Construction		1,500							1,500
Total:		-	1,500	-	-	-	-	-	-	1,500
Uncommitted										
										-
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2018-19	2019-20	2020-21				Future	Total
Total:		0	1,500	0	0	0	0	0	0	\$ 1,500

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: BART/MUNI Access on Market Street Corridor
Sponsor: BART
RM2 Project Number: 1.1

(amounts escalated in thousands)

RM2 Project No. 1.1	PRIOR	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FUTURE	TOTAL
RM2 Funds Total	-	750	750	-	-	-	-	1,500
PA/ED	0	0		0	0			0
								0
								0
								0
Final Design (PS&E)	0	0	0	0	0	0	0	0
								0
Right of Way	0	0	0	0	0	0	0	0
								0
Construction	0	750	750	0	0	0	0	1,500
RM2		750	750					1,500
								0
								0
								0
								0
								0
								0
								0
								0
								0
TOTAL FUNDING								
Environmental	0	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0	0
Construction	0	750	750	0	0	0	0	1,500
PROJECT TOTAL	0	750	750	0	0	0	0	1,500



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0800 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 9/11/2018 **In control:** Programming and Allocations Committee

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

Title: MTC Resolution Nos. 4334, Revised and 4335, Revised. Allocation of \$13.3 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Marin Transit and the City of Santa Rosa to support transit operations.

Sponsors:

Indexes:

Code sections:

Attachments: [2d MTC ResoNos-4334 & 4335 MarinTransit & CitySantaRosa Allocations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution Nos. 4334, Revised and 4335, Revised. Allocation of \$13.3 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Marin Transit and the City of Santa Rosa to support transit operations.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 10, 2018

Agenda Item 2d

MTC Resolution No. 4334, Revised and 4335, Revised

Subject: Allocation of \$13.3 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Marin Transit and the City of Santa Rosa to support transit operations.

Background: This month's proposed allocations continue the process of approving these funds for FY2018-19 in support of transit. Marin Transit requests \$5.1 million in TDA and Santa Rosa requests \$6.2 million in TDA and \$2.0 million in STA in support of their transit operations. These allocation requests are consistent with the adopted MTC Fund Estimate (Resolution 4322, Revised) and county programming. Attachment A provides details regarding the operating budgets and initiatives for the two transit operators requesting funds this month.

Allocation requests by these operators, up to \$1 million in any apportionment, are approved separately through the Executive Director's Delegated Authority process and reported quarterly to this Committee. This month a quarterly report is presented under Agenda Item 2b.

Marin Transit continues to budget with long-term sustainability in mind. It has a fully funded emergency reserve and operating contingency reserve. Combined, these two accounts could fund operations for six months.

Marin Transit implemented a one year pilot of an on-demand fully accessible service in Northern San Rafael open to the general public meant to respond to the unmet needs of multiple markets. In January 2019, there will be a six-month evaluation of the program with a recommendation in March 2019 of whether to continue the program.

Santa Rosa faces a structural deficit. Prior to the additional STA funds becoming available through SB1, Santa Rosa was planning to cut 4% from its budget this year. Funding is not available from the City which is dipping heavily into its reserves for capital projects associated with fire recovery efforts. If SB1 funding remains intact, Santa Rosa will be able to forestall cuts to their operating budget.

Issues: Marin Transit and Santa Rosa both have operating budgets that exceed both inflation and service increases. Marin Transit is starting a new operating contract and costs are higher than they expected. Many operators have higher contracted operating costs due to a tightening labor market, higher wages, and growing housing costs. Should SB1 be repealed, both Marin Transit and Santa Rosa plan to revisit their operating budgets.

MTC continues to work with the small operators to identify performance metrics as part of the new policy governing use of STA Population-based funds, Resolution 4321. Staff will report to the Committee on this effort in early 2019.

Recommendation: Refer MTC Resolution Nos. 4334, Revised and 4335, Revised to the Commission for approval.

Attachments: Attachment A – Transit Operator Budget Summary
MTC Resolution Nos. 4334, Revised, 4335, Revised, and 4336, Revised

Attachment A - Transit Operator Budget Summary

Operator	FY2017-18 Operating Budget	FY2018-19 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2018-19 Operating Request ¹	Allocation Request as a % of Operating Budget	Highlight of FY2018-19 Budget and Operating Activities
Marin Transit	\$27,122,602	\$30,926,909	14.0%	10.1%	\$6,995,305	22.6%	<ul style="list-style-type: none"> • Purchased transportation accounts for 77% of the budget and is increasing 9% primarily due to new contract rates, but also some service expansion that accounts for about half of the budget increase. • In June, routes were adjusted based on a performance evaluation of the June 2016 service. Unproductive service was reduced to reallocate service hours to supplemental school service. • Increased vehicle hours is primarily in paratransit service. The paratransit budget also includes funds for an on-demand accessible transit service pilot that is available to anyone within a defined geographic area. • Clipper programming will be changed to allow a single tag instead of dual tag system which requires tagging when boarding and exiting. The goal of the project is to increase Clipper usage, reduce stop dwell time, and reduce cash handling. • A renewal of a sales tax that provides a significant source of funding for Marin Transit will be voted on in November.
Santa Rosa	\$ 12,858,726	\$ 13,597,514	5.8%	0%	\$9,189,451	69.9%	<ul style="list-style-type: none"> • Santa Rosa Transit is facing a structural deficit and continues to explore opportunities to address it. Additional STA funds resulting from the passage of SB1 has allowed the City more time to address the issue, but this increased funding is at risk due to a repeal initiative, Proposition 6, on the November ballot. • Santa Rosa will evaluate fare policy, including a potential fare increase. • Santa Rosa Junior College students enjoy unlimited free rides on Santa Rosa City Bus through a pilot program, started in September 2017. A student transportation fee reimburses the City a fixed amount per ride. The college and City Bus hope to enter into a multi-year agreement soon. This pilot increases transit ridership and provides additional revenue for transit services.

¹ The allocation request includes funds that will be allocated through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Allocations made by Delegated Authority are reported to the Commission quarterly.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC
Revised: 07/25/18-C 09/26/18-C
10/24/18-C

ABSTRACT

Resolution No. 4334, Revised

This resolution approves the allocation of fiscal year 2018-19 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution allocates funds to County Connection (CCCTA), AC Transit, and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on July 25, 2018 to allocate funds to the Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, Vacaville, and WestCAT (WCCTA).

This resolution was revised on September 26, 2018 to allocate funds to Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Golden Gate Bridge, Highway, and Transportation District (GGBTD), Napa Valley Transportation Authority (NVTa), and Solano County Transit (SolTrans).

This resolution was revised on October 24, 2018 to allocate funds to Marin Transit and Santa Rosa.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018, July 11, 2018, September 12, 2018, and October 10, 2018.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4334

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

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

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

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2018-19 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2018-19 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

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

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

RESOLVED, that MTC approves the allocation of fiscal year 2018-19 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 27, 2018.

Date: June 27, 2018
 Referred by: PAC
 Revised: 07/25/18-C 09/26/18-C
 10/24/18-C

Attachment A
 MTC Resolution No. 4334
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2018-19

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Transit Operations	3,805,829	01	06/27/18	Alameda County	
	Subtotal	3,805,829				
5802 - 99260A Transit - Operations						
VT A	Transit Operations	94,688,913	02	06/27/18	VT A	
VT A	Transit Operations	4,983,627	03	06/27/18	Santa Clara County	1
CCCTA	Transit Operations	17,985,379	04	06/27/18	CCCTA	
AC Transit	Transit Operations	51,143,012	05	06/27/18	AC Transit Alameda D1	
AC Transit	Transit Operations	13,464,678	06	06/27/18	AC Transit Alameda D2	
AC Transit	Transit Operations	6,953,146	07	06/27/18	AC Transit Contra Costa	
LAVTA	Transit Operations	9,107,101	09	07/25/18	LAVTA	
WCCTA	Transit Operations	2,974,384	10	07/25/18	WCCTA	
Sonoma County	Transit Operations	6,514,056	11	07/25/18	Sonoma County	
Sonoma County	Transit Operations	217,974	11	07/25/18	Petaluma	
Vacaville	Transit Operations	1,305,807	12	07/25/18	Vacaville	
SFMTA	Transit Operations	2,308,135	13	07/25/18	San Francisco County	1
SFMTA	Transit Operations	43,854,568	14	07/25/18	SFMTA	
ECCTA	Transit Operations	7,549,319	17	09/26/18	ECCTA	
SolTrans	Transit Operations	4,519,689	18	09/26/18	Vallejo/Benicia	
NVTA	Transit Operations	3,472,705	19	09/26/18	NVTA	
GGBHTD	Transit Operations	7,760,055	20	09/26/18	GGBHTD (Marin)	
GGBHTD	Transit Operations	6,003,623	21	09/26/18	GGBHTD (Sonoma)	
Marin Transit	Transit Operations	5,109,399	23	10/24/18	Marin Transit	
Santa Rosa	Transit Operations	6,170,000	24	10/24/18	Santa Rosa	
	Subtotal	296,085,570				
5803 - 99260A Transit - Capital						
CCCTA	Transit Capital	2,558,316	08	06/27/18	CCCTA	
Sonoma County	Transit Capital	1,089,888	16	07/25/18	Sonoma County	
	Subtotal	3,648,204				
5807 - 99400C General Public - Operating						
Sonoma County	Transit Operating	1,643,653	15	07/25/18	Sonoma County	
Sonoma County	Transit Operating	43,595	15	07/25/18	Petaluma	
	Subtotal	1,687,248				
5812 - 99400D Planning & Admin - Operating						
NVTA	Planning and Administration	4,444,231	22	09/26/18	NVTA	
	Subtotal	4,444,231				
TOTAL		309,671,082				

Note:

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.

Date: June 27, 2018
Referred by: PAC

Attachment B
Resolution No. 4334
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2018-19
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

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

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

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

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

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

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

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

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

Transportation Development Act Article 8 Transit Funds

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

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

Date: June 27, 2018
W.I.: 1514
Referred by: PAC
Revised: 07/25/18-C 09/26/18-C
10/24/18-C

ABSTRACT

Resolution No. 4335, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2018-19.

