



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, November 14, 2018

9:40 AM

Board Room - 1st Floor

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

1. Roll Call / Confirm Quorum

2. Consent Calendar

- 2a. [18-0868](#) Minutes of the October 10, 2018 meeting.
- Action: Committee Approval
- Attachments: [2a 10-10-2018 Prog&Allocations Draft Minutes.pdf](#)
- 2b. [18-0878](#) MTC Resolution Nos. 3989, Revised, and 4202, Revised. Programming of \$4 million in MTC Exchange funds in lieu of federal funds for various projects as a result of execution of the MTC-Contra Costa Transportation Authority Exchange Agreement MTC Resolution No. 4357.
- Action: Commission Approval
- Presenter: Ross McKeown
- Attachments: [2b ResoNos 3989 and 4202 CCTAExchangeAgreement.pdf](#)
- 2c. [18-0892](#) MTC Resolution No. 4333, Revised. Programming of approximately \$290,000 in RM2 marketing funds to the Water Emergency Transportation Authority (WETA) and AC Transit.
- Action: Commission Approval
- Presenter: Cheryl Chi
- Attachments: [2c ResoNo 4333 WETA and ACTransit Programming.pdf](#)

- 2d. [18-0893](#) MTC Resolution Nos. 4334, Revised, and 4335, Revised. Allocation of \$10.4 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Santa Clara Valley Transportation Authority (VTA) to support transit operations.

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [2d_ResoNos_4334_and_4335_SCVTA_Allocation.pdf](#)

- 2e. [18-0876](#) Regional Measure 2 Capital Program: Semi-Annual Update

Action: Information

Presenter: Craig Bosman

Attachments: [2e_RM2_Capital_Program_Semi-Annual_Update.pdf](#)

- 2f. [18-0900](#) Regional Measure 2 Operating Performance Update for FY2017-18.

Action: Information

Presenter: Christina Hohorst

Attachments: [2f_RM2_Operating_Performance_Update.pdf](#)

3. Regional

- 3a. [18-0898](#) Transportation Development Act (TDA) Triennial Audit report for FY2017-18.

A presentation of the findings from TDA Triennial Performance Audits of the Golden Gate Bridge, Highway and Transportation District; SamTrans; Tri-Delta Transit; Napa Valley Transportation Authority; SolTrans; WestCat; City of Vacaville Transit Services; City of Dixon Redit-Ride; and City of Rio Vista Delta Breeze.

Action: Information

Presenter: Christina Hohorst and Subhash Mundle

Attachments: [3a_TDA_Triennial_Audit_Update_v2.pdf](#)

3b. [18-0942](#) Update on Affordable Housing Jumpstart Program.

An update on the Jumpstart Program, which set aside \$5 million for San Francisco County, \$3 million for Santa Clara County, and \$2 million for Alameda County rewarding each county for their voter-approved affordable housing bond programs; and a request to authorize staff to enter into funding agreements with each county to advance Jumpstart.

Action: Committee Approval

Presenter: Therese Trivedi

Attachments: [3b Affordable Housing Jumpstart Status Report.pdf](#)

4. Information

4a. [18-0869](#) California Transportation Commission Update

An update from the October 17-18, 2018 California Transportation Commission meeting and Senate Bill 1 (SB 1) Programs.

Action: Information

Presenter: Kenneth Kao

Attachments: [4a CTC Update.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on December 12, 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 #: 18-0868 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 10/5/2018 **In control:** Programming and Allocations Committee
On agenda: 11/14/2018 **Final action:**
Title: Minutes of the October 10, 2018 meeting.

Sponsors:

Indexes:

Code sections:

Attachments: [2a_10-10-2018_Prog&Allocations_Draft_Minutes.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 11/14/2018 | 1 | Programming and Allocations Committee | | |

Subject:

Minutes of the October 10, 2018 meeting.

Recommended Action:

Committee Approval



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Committee Members:

Nick Josefowitz, Chair Carol Dutra-Vernaci, Vice Chair

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

Non-Voting Member: Tony Tavares

Wednesday, October 10, 2018

9:40 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

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

Non-Voting Member Present: Commissioner Tavares

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

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

2. Consent Calendar

Upon the motion by Vice Chair Dutra-Vernaci and the second by Commissioner Worth, the Consent Calendar was unanimously approved by the following vote.

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

Absent: 2 - Commissioner Glover and Commissioner Kim

2a. [18-0785](#) Minutes of the September 12, 2018 meeting

Action: Committee Approval

2b. [18-0801](#) Quarterly Report of Executive Director Delegated Authority actions

Action: Information

Presenter: Cheryl Chi

- 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

- 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

- 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

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

Pedro Galvao was called to speak.