This resolution allocates funds to AC Transit, County Connection (CCCTA), MTC, and Santa Clara Valley Transportation Authority (VTA).

This resolution was revised on July 25, 2018 to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, and WestCAT (WCCTA).

This resolution was revised on September 26, 2018 to allocate funds to AC Transit, Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Golden Gate Bridge, Highway, and Transportation District (GGBTD), and Napa Valley Transportation Authority (NVTA).

This resolution was revised on October 24, 2018 to allocate funds to Santa Rosa.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018, July 11, 2018, September 12, 2018, and October 10, 2018.

Date: June 27, 2018
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2018-19 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4335

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

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

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

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2018-19 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2018-19 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4304 and 4321, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

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

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

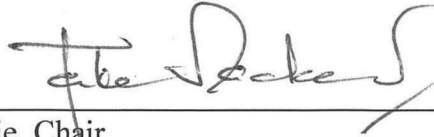
RESOLVED, that MTC approves the allocation of fiscal year 2018-19 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in dark ink, appearing to read "Jake Mackenzie", is written over a horizontal line.

Jake Mackenzie, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 27, 2018.

Date: June 27, 2018
 Referred by: PAC
 Revised: 07/25/18-C 09/26/18-C
 10/24/18-C

Attachment A
 MTC Resolution No. 4335
 Page 1 of 1

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2018-19

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
LAVTA	Transit Operations	1,077,176	08	07/25/18	LAVTA
	Subtotal	1,077,176			
5820 - 6730A Operations - Population-based Lifeline					
AC Transit	Cycle 5: Preserve service in CoC	1,026,000	13	09/26/18	Alameda County
	Subtotal	1,026,000			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	22,849,419	01	06/27/18	VTA
AC Transit	Transit Operations	16,618,328	02	06/27/18	AC Transit
WCCTA	Transit Operations	2,526,931	09	07/25/18	BART
SFMTA	Transit Operations	50,121,811	10	07/25/18	SFMTA
ECCTA	Transit Operations	2,685,749	14	09/26/18	BART
GGBHTD	Transit Operations	3,051,151	15	09/26/18	GGBHTD
	Subtotal	97,853,389			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	8,500,000	03	06/27/18	MTC
	Subtotal	8,500,000			
5820 - 6730A Operating Costs - County Block Grant					
AC Transit	Transit Operations	4,255,033	04	06/27/18	Alameda County
AC Transit	Transit Operations	1,203,390	05	06/27/18	Contra Costa County
CCCTA	Transit Operations	3,942,065	06	06/27/18	Contra Costa County
LAVTA	Transit Operations	1,433,960	11	07/25/18	Alameda County
Sonoma County	Transit Operations	2,541,674	12	07/25/18	Sonoma County
ECCTA	Transit Operations	2,512,726	16	09/26/18	Contra Costa County
NVTA	Transit Operations	1,313,035	17	09/26/18	Napa County
GGBHTD	Transit Operations	1,147,207	18	09/26/18	Marin County
Santa Rosa	Transit Operations	2,017,022	19	10/24/18	Sonoma County
	Subtotal	20,366,112			
5822 - 6731C Paratransit - Operating - County Block Grant					
VTA	Transit Operations	5,300,829	07	06/27/18	Santa Clara County
	Subtotal	5,300,829			
		TOTAL			134,123,506

Date: June 27, 2018
Referred by: PAC

Attachment B
Resolution No. 4335
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2018-19 STATE TRANSIT ASSISTANCE FUNDS
TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0823 **Version:** 1 **Name:**
Type: Contract **Status:** Consent
File created: 9/19/2018 **In control:** Programming and Allocations Committee
On agenda: 10/10/2018 **Final action:**
Title: STIP Amendment (AB 3090 Reimbursement) Request for American Canyon's Devlin Rd and Vine Trail Extension project in Napa County.

Sponsors:

Indexes:

Code sections:

Attachments: [2e STIP Amendment \(AB 3090 Reimbursement\).pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

STIP Amendment (AB 3090 Reimbursement) Request for American Canyon's Devlin Rd and Vine Trail Extension project in Napa County.

Presenter:

Kenneth Kao

Recommended Action:

Committee Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 10, 2018

Agenda Item 2e

Concurrence Request for STIP Amendment

Subject: STIP Amendment (AB 3090 Reimbursement) Request for American Canyon's Devlin Rd and Vine Trail Extension project in Napa County

Background: The Napa Valley Transportation Authority (NVTa) and the City of American Canyon request MTC's concurrence on an AB 3090 STIP amendment for the Devlin Rd and Vine Trail Extension project. MTC's 2018 Regional Transportation Improvement Program (RTIP), approved in December 2017 and amended in April 2018, programmed \$4.2 million for the construction of the project in FY 2020-21. Since the project is now ready for construction, the City and NVTa request amending the STIP to convert the project into an AB 3090 Reimbursement project. An AB 3090 reimbursement allows sponsors to use local funds to advance projects, and receive reimbursement from state funds at a later date. The City requests payback over a three-year period starting in FY 2020-21.

Since this action proposes to amend the STIP to convert a project into an AB 3090 Reimbursement project, Committee action is required to concur with the proposed amendment. This action is in accordance with the 2018 Regional Transportation Improvement Program (RTIP) Policies and Procedures (MTC Resolution No. 4308), available at <http://mtc.ca.gov/stip>.

The current and proposed 2018 STIP programming is shown below.

Existing Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Project Title</u>
2130D	American Cyn	CON	\$4,151,000	2020-21	Devlin Rd and Vine Trail Ext.

Proposed Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Project Title</u>
2130D	American Cyn	CON	\$1,383,000	2020-21	Devlin Rd and Vine Trail Ext. (3090)
2130D	American Cyn	CON	\$1,384,000	2021-22	Devlin Rd and Vine Trail Ext. (3090)
2130D	American Cyn	CON	\$1,384,000	2022-23	Devlin Rd and Vine Trail Ext. (3090)

The City is requesting an advance STIP allocation concurrent with this amendment request. Should CTC approve the allocation, this amendment would no longer be needed. Staff expects CTC's action on either the amendment or advance allocation in January 2019. The annual repayment amounts are subject to final agreement among the sponsors and the State.

Issues: State law prioritizes AB 3090 reimbursements in the STIP, so repayment of STIP funds to this project would take precedence over other STIP projects. Proposition 6, if passed, will greatly reduce STIP proceeds, jeopardizing funding for this and other transportation projects.

Recommendation: Approve the requested STIP amendment concurrence from NVTa and the City, and direct staff to send a letter of concurrence to the CTC.

Attachments:

1. NVTa STIP Amendment Request Letter to MTC, September 11, 2018
2. City of American Canyon STIP Amendment Request Letter to NVTa, September 6, 2018



September 11, 2018

Kenneth Kao,
Principal Planner
Programming and Allocations
Metropolitan Transportation Commission (MTC)
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: NVRTA Concurrence for Advance STIP Allocation and AB 3090 Reimbursement to advance STIP funds for the City of American Canyon Devlin Road and Vine Trail Extension Project

Dear Mr. Kao,

The City of American Canyon is requesting an advance allocation in the amount of \$4.151 million in Napa Regional Transportation Improvement Program (RTIP) funds. These funds were originally programmed in FY 2018-19 but were pushed out to FY 2020-21 because of the revenue shortfall in the FY 2018-19 State Transportation Improvement Program (STIP).

If the California Transportation Commission is not able to comply with the City's allocation request, the City of American Canyon has asked Napa Valley Transportation Authority (Authority) and MTC's concurrence so it can pursue an AB 3090 (reimbursement) funding structure to advance the \$4.151 million in Napa RTIP funds for the Devlin Road and Vine Trail Extension Project. As this project is integral to improving the transportation network on SR 29, particularly for truck traffic accessing Green Island Road, the City of American Canyon is requesting to advance STIP funds using local funds. The advancement of STIP funds will allow the project to be advertised for construction in the summer of 2019.

NVRTA supports the City's request to advance funds. While Devlin is a local collector, the project will serve as a parallel facility to the heavily congested SR-29, which operates at capacity during peak times of the day. When completed, the project will significantly improve traffic circulation in the southern portion of SR 29 within both the County of Napa and the City of American Canyon. The project also includes an extension of the Vine Trail, a 47-mile class 1 facility that has been funded in part by the California Transportation Commission's Active Transportation Program funds. This facility will effectively eliminate conflicts between truck and auto traffic operating at high speeds in the corridor, significantly improving the safety of bicyclists and pedestrians.

For these reasons, NVRTA concurs with American Canyon's request to receive an advance STIP allocation, or approval of an AB 3090 (reimbursement) where the City would use its own local funds to pay up-front costs of construction. NVRTA requests MTC concurrence to pursue the AB 3090 (reimbursement) with the

September 11, 2018
NVTa Concurrence Advance STIP Allocation Request
Page 2 of 2

California Transportation Commission. This approach has been approved by the City of American Council on September 4, 2018, as shown in the enclosed Resolution 2018-100.

Should you have any questions, please call me at (707) 259-8634.

Sincerely,



Kate Miller
Executive Director

Cc: Steven L. Hartwig, Public Works Director, City of American Canyon



September 6, 2018

Kate Miller
Executive Director
Napa Valley Transportation Agency (NVTa)
625 Burnell St.
Napa, CA 94559

Subject: Request for Concurrence for AB 3090 Request to advance STIP funds for the
Devlin Road and Vine Trail Extension Project (TR14-0100)

Dear Kate,

The City of American Canyon (City) seeks NVTa concurrence for the AB 3090 request to advance \$4.151 million in State Transportation Improvement Program (STIP) funds for the Devlin Road and Vine Trail Extension Project (Project) (TR14-0100). The STIP funding for the Project was requested for FY 18/19, but was subsequently programmed to FY 20/21 by the California Transportation Commission (CTC) due to the first two years of the program being over-subscribed. The advancement of STIP funds will allow the City to maintain the Project's schedule and be advertised for construction in the summer of 2019.

The City will be advancing the STIP funds with local funds. The City of American Canyon's City Council adopted Resolution 2018-100 (attached) on September 4, 2018, approving the advancement of funds with AB 3090 reimbursement.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Hartwig".

Steven L. Hartwig, P.E., T.E.
Public Works Director

attachment: Resolution 2018-100

cc: Jason Holley, City Manager, City of American Canyon



RESOLUTION NO. 2018-100

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON TO ADOPT A RESOLUTION AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE ALL DOCUMENTS AND TAKE NECESSARY STEPS REQUESTING AN ADVANCE ALLOCATION AND "AB 3090 REIMBURSEMENT" FROM THE CALIFORNIA TRANSPORTATION COMMISSION IN THE AMOUNT OF \$4.151 MILLION IN CONJUNCTION WITH THE DEVLIN ROAD AND VINE TRAIL EXTENSION PROJECT (TR14-0100).

WHEREAS, the Devlin Road and Vine Trail Extension Project (TR14-0100) (Project) is one of the City's planned major roadway extensions to improve traffic circulation, as envisioned in the City's General Plan Circulation Element; and

WHEREAS, the City submitted a request to the California Transportation Commission (CTC) for State Transportation Improvement Program (STIP) funding for construction of the Project; and

WHEREAS, the City's request included allocation of STIP funds for FY18/19, in line with the Project's schedule; and

WHEREAS, the CTC, in considering the overall requests it received for STIP funding, programmed the City's request to FY20/21; and

WHEREAS, the City, by virtue of the various projects and efforts that are underway in the industrial area, would be better served in not further delaying the construction of the Project; and

WHEREAS, under Government Code Section 14529.7, the City may enter into an arrangement under which the City pays for the delivery of a STIP project with its own funds in advance of the year in which the project is programmed, and is then reimbursed when the STIP allocation becomes available.

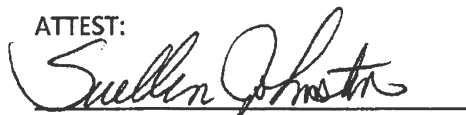
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon hereby authorizes the Public Works Director to execute all documents and take necessary steps requesting an Advance Allocation and "AB 3090 Reimbursement" from the California Transportation Commission in the amount of \$4.151 million in conjunction with the Devlin Road and Vine Trail Extension Project (TR14-0100).

PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 4th day of September, 2018, by the following vote:

AYES:	Council Members Joseph, Oro, Vice Mayor Leary and Mayor Garcia
NOES:	None
ABSTAIN:	None
ABSENT:	Council Member Aboudamous


Leon Garcia, Mayor

ATTEST:


Suellen Johnston, City Clerk

Attachment: Exhibit A



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0516 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 6/12/2018 **In control:** Programming and Allocations Committee
On agenda: 10/10/2018 **Final action:**
Title: MTC Resolution Nos. 4348 and 4308, Revised. Approval of Housing Incentive Pool program criteria.

A presentation and update on the proposed criteria for distribution of the \$76 million Housing Incentive Pool (HIP) program, which provides transportation funds to reward jurisdictions that produce and preserve the most affordable housing. Staff will also provide an update on local compliance with affordable housing laws.

Sponsors:

Indexes:

Code sections:

Attachments: [3a ResoNos-4348 and 4308 Approval of HIP corrected.pdf](#)

Date	Ver.	Action By	Action	Result
9/12/2018	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4348 and 4308, Revised. Approval of Housing Incentive Pool program criteria.

A presentation and update on the proposed criteria for distribution of the \$76 million Housing Incentive Pool (HIP) program, which provides transportation funds to reward jurisdictions that produce and preserve the most affordable housing. Staff will also provide an update on local compliance with affordable housing laws.

Presenter:

Anne Richman and Gillian Adams

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

October 10, 2018

Item Number 3a

MTC Resolution Nos. 4348 and 4308, Revised

Subject: Approval of Housing Incentive Pool (HIP) criteria and update on local compliance with affordable housing laws.

Background: In October 2017, the Commission adopted MTC Resolution 4308, the 2018 Regional Transportation Improvement Program (RTIP) Policies, Procedures and Project Selection Criteria. That resolution augmented funding for a “race to the top” housing production and preservation incentive program that was initially contained in MTC Resolution 4202 – The One Bay Area Grant (OBAG 2) program. MTC Resolution 4308 also required that staff return in July to present recommendations to the MTC Programming and Allocations Committee on how incentive funds were to be distributed among the top affordable housing-producing and preserving cities, and to survey local jurisdictions for compliance with four different state housing laws. Staff presented a proposal in September, and the Committee took no action but requested that staff return in October with additional information – presented here.

Considerations from September Programming and Allocations Committee

At the Programming and Allocations Committee meeting on September 12, 2018, Committee members had a robust discussion on staff’s initial HIP proposal and asked staff for follow-up on several key considerations summarized below.

1. *Consider including units outside PDA/TPAs as well those within.*

Appendix A of this item provides information by jurisdiction on permitted new and preserved units both within and outside PDA/TPAs. A summary is below. Note that continued data review has resulted in some updates since September.

2015-2017 Permit Data

Unit Type	PDA/TPA	Non-PDA/TPA	Total
New	7,858	3,872	11,730
Preserved	1,066	409	1,475
Total	8,924	4,281	13,205

Staff recommends retaining the requirement that eligible HIP units be located within PDA or TPAs in order to remain consistent with Plan Bay Area’s principles and policies.

2. *Consider revising years of the HIP program to increase the incentive value.*
The originally proposed HIP program period was set as calendar years 2015-2020. Alternatively, the program years could be revised to 2018-2022 (calendar year) in order to be completely forward-looking. Changing to this period clearly would make HIP an incentive rather than reward-based program. Staff recommends this change.

3. *Consider tracking built units instead of permitted units.*
Revising the program years to calendar years 2018-2022 as recommended in item 2 also would allow staff to count “built” units rather than permitted units, as the California Department of Housing and Community Development (HCD) will be collecting information on built units (via annual housing reports) starting with the reports due in 2019 (covering the 2018 calendar year). Staff recommends this change.
4. *Consider requiring compliance with the four housing laws as a condition for HIP funding eligibility.*
In regard to making compliance with housing laws a HIP eligibility requirement, staff recommends requiring jurisdictions to submit a City Council or Board resolution confirming compliance as a requisite for receiving HIP funds. Resolutions would be due by December 31st of the final year of the program, or 2022 based on staff’s recommendation.

The Committee also asked about progress on assessing PDAs (a map of the PDAs is attached). Planning staff is currently assessing PDA successes and shortcomings through the *Horizon* Perspective Paper series. Some high-level findings are:

- In terms of planning, PDA plans are either underway or complete in 75% of PDAs.
- About a quarter of PDAs are not well served by transit as defined by program guidelines.
- The share of the region’s housing growth in PDAs has increased dramatically since the last recession while development outside the urban footprint has slowed significantly.
- PDA progress on housing varies by county and by transit corridor.
- Only 60% of recent housing growth has been in PDAs vs. Plan Bay Area’s goal of 77%.
- Additional information about the *Regional Growth Framework* Perspective Paper will be presented at the October 12 Joint MTC Planning Committee/ABAG Administrative Committee meeting.

Housing Incentive Pool Revised Proposal for Program Rules

Based on input from September’s Committee meeting and further consideration, following are staff’s revised recommendations for how to distribute HIP program funds and for which type of units would count towards the program.

HIP Funding Distribution

Funding for the program is \$76 million, comprised of \$46 million in regionally-controlled RTIP funds in addition to \$30 million in funds set aside for this incentive program in OBAG 2. The RTIP funds are conditioned on them not being required for Caltrain’s Peninsula Corridor Electrification Project, for which

they had been previously committed as project contingency if needed. Both RTIP and OBAG funds must be used for eligible transportation purposes.

Under the staff proposal, HIP grants would be distributed to the 15 jurisdictions with the greatest number of total HIP units. For counties that do not have a jurisdiction in the top 15, a county guarantee award will be given to the jurisdiction from that county with the greatest number of total HIP units. Each HIP grant award is at least \$250,000, which includes the county guarantees. After accounting for the \$250,000 floor, the remaining funds would be distributed among the top 15 jurisdictions on a per unit basis.

HIP Housing Unit Qualifying Criteria

In order to count toward the HIP program, housing units must meet the following criteria:

1. Total HIP units = new built units + preserved units;
2. New or preserved units must be affordable to households at the very low-, low- and moderate-income levels;
3. New and preserved units must be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs) to qualify for the incentive;
4. Preserved units must be either:
 - a. Multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3) that are identified as “very-high risk” or “high risk” of converting to market-rate rents by the California Housing Partnership Corporation (CHPC) or,
 - b. The acquisition/preservation of existing unrestricted multi-family affordable housing units upon which restrictions are newly placed;
5. A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard;
6. New very low and low income units must be deed restricted; no deed restriction is required for new moderate units; preserved units in all affordability levels must be deed-restricted;
7. A jurisdiction from each county must be represented in the funding distribution;
8. To be eligible for the HIP program, jurisdictions must certify by council or board resolution that they are compliant with state housing laws related to Surplus Lands, Accessory Dwelling Units, Density Bonuses, and Housing Element by the end of December, 2022.
9. The program is for calendar years 2018 through 2022.

Affordable Housing Law Compliance

The Commission also requested that the MTC/ABAG integrated staff survey local jurisdictions for compliance with four different state housing laws including:

- Surplus Lands Act: status of required local implementation ordinances;
- Accessory Dwelling Unit Streamlining (SB 1069, AB 2299, AB 2406): status of required local accessory dwelling unit streamlining ordinances;

- State Density Bonus Law (AB 2135): status of required local density bonus implementation ordinances; and
- State Housing Element Law: status of required rezoning of housing sites identified in local housing elements at appropriate minimum densities.

The results are summarized in the table below and listed for each jurisdiction in Appendix C.

	Surplus Lands	ADU	Density Bonus	Housing Element
In Compliance	94	83	83	109*
In Process	2	15	1	
Charter City	2	N/A	N/A	
Noncompliant	0	0	14	
Not Reported	11	11	11	

**Four jurisdictions are currently working with HCD to confirm compliance and HCD considers these jurisdictions to be in compliance while this work proceeds.*

Currently, under staff's recommendation, roughly 38 jurisdictions would be ineligible for HIP funds because they are either noncompliant, in process, or have not reported. These jurisdictions would need to come into compliance by the end of 2022 in order to be eligible for HIP funds. In addition, jurisdictions would be required to certify compliance through a local resolution.

Funding Conditioning Look-Ahead:

Another element of the October 2017 Commission direction was to have staff evaluate all funding sources for opportunities to link housing performance to MTC funding decisions. That work is currently in process, and staff expects to return to the Commission for further discussion at a workshop tentatively scheduled for November 28-29, 2018 in Sonoma.

Issues:

1. MTC/ABAG staff has been working in earnest with jurisdictions to record the most accurate data possible for qualifying HIP housing units. The data presented here was collected from jurisdictions, with attempts made to verify the information provided and to map it as well. Jurisdictions often record housing/permit information in different formats and at varying levels of detail. Given that there currently is no regular system in place to scrutinize housing data submitted by jurisdictions to state agencies, MTC/ABAG staff expect that this new process of determining eligible HIP units will be a work in progress over the next few years.
2. At the September Committee meeting, the Committee members asked specifically about the number of units counted for Solano County. Staff has investigated further and found that Solano County's permitted HIP units were accurately recorded. Fairfield has 100 units under construction but they do

not meet the HIP criteria for affordability. Vacaville may have building permits issued by 2020 for several hundred units that may be affordable.

3. A substantial amount of the program funds, \$46 million, is from the STIP, which is funded through SB1. If Proposition 6 were to be approved in November, STIP funding would be drastically reduced and it is likely that most or all of the \$46 million would not be available for the HIP program.

Recommendation: Refer MTC Resolution Nos. 4348 and 4308, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4348
MTC Resolution No. 4308, Revised (Changes are on Attachment A, pgs. 6-7)
Appendix A: Summary of Qualifying HIP Units by Jurisdiction
Appendix B: Affordable Housing Law Compliance Summary
Appendix C: Housing Unit Definitions
PDA/TPA Map
Power Point Presentation: *Housing Incentive Pool (HIP) and Affordable Housing Law Compliance*
Correspondence Received

Date: October 24, 2018
W.I.: 1511
Referred by: PAC

ABSTRACT

Resolution No. 4348

This resolution approves the framework and qualifying criteria of the Housing Incentive Pool, an incentive program to reward San Francisco Bay Area local jurisdictions that produce or preserve the most affordable housing.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated October 10, 2018.

Date: October 24, 2018
W.I.: 1511
Referred by: PAC

RE: Housing Incentive Pool Framework and Qualifying Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4348

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

WHEREAS, the availability of affordable housing in the San Francisco Bay Area has been highlighted as a regional issue in Plan Bay Area 2040 and other plans; and

WHEREAS, pursuant to MTC Resolution 4308, MTC has developed a framework and criteria for the distribution of funds to incentivize desired housing outcomes across the region; now, therefore, be it

RESOLVED, that MTC approves the Housing Incentive Pool (HIP) framework and qualifying criteria as set forth in Attachment A to this resolution, attached hereto and incorporated by reference; and, be it further

RESOLVED, that MTC may allocate funds to local agencies per the approved HIP framework and criteria as set forth in Attachment A to this resolution; and be it further

RESOLVED, that agencies receiving funds allocated by MTC per this resolution must adhere to any and all conditions, guidelines, and eligibility requirements prescribed by the type of funding received.

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 24, 2018.

Date: October 24, 2018
W.I.: 1511
Referred by: PAC

Attachment A
Resolution No. 4348
Page 1 of 1

Housing Incentive Pool Framework and Qualifying Criteria

This framework and qualifying criteria guides the distribution of funding for the Housing Incentive Pool (HIP), a funding program intended to provide incentive for the building and preservation of affordable housing units by local jurisdictions in the San Francisco Bay Area.

HIP Eligible Time Period:

The eligible time period for the production or preservation of housing units that meet the qualifying criteria listed below is calendar years 2018 through 2022.

HIP grants will only be distributed after the fifth year of the eligible time period.

HIP Housing Unit Qualifying Criteria:

1. Total HIP units = new built units + preserved units;
2. New or preserved units must be affordable to households at the very low-, low- and moderate-income levels;
3. New and preserved units must be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs) to qualify for the incentive;
4. Preserved units must be either:
 - a. Multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3) that are identified as “very-high risk” or “high risk” of converting to market-rate rents by the California Housing Partnership Corporation (CHPC) or,
 - b. The acquisition/preservation of existing unrestricted multi-family affordable housing units upon which restrictions are newly placed;
5. A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard;
6. New very low and low income units must be deed restricted; no deed restriction is required for new moderate units; preserved units in all affordability levels must be deed-restricted;
7. A jurisdiction from each county must be represented in the funding distribution
8. To be eligible for the HIP program, jurisdictions must certify by council or board resolution that they are compliant with state housing laws related to Surplus Lands, Accessory Dwelling Units, Density Bonuses, and Housing Element by the end of December, 2022.

Funding Distribution:

HIP grants will be distributed to the 15 jurisdictions with the greatest number of total HIP units within the eligible time period. At least one jurisdiction from each county must be represented in the grant distribution. For counties that do not have a jurisdiction in the top 15, a county guarantee award will be given to the jurisdiction from that county with the greatest number of total HIP units.

Each HIP grant award is at least \$250,000, which includes the county guarantees. After accounting for the \$250,000 floor, the remaining funds would be distributed among the top 15 jurisdictions on a per unit basis.

Date: October 25, 2017
W.I.: 1515
Referred by: PAC
Revised: 12/20/17-C
04/25/18-C
10/24/18-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.

This resolution was revised by Commission action on October 24, 2018 to revise page 6 of Attachment A – 2018 RTIP Policies and Procedures to include the statement that final housing production and preservation incentive criteria and requirements are contained in the Housing Incentive Pool Program (HIP) - MTC Resolution No. 4348

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, April 11, 2018 and October 10, 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

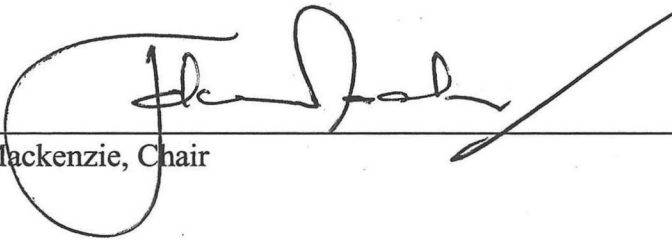
RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

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



A handwritten signature in black ink, appearing to read 'Jake Mackenzie', is written over a horizontal line. The signature is stylized with a large initial 'J' and a long, sweeping stroke at the end.

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.

Public Involvement Process

MTC is committed to having the CMAs as full partners in development of the RTIP. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public involvement process consistent with MTC's adopted Public Participation Plan (available online at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>) and federal regulations, including Title VI of the Federal Civil Rights Act of 1964. Federal regulations call for active outreach and public comment opportunities in any metropolitan planning process, and such opportunities an important step to any project selection process for the RTIP. CMAs shall document their public involvement opportunities, including how they included communities covered under Title VI, and submit the documentation along with their list of candidate projects.

RTIP Projects in the Transportation Improvement Program (TIP)

In accordance with state and federal requirements, RTIP-funded projects must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (E-76) request must be submitted simultaneously with the RTIP allocation request to Caltrans and the CTC when the request includes federal funds. In the 2018 RTIP, all projects are subject to be a mix of federal and state funds, and may require a federal authorization to proceed. Additionally, all STIP projects are to be included in the TIP and must have funds escalated to the year of expenditure, in accordance with federal regulations.

Regional Policies

Regional Set-Aside Programming

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding at the time, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's STIP county share, and \$2 million from Alameda's STIP county share. Further, in 2012, MTC programmed \$15 million to the Improved Bicycle/Pedestrian Access to the San Francisco-Oakland Bay Bridge project from a portion of each county's STIP share (from former Transportation Enhancement (TE) funds). To address lack of funding in the 2016 STIP, MTC de-programmed both the \$31 million and \$15 million commitments to regional projects (total \$46 million). In January 2017 MTC committed the \$46 million to additional contingency for the Caltrain Peninsula Corridor Electrification Project (PCEP), through MTC Resolution No. 4267. If any of the funds are de-programmed, the RTIP funds will be re-programmed to another regional priority project(s) at MTC's discretion. These funds have the highest priority for funding in the RTIP, after GARVEE, AB 3090, and PPM projects.

Housing Production and Preservation Incentive

The One Bay Area Grant (OBAG 2) program (MTC Resolution No. 4202) includes a challenge grant program for the production of affordable housing. The purpose of the program is to reward local jurisdictions that produce the most housing at the very low, low, and moderate levels. This challenge grant program sets a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2015-2022. The target for the proposed challenge grant period is

approximately 80,000 very low, low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units, for a total of 82,000 units, derived from the years of the current RHNA cycle). The units must be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs). Additionally, to be credited towards reaching the production targets, very low and low income units must be deed restricted; moderate income units do not require deed restriction to be credited in the program. In addition, the number of existing affordable housing units a jurisdiction preserves is also included for the purposes of this incentive program. At the end of the production and preservation challenge cycle, MTC will distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target.

As part of the 2018 RTIP, the OBAG 2 Housing Production Incentive challenge grant program described immediately above (also known as ‘80k by 2020’) is augmented with \$46 million of regionally-controlled RTIP funds identified in the regional set-aside programming section above, conditioned on these funds not being needed for Caltrain’s project contingency, either because the project can be completed within budget or because substitute contingency funds are identified. The increased incentive amount at \$76 million allows the ‘80k by 2020’ top ten producers of affordable housing to be increased to the top fifteen producers and preservers of affordable housing among the region’s 109 local jurisdictions. Further, at least one top city housing producer from each of the nine counties will be included in the top 15. Staff will provide progress reports on production of affordable housing units as part of OBAG 2 implementation updates.

The RTIP funding provided may be either federal or state funds, must be used only for federally- or State Highway Account-eligible transportation purposes, and must meet CTC STIP Guideline requirements.

By July 1, 2018, MTC/ABAG integrated staff will present recommendations to the MTC Programming and Allocations Committee on defining how these funds are distributed among the top 15 affordable housing-producing/preserving cities, and how to further develop the expanded ‘80k by 2020’ housing challenge to work in concert with other funding criteria recommendations to incentivize housing outcomes across the region.

Final housing production and preservation incentive criteria and requirements are contained in the Housing Incentive Program (HIP) - MTC Resolution No. 4348

Supplemental Housing Condition Criteria Development

As the Regional Transportation Planning Agency (RTPA) for the Bay Area, MTC is responsible for developing RTIP project priorities consistent with the region’s Regional Transportation Plan and also 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 policies to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)). A key component of the combined RTP/SCS, per state statutory requirements, is that the plan demonstrate how the region can house 100% of the region’s projected growth at all income levels. MTC’s statutory responsibilities also require the RTP to consider the impact of transportation systems on a variety of facets of the region, including housing (Government Code

SUMMARY OF HIP UNITS* BY JURISDICTION
(For Information Only)
2015-2017 Permit Data (as of 9/30/18)

Alameda County	PDA/TPAs		All Units
<i>Jurisdiction</i>	<i>New</i>	<i>Preserved</i>	<i>Total</i>
Alameda	105	0	105
Albany	0	0	0
Berkeley	120	0	120
Dublin	71	0	79
Emeryville	86	0	111
Fremont	454	0	533
Hayward	59	0	59
Livermore	456	0	506
Newark	0	0	0
Oakland	433	8	441
Piedmont	1	0	7
Pleasanton	71	0	244
San Leandro	84	0	84
Union City	245	0	249
Alameda County	188	0	207
Alameda County Total	2,373	8	2,745

Contra Costa County	PDA/TPAs		All Units
<i>Jurisdiction</i>	<i>New</i>	<i>Preserved</i>	<i>Total</i>
Antioch	0	0	104
Brentwood	0	0	6
Clayton	0	0	0
Concord	0	0	5
Danville	2	0	12
El Cerrito	81	0	81
Hercules	0	0	0
Lafayette	21	0	31
Martinez	0	0	0
Moraga	0	0	0
Oakley	75	0	283
Orinda	0	0	10
Pinole	0	0	1
Pittsburg	5	0	238
Pleasant Hill	0	0	12
Richmond	79	552	631
San Pablo	4	0	13
San Ramon	2	0	266
Walnut Creek	59	0	66
Contra Costa Co,	5	0	127
Contra Costa County Total	333	552	1,886

Marin County	PDA/TPAs		All Units
<i>Jurisdiction</i>	<i>New</i>	<i>Preserved</i>	<i>Total</i>
Belvedere	0	0	2
Corte Madera	0	0	5
Fairfax	0	0	2
Larkspur	0	0	1
Mill Valley	5	0	9
Novato	14	0	15
Ross	0	0	4
San Anselmo	0	0	5
San Rafael	2	0	10
Sausalito	3	0	4
Tiburon	0	0	0
Marin County	3	0	7
Marin County Total	27	0	64

Napa County	PDA/TPAs		All Units
<i>Jurisdiction</i>	<i>New</i>	<i>Preserved</i>	<i>Total</i>
American Canyon	202	0	203
Calistoga	0	0	32
Napa	0	0	12
St Helena	0	0	8
Yountville	0	0	4
Napa County	0	0	37
Napa County Total	202	0	296

San Francisco	PDA/TPAs		All Units
<i>Jurisdiction</i>	<i>New</i>	<i>Preserved</i>	<i>Total</i>
San Francisco	2,859	122	2,981
San Francisco Total	2,859	122	2,981

San Mateo County	PDA/TPAs		All Units
<i>Jurisdiction</i>	<i>New</i>	<i>Preserved</i>	<i>Total</i>
Atherton	3	0	5
Belmont	1	0	4
Brisbane	0	0	7
Burlingame	0	0	0
Colma	0	0	0
Daly City	227	0	255
East Palo Alto	12	0	42
Foster City	0	0	48
Half Moon Bay	0	0	11
Hillsborough	0	0	7
Menlo Park	44	0	82
Millbrae	0	0	0
Pacifica	0	0	15

Portola Valley	0	0	5
Redwood City	7	7	14
San Bruno	42	0	42
San Carlos	25	0	25
San Mateo	73	16	103
South San Francisco	105	7	119
Woodside	0	0	0
San Mateo County	2	0	22
San Mateo County Total	541	30	806

Santa Clara County	PDA/TPAs		All Units
<i>Jurisdiction</i>	<i>New</i>	<i>Preserved</i>	<i>Total</i>
Campbell	25	0	26
Cupertino	12	0	33
Gilroy	260	0	310
Los Altos	0	0	2
Los Altos Hills	0	0	7
Los Gatos	5	0	11
Milpitas	0	0	0
Monte Sereno	0	0	4
Morgan Hill	27	0	271
Mountain View	138	0	255
Palo Alto	108	0	116
San Jose	699	159	1,018
Santa Clara	3	0	4
Saratoga	0	0	37
Sunnyvale	144	195	410
Santa Clara County	0	0	5
Santa Clara County Total	1,421	354	2,509

Solano County	PDA/TPAs		All Units
<i>Jurisdiction</i>	<i>New</i>	<i>Preserved</i>	<i>Total</i>
Benicia	1	0	1
Dixon	0	0	0
Fairfield	0	0	346
Rio Vista	0	0	0
Suisun City	0	0	0
Vacaville	0	0	921
Vallejo	0	0	1
Solano County	0	0	17
Solano County Total	1	0	1,286

Sonoma County	PDA/TPAs		All Units
<i>Jurisdiction</i>	<i>New</i>	<i>Preserved</i>	<i>Total</i>
Cloverdale	3	0	5
Cotati	15	0	18
Healdsburg	0	0	80
Petaluma	3	0	199
Rohnert Park	0	0	2
Santa Rosa	3	0	58
Sebastopol	0	0	0
Sonoma	0	0	10
Windsor	0	0	23
Sonoma County	77	0	237
Sonoma County Total	101	0	632

Bay Area Total **7,858** **1,066** **13,205**

Shaded jurisdictions do not have Priority Development Areas or Transit Priority Areas

* HIP Unit Qualifying Criteria:

- The HIP program is for calendar years 2018 - 2022. (The information above is permit information from 2015 - 2017 and is presented for information only);
- Newly built or preserved units must be affordable to households at the very low-, low- and moderate-income levels;
- Newly built and preserved units must be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs) to qualify for the incentive;
- Preserved units must be either:
 - a) Multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3) that are identified as "very-high risk" or "high risk" of converting to market-rate rents by the California Housing Partnership Corporation (CHPC) or,
 - b) The acquisition/preservation of existing unrestricted multi-family affordable housing units upon which restrictions are newly placed;
- A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard;
- New very low and low income units must be deed restricted; no deed restriction is required for new moderate units; preserved units in all affordability levels must be deed-restricted.

AFFORDABLE HOUSING COMPLIANCE SUMMARY

		Surplus Public Lands	Accessory Dwelling Units	Density Bonus Ordinance
Jurisdiction		Jurisdiction complies with Act	Jurisdiction has adopted an ordinance	Jurisdiction has adopted an ordinance
Alameda	Alameda	✓	✓	✓
	Albany		✓	✓
	Berkeley	✓	✓	✓
	Dublin	✓	✓	✓
	Emeryville	✓	✓	✓
	Fremont	✓	✓	✓
	Hayward	✓	✓	✓
	Livermore	✓		✓
	Newark	✓	✓	✓
	Oakland	✓	✓	✓
	Piedmont	✓	✓	✓
	Pleasanton	✓	✓	✓
	San Leandro	✓	✓	✓
	Union City	✓		✓
	Alameda County	✓	✓	In Progress
Contra Costa	Antioch	✓	✓	✓
	Brentwood	✓	✓	✓
	Clayton	✓		✓
	Concord		✓	✓
	Danville			
	El Cerrito	✓	✓	✓
	Hercules	✓		✓
	Lafayette	✓	✓	✓
	Martinez	✓		✓
	Moraga	✓	✓	✓
	Oakley	✓	✓	✓
	Orinda	✓	✓	✓
	Pinole	✓	✓	✓
	Pittsburg	✓	✓	✓
	Pleasant Hill	✓	✓	✓
	Richmond	✓	✓	✗
	San Pablo	✓	✓	✓
	San Ramon	✓	✓	✓
	Walnut Creek	✓	✓	✓
	Contra Costa County	✓	✓	✓
Marin	Belvedere	✓	✓	✓
	Corte Madera	✓	✓	✓
	Fairfax	✓	✓	✗
	Larkspur			✓
	Mill Valley	✓	✓	✓
	Novato	✓	✓	✓
	Ross	✓	✓	✓
	San Anselmo	✓	✓	✓
	San Rafael	✓		✓
	Sausalito			
	Tiburon	✓	✓	✓
	Marin County	✓	✓	✓
Napa	American Canyon	✓	✓	✓
	Calistoga			
	Napa	✓	✓	✓
	St. Helena	✓	✓	✓
	Yountville	✓	✓	✓
	Napa County	✓	✓	✓
SF	San Francisco	✓	✓	✓

		Surplus Public Lands	Accessory Dwelling Units	Density Bonus Ordinance
Jurisdiction		Jurisdiction complies with Act	Jurisdiction has adopted an ordinance	Jurisdiction has adopted an ordinance
San Mateo	Atherton	✓	✓	✓
	Belmont	✓	✓	✓
	Brisbane	✓	✓	✓
	Burlingame	✓		✓
	Colma	✓	✓	✓
	Daly City			
	East Palo Alto	✓	✓	✗
	Foster City	✓	✓	✓
	Half Moon Bay	✓		✓
	Hillsborough	✓	✓	✓
	Menlo Park	✓	✓	✓
	Millbrae			
	Pacifica	✓	✓	✗
	Portola Valley	✓	✓	✗
	Redwood City	✓	✓	✗
	San Bruno			
	San Carlos	✓		✗
	San Mateo	✓	✓	✓
	South San Francisco	✓	✓	✓
	Woodside	✓	✓	✗
	San Mateo County	✓	✓	✓
Santa Clara	Campbell	✓	✓	✓
	Cupertino	✓	✓	✓
	Gilroy	✓	✓	✓
	Los Altos	✓	✓	✓
	Los Altos Hills			
	Los Gatos	✓	✓	✓
	Milpitas			
	Monte Sereno	✓	✓	✓
	Morgan Hill	✓	✓	✓
	Mountain View	✓	✓	✓
	Palo Alto	✓	✓	✓
	San Jose		✓	✗
	Santa Clara			
	Saratoga	✓	✓	✓
	Sunnyvale	✓	✓	✓
	Santa Clara County			
Solano	Benicia	✓		✓
	Dixon	✓		✗
	Fairfield	✓	✓	✓
	Rio Vista			
	Suisun City	✓	✓	✓
	Vacaville	✓	✓	✗
	Vallejo	✓		✗
	Solano County	✓		✗
Sonoma	Cloverdale	✓	✓	✓
	Cotati	✓		✓
	Healdsburg	✓	✓	✗
	Petaluma	✓	✓	✓
	Rohnert Park	✓	✓	✓
	Santa Rosa	✓	✓	✓
	Sebastopol	✓	✓	✓
	Sonoma	✓	✓	✓
	Windsor	✓	✓	✓
	Sonoma County	✓	✓	✓
	Bay Area Totals*	94	83	83

*Totals are aggregates of all cells with check marks.

Legend	
	Charter City, not subject to Surplus Lands Act
	No surplus land, in compliance by default
	Ordinance update in progress
	Jurisdiction did not respond
✓	Compliant
✗	Not compliant

Housing Unit Definitions

Built vs. permitted

The current MTC/ABAG staff recommendation for the HIP program proposes to use data about housing units constructed as opposed to housing units permitted by local jurisdictions. It will be possible to exclusively use data on built units instead of permitted units provided the years of the HIP program are revised to calendar years 2018 through 2022. The California Department of Housing and Community Development (HCD) currently only asks for building permits issued in the Housing Element Annual Progress Report (APR) that jurisdictions are required to submit, however, HCD is now developing guidelines for a new APR form to be consistent with the requirements of SB 35. Starting with the 2019 APR (which covers calendar year 2018) jurisdictions will be required to report on the issuance of entitlements, building permits, and certificates of occupancy.

Definition of preserved

To qualify for HIP, preserved units must be deed-restricted very low-, low-, and moderate-income units and located within a TPA or PDA. The preserved units must be either:

- Multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3) that are identified as “very-high risk” or “high risk” of converting to market-rate rents by the California Housing Partnership Corporation (CHPC) or,
- The acquisition/preservation of existing unrestricted multi-family affordable housing units upon which restrictions are newly placed;

A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard;

To verify whether an at-risk home (as defined above) was preserved in a jurisdiction, ABAG/MTC staff can either a) request a report from California Housing Partnership Corporation’s (CHPC) Preservation Database to confirm the property was at-risk or b) request the regulatory agreement, covenant, or contract that expired or is expiring in the next five years from the jurisdiction.

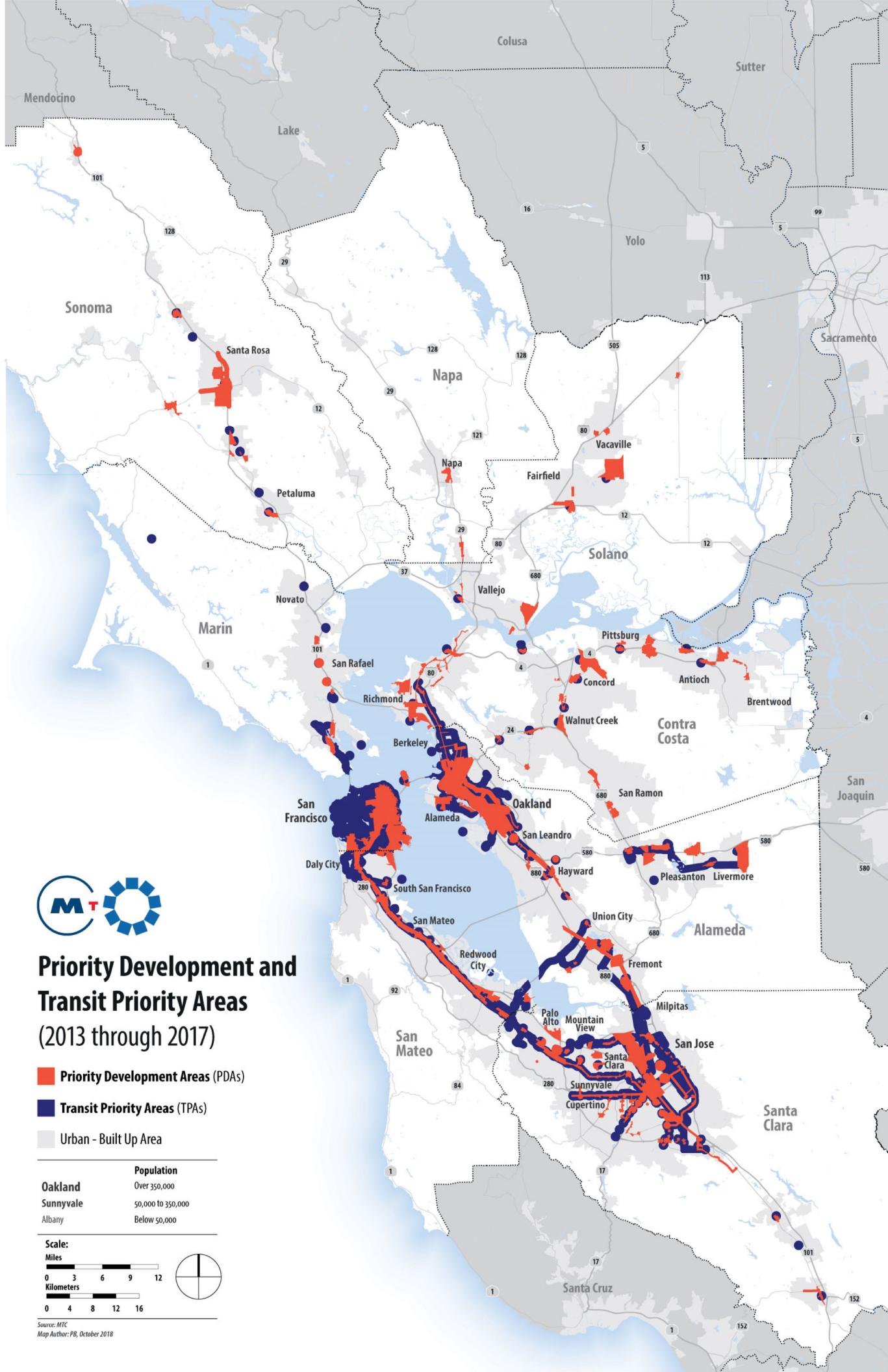
ADUs

The HIP formula includes all types of housing units (including accessory dwelling units) when counting permits issued for new homes. For preserved units, only multi-family units (those in buildings with two or more units) are counted.

Compliance is self-reported

The summary of local jurisdictions’ compliance with state housing laws related to surplus public lands, accessory dwelling units (ADUs), and the density bonus is based on information submitted by local jurisdictions in response to a survey administered by ABAG/MTC staff. ABAG/MTC staff relies on the veracity of the self-reported data.

Information about whether or not jurisdictions have successfully completed any re-zonings required as part of the Housing Element process comes from the California Department of Housing and Community Development (HCD). ABAG/MTC staff does not independently track this information, and relies on HCD’s determination as the state authority for overseeing local jurisdictions’ compliance with Housing Element law.



Priority Development and Transit Priority Areas (2013 through 2017)

- Priority Development Areas (PDAs)
- Transit Priority Areas (TPAs)
- Urban - Built Up Area

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

Scale:

Miles

0 3 6 9 12

Kilometers

0 4 8 12 16



Executive Director
Amie Fishman

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Dan Wu
Charities Housing

Kevin Zwick
Housing Trust
Silicon Valley

September 12, 2018

Commissioner Nick Josefowitz, Chair, Programming and Allocations
Bay Area Metro
375 Beale St, San Francisco, CA 94105

Re: Item 3b MTC Resolution 4348 - "Approval of Housing Incentive Pool (HIP) criteria and update on local compliance with affordable housing laws"

Dear Chair Josefowitz,

We write to convey our enthusiastic support for the Housing Incentive Pool (HIP) program. MTC's leadership in using regional transportation funding to incentivize better affordable housing and anti-displacement outcomes has been an innovative and effective tool for furthering regional objectives. MTC's conditioning OBAG funds on possession of a state-certified housing element, for instance, resulted in 28 previously noncompliant jurisdictions coming into compliance (we look forward to continuing those conversations in November). Linking transportation funding to local housing outcomes is a key strategy to achieve successful implementation of the Plan Bay Area 2040 Action Plan and CASA recommendations.

NPH believes that staff's HIP program proposal is robust and wishes to make it even more impactful through a few modest changes:

1. Only jurisdictions that are compliant with the four State housing laws surveyed, and housing laws in general, should be eligible for HIP Program funding: For eligibility for HIP funding, jurisdictions should have reported their compliance with the various state housing laws tracked by MTC (Surplus Land Act, ADU, Density Bonus, and Housing Element rezonings) AND have no outstanding housing law compliance letters from the Department of Housing and Community Development (HCD). According to MTC, eleven jurisdictions failed to report compliance with the four tracked housing laws while another four jurisdictions have outstanding issues with their required rezoning of housing element sites. As HCD is now empowered to monitor compliance with state housing laws, only jurisdictions with no outstanding compliance issues, as demonstrated by publicly-available HCD compliance letters, should be eligible for HIP funding.

2. Moderate-income housing units (affordable to households making between 80-120% AMI) that are reported for the HIP program should be deed-restricted: Between 2007 and 2014, the Bay Area permitted just 28% of its moderate-income housing need. HIP incentive funding should be used to encourage jurisdictions to deed-restrict these valuable units so that the Bay Area can house more of our middle class including our teachers, nurses, and government employees. Without deed-restriction, such units, which may be affordable to moderate-income households when built, very quickly become unaffordable due to market turnover.

3. **Jurisdictions that report units built (as attested by certificates of occupancy) should receive heavier weighting in the HIP funding formula than jurisdictions that report units permitted:** Plan Bay Area 2040 and CASA both envision a future where all Bay Area residents have a place to live. While permitting is a useful indicator of the intent to build, until the jurisdiction issues a certificate of occupancy, that unit is not truly available for anyone to live in. Given the complexity of tracking housing units throughout the Bay Area, MTC should encourage jurisdictions to track units *built* by income level by giving additional weighting to jurisdictions that can report on units built by income level while still considering jurisdictions that report units permitted, albeit at a lower incentive amount.

With these modest changes, NPH believes that the HIP program will be strengthened and will better help MTC achieve the objectives of Plan Bay Area and CASA to house the Bay Area. We very much appreciate staff's work in bringing forward this thoughtful proposal and look forward to continuing to work with you.

Sincerely,



Amie Fishman
Executive Director
Non-Profit Housing Association of Northern California

Housing Incentive Pool (HIP) and Affordable Housing Law Compliance

Programming and Allocations Committee

October 10, 2018

Housing Incentive Pool (HIP)

Proposed Program Rules – from September PAC

- ❖ Calendar years **2015 - 2020**
- ❖ **15 jurisdictions** with greatest number of qualifying housing units
- ❖ County guarantee - at least one jurisdiction from **each county represented** (could add to 15 noted above as necessary)
- ❖ Grants distributed on **sliding scale**
 - \$250,000 floor
 - Balance distributed among top 15 on per unit basis
- ❖ Grants must be spent on eligible **transportation projects** (STP/CMAQ/STIP rules apply)
- ❖ Grants distributed **after 2020** units tabulated



Credit Martin Klemek

Housing Incentive Pool (HIP)

Distribution Concept – from September PAC

2015-2017 permit data, as of 9/30/18

Rank	Jurisdiction	County	Total HIP Units	Illustrative Grant Distribution
1	San Francisco	San Francisco	2,981	\$28.1
2	San Jose	Santa Clara	858	\$8.3
3	Richmond	Contra Costa	631	\$6.1
4	Livermore	Alameda	456	\$4.5
5	Fremont	Alameda	454	\$4.5
6	Oakland	Alameda	441	\$4.4
7	Sunnyvale	Santa Clara	339	\$3.4
8	Gilroy	Santa Clara	260	\$2.7
9	Union City	Alameda	245	\$2.5

\$ in millions

Rank	Jurisdiction	County	Total HIP Units	Illustrative Grant Distribution
10	Daly City	San Mateo	227	\$2.4
11	American Canyon	Napa	202	\$2.1
12	Alameda County	Alameda	188	\$2.0
13	Mountain View	Santa Clara	138	\$1.5
14	Berkeley	Alameda	120	\$1.4
15	South San Francisco	San Mateo	112	\$1.3
22	Sonoma County	Sonoma	77	\$0.25
35	Novato	Marin	14	\$0.25
56	Benicia	Solano	1	\$0.25
HIP Program Total			7,652	\$76.0

County
Guarantee
Awards

Data for new and preserved units gathered by surveying the Bay Area's 101 cities and 9 counties

Actual grant distribution subject to change until all program data is received and analyzed

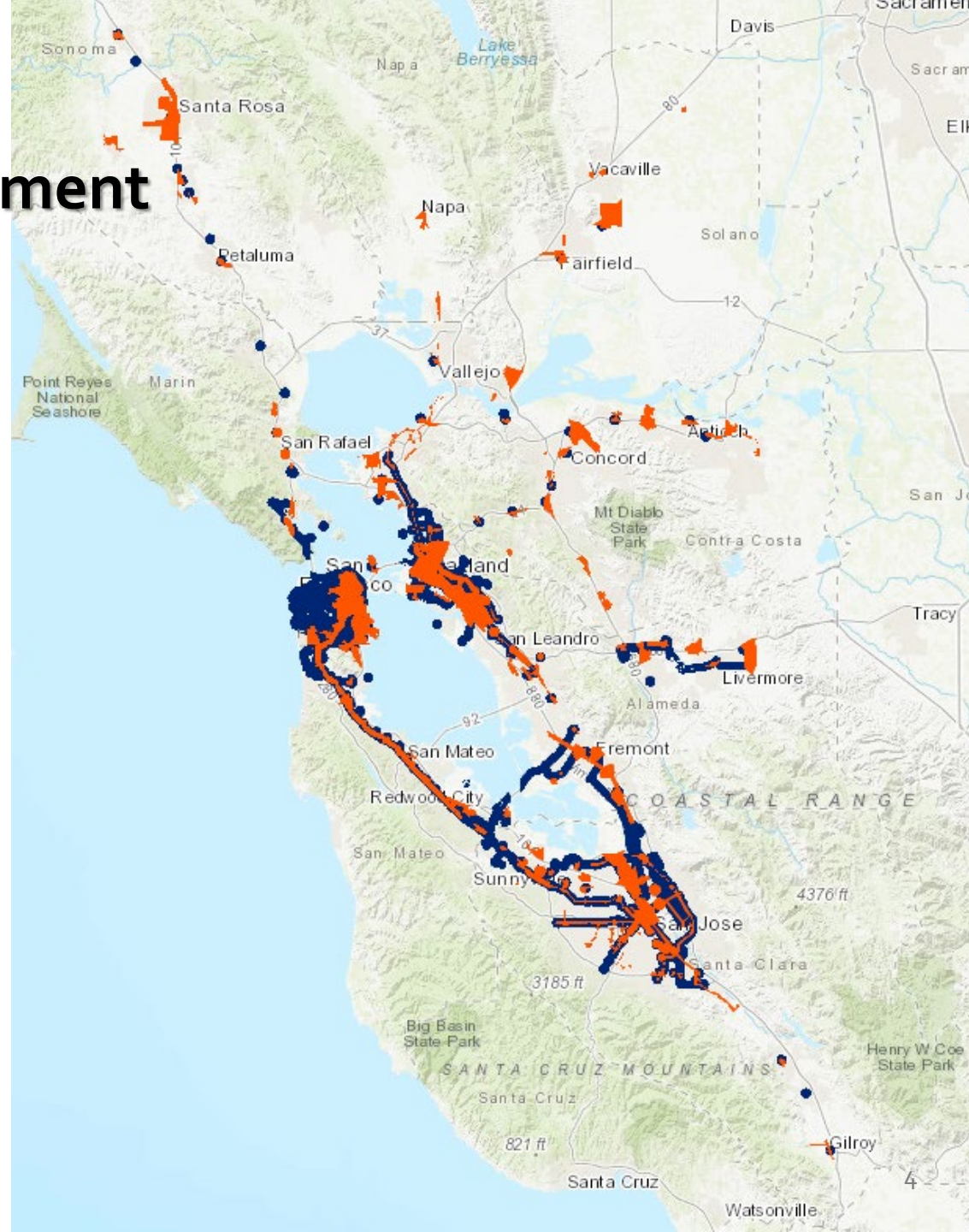
Context Setting

Priority Development Area (PDA) Assessment

❖ PDA assessment currently underway, through Horizons Perspective Paper - Regional Growth Strategies

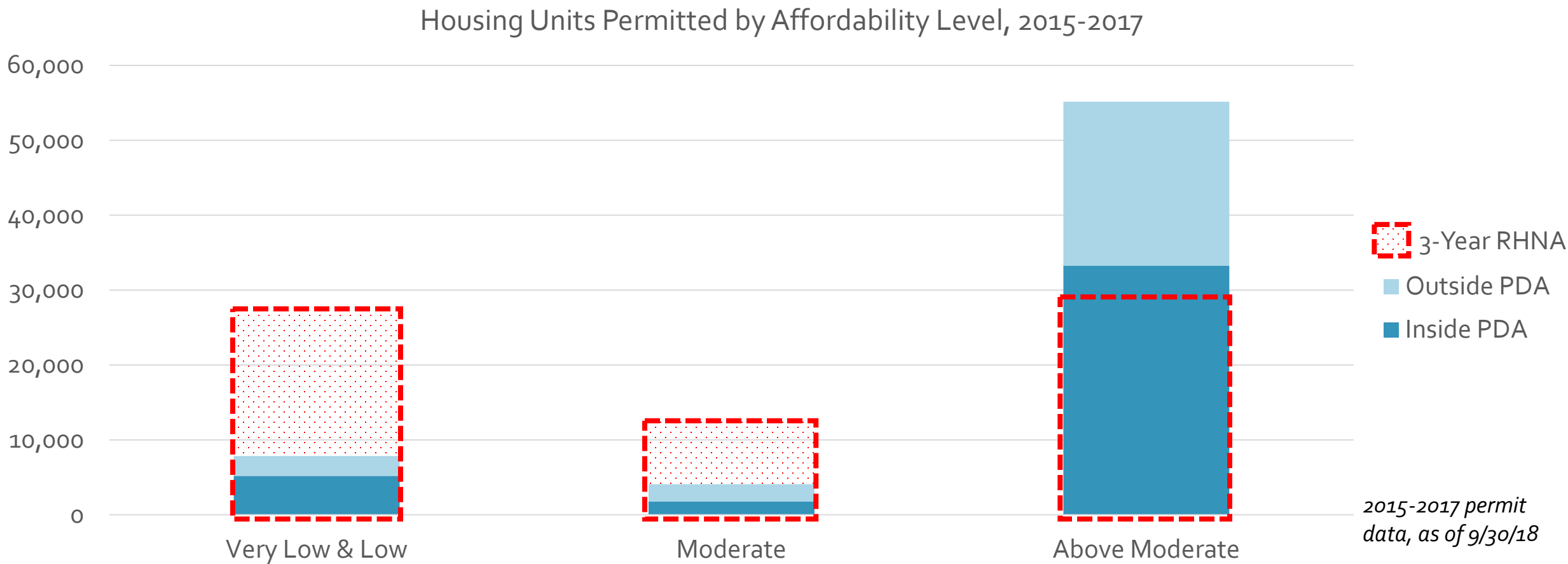
- PDA housing share has increased while development outside the urban footprint has slowed
- PDA progress on housing varies by county and by transit corridor
- Only 60% of housing growth has been in PDAs vs. PBA goal of 77%

❖ Staff to provide overview at **Friday's Planning Committee meeting**



PDA Assessment

Currently Not Meeting RHNA Needs – Inside or Outside PDAs

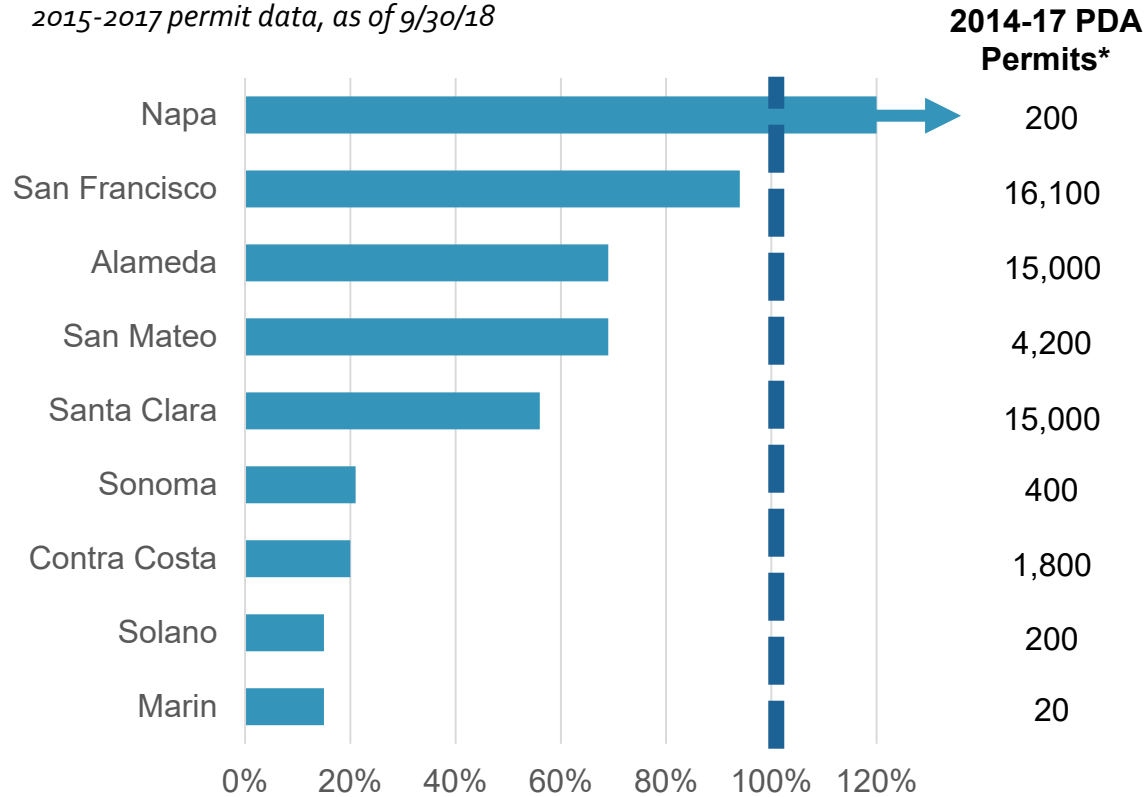


PDA Assessment

Housing & Transportation Investment

Percentage of Plan Bay Area 2040 PDA Housing Targets Achieved

2015-2017 permit data, as of 9/30/18



*Rounded to nearest 100, except Marin

Transportation Investments in PDAs

OBAG 2 County Program (FY2018-22)

2019 Transportation Improvement Program (FY2019-222)

\$ in millions

County	OBAG 2 PDA Supportive Investments		2019 TIP Investments within PDAs*	
	\$	%	\$	%
Alameda	\$65	90%	\$1,937	78%
Contra Costa	\$43	85%	\$907	78%
Marin	\$6	55%	\$47	41%
Napa	\$5	64%	\$10	19%
San Francisco	\$44	96%	\$1,105	77%
San Mateo	\$28	94%	\$1,039	87%
Santa Clara	\$70	77%	\$3,082	95%
Solano	\$9	50%	\$16	12%
Sonoma	\$15	68%	\$116	91%
Total	\$284	82%	\$8,259	83%

* Values reflect estimated proportion of map-able projects located within or directly adjacent to a PDA; includes all fund sources programmed within the 2019 TIP period (FY2019-2022)

Housing Incentive Pool (HIP)

Policy Considerations

- 1. Consider housing units outside PDAs/TPAs as well as those within**
 - Value in each new and preserved housing unit
 - Growth around quality transit is central to adopted regional growth strategy
 - Affordability even more important in PDAs/TPAs, to maintain neighborhood stability against market pressure

Affordable Housing Permits by Location
2015-2017 data, as of 9/30/18

Unit Type	PDA/TPA	Non PDA/TPA	Total
New	7,858	3,872	11,730
	67%	33%	100%
Preserved	1,066	409	1,475
	72%	28%	100%
Total	8,924	4,281	13,205
	68%	32%	100%

Staff Recommendation: Retain PDA/TPA focus

Affordable Housing by Location

2015-2017 data, as of 9/30/18

HIP Units in PDAs/TPAs

Rank	Jurisdiction	County	Total
1	San Francisco	San Francisco	2,981
2	San Jose	Santa Clara	858
3	Richmond	Contra Costa	631
4	Livermore	Alameda	456
5	Fremont	Alameda	454
6	Oakland	Alameda	441
7	Sunnyvale	Santa Clara	339
8	Gilroy	Santa Clara	260
9	Union City	Alameda	245
10	Daly City	San Mateo	227
11	American Canyon	Napa	202
12	Alameda County	Alameda	188
13	Mountain View	Santa Clara	138
14	Berkeley	Alameda	120
15	So. San Francisco	San Mateo	112
22	Sonoma County	Sonoma	77
35	Novato	Marin	14
56	Benicia	Solano	1

HIP Units in Any Location

Rank	Jurisdiction	County	Total
1	San Francisco	San Francisco	2,981
2	San Jose	Santa Clara	1,018
3	Vacaville	Solano	921
4	Richmond	Contra Costa	631
5	Fremont	Alameda	533
6	Livermore	Contra Costa	506
7	Oakland	Alameda	441
8	Sunnyvale	Santa Clara	410
9	Fairfield	Solano	346
10	Gilroy	Santa Clara	310
11	Oakley	Contra Costa	283
12	Morgan Hill	Santa Clara	271
13	San Ramon	Contra Costa	266
14	Daly City	San Mateo	255
15	Mountain View	Santa Clara	255
19	Sonoma County	Sonoma	237
21	American Canyon	Napa	203
53	Novato	Marin	15

Added to Top 15:

- Vacaville
- Fairfield
- Oakley
- Morgan Hill
- San Ramon

No Longer in Top 15:

- Union City
- American Canyon
- Alameda County
- Berkeley
- South San Francisco

Housing Incentive Pool (HIP)

Policy Considerations

2. Consider revising program start year

- Forward focus to strengthen incentive
- Allow time for jurisdictions to affect housing outcomes
- Clears the board – no current indication of potential winners

HIP Grant Distribution - TBD
2018-2022 data

Rank	Jurisdiction	County	Total HIP Units	Grant
1				
2				
3				
14				
15				
HIP Program Total				\$76 million

Staff Recommendation: Shift program years to 2018-2022

Housing Incentive Pool (HIP)

Policy Considerations

3. Consider tracking built units, rather than permits

- Built units reflect the end goal
- HCD requirement to start tracking built units in 2018; data quality uncertain as it is a new requirement

Staff Recommendation: Base HIP program on built units instead of permits

Housing Incentive Pool (HIP)

Policy Considerations

4. **Consider requiring compliance with the four housing laws as condition to receive funds**
 - Each law is important in the effort to produce and preserve affordable housing
 - OBAG precedent shows that eligibility for funding is a strong carrot for compliance

Status of Required Local Implementation Ordinances

	Surplus Lands	Accessory Dwelling Unit	Density Bonus	Housing Element
In Compliance	94	83	83	109*
In Process	2	15	1	
Charter City	2	N/A	N/A	
Noncompliant	0	0	14**	
Not Reported	11	11	11	

* 4 jurisdictions are currently working with HCD to confirm compliance: Fairfax, Los Altos, Los Gatos, San Bruno. HCD considers these jurisdictions to be in compliance while this work proceeds.

** 14 jurisdictions are not currently in compliance: Richmond, Fairfax, East Palo Alto, Pacifica, Portola Valley, Redwood City, San Carlos, Woodside, San Jose, Dixon, Vacaville, Vallejo, Solano County, and Healdsburg.

Staff Recommendation: Require compliance through board resolution certification by last year of program (December 31, 2022)

Housing Incentive Pool (HIP)

Revised Recommendation

Qualifying Units

- ❖ New Units + Preserved Units
- ❖ Affordable at the very low-, low- and moderate- income levels
- ❖ Located in **PDA/TPAs**
- ❖ Deed restriction
 - Required for **new units** affordable at the very low- and low- income levels
 - Required for **preserved units** at all affordability levels
- ❖ Preserved Units
 - At risk of conversion to market rate – OR – newly placed affordability restrictions on currently unrestricted unit
 - HIP credits based on length of deed restriction, 55-year deed restriction equates to 1 HIP credit

Program Rules

- ❖ Years are **2018-2022**
- ❖ Compliance required for 4 **state housing laws**
- ❖ Track **built units** instead of permitted units

Blue text = policy considerations raised at September PAC

Housing Incentive Pool (HIP)

Remaining Issues

- ❖ Housing data verification iterative
- ❖ Relies on support from local jurisdiction staff and state partners
- ❖ Funding availability (SB 1, Caltrain Electrification project contingency)
- ❖ Funds must be spent on STP/CMAQ or STIP eligible projects, follow program rules



Credit: Karl Nielsen

Next Steps

October 2018 ○ MTC considers HIP Program Proposal

November 2018 ○ Discussion and consideration of comprehensive approach
Workshop to linking transportation funding to housing performance

Fall/Winter ○ Coordination with CASA recommendations

Recommendation

Refer MTC Resolutions 4348 and 4308, Revised to the Commission for approval

- Outlines HIP program rules, qualifying housing units, distribution concept
- HIP grants to be awarded through future Commission action (following tabulation of housing units in eligible years)



Credit: Noah Berger