Commissioner Glover and Commissioner Kim arrived during agenda item 3a.

Upon the motion by Chair Josefowitz and the second by Commissioner Schaaf, the Committee approved the referral of MTC Resolution Nos. 4348 and 4308, Revised with the following modifications: 1) Eliminate the provision that every county be represented in the funding distribution; 2) Add a new element to set aside \$5 million (from the \$76 million) to create a pilot competitive program to help finance eligible infrastructure that will support affordable and moderate-income housing projects in both PDA and TPAs. The County Transportation Agencies will work with cities and developers to identify candidate projects. MTC staff will develop guidelines for this pilot competitive program; 3) Moderate income units must be deed-restricted in order to count; 4) Notify CMAs of awards and encourage coordination with jurisdictions; and 5) Rely on HCD for housing element certification rather than self-certification. The motion carried by the following vote:

Aye: 6 - Chair Josefowitz, Commissioner Kim, Commissioner Pedroza, Commissioner Schaaf, Commissioner Slocum and Commissioner Worth

Nay: 1 - Commissioner Bruins

Abstain: 2 - Vice Chair Dutra-Vernaci and Commissioner Glover

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0878 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 10/8/2018 **In control:** Programming and Allocations Committee
On agenda: 11/14/2018 **Final action:**
Title: MTC Resolution Nos. 3989, Revised, and 4202, Revised. Programming of \$4 million in MTC Exchange funds in lieu of federal funds for various projects as a result of execution of the MTC-Contra Costa Transportation Authority Exchange Agreement MTC Resolution No. 4357.

Sponsors:

Indexes:

Code sections:

Attachments: [2b_ResoNos_3989_and_4202_CCTAExchangeAgreement.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 11/14/2018 | 1 | Programming and Allocations Committee | | |

Subject:

MTC Resolution Nos. 3989, Revised, and 4202, Revised. Programming of \$4 million in MTC Exchange funds in lieu of federal funds for various projects as a result of execution of the MTC-Contra Costa Transportation Authority Exchange Agreement MTC Resolution No. 4357.

Presenter:

Ross McKeown

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 14, 2018

Agenda Item 2b

MTC Resolution Nos. 3989 Revised, and 4202 Revised

Subject: Programming of \$4 million in MTC Exchange funds in lieu of federal funds for various projects as a result of execution of the MTC-Contra Costa Transportation Authority Exchange Agreement MTC Resolution No. 4357.

Background: **Exchange Program:** On occasion, MTC enters into agreements to exchange federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region, but rather change the fund source for a portion of the federal STP/CMAQ program, allowing MTC greater flexibility to deliver select priority projects. MTC Resolution No. 3989, Revised, describes the procedures governing MTC's Exchange Program and details the agreements and commitments that have been made to date.

In July 2018, the Commission approved MTC Resolution 4356, providing \$1.2 million in STP funds for the State Route 85 Transit Guideway Study, in exchange for an equal amount of Santa Clara Valley Transportation Authority (SCVTA), measure funds. This project is being added to MTC Resolution No. 3989, Revised at this time, consistent with the earlier Commission action.

In September 2018, the Commission approved MTC Resolution No. 4367 providing \$4 million in STP funds for the I-680 HOV/Express Lane, in exchange for an equal amount of Contra Costa Transportation Authority (CCTA) measure funds.

Exchange Commitments

Staff recommends committing \$4 million in the MTC Exchange program funds to the following projects, and making adjustments to OBAG 2 – MTC Resolution No. 4202 Attachment B-1 Revised, to reflect these changes, consistent with MTC Resolution No. 4357.

- ***Innovative Deployments to Enhance Arterials***
Program \$619,000 to CCTA and \$621,000 to the City of Walnut Creek to deliver technology-driven arterial signal enhancements as part of MTC's Innovative Deployment to Enhance Arterials (IDEA) initiative.
- ***Richmond-San Rafael Bridge (RSR) Bikeway Access***
Program \$500,000 to the City of Richmond to deliver bike access improvements that focus on connecting the RSR Bridge Trail to the existing Richmond Greenway, nearby bicycle and pedestrian facilities, and public transit services in Richmond. The scope of work includes minor civil work, striping and wayfinding signage and the removal and/or relocation of on-street parking where necessary. These

improvements would facilitate commute and recreational trips across the RSR Bridge Trail, which is to open in early spring of 2019.

- ***Richmond-San Rafael Bridge Forward***
Program approximately \$1.2 million to MTC, in partnership with CCTA, to deliver operational improvements at the RSR toll plaza – including all electronic tolling/open road tolling, and the extension of the existing Interstate 580 high-occupancy vehicle (HOV) lane from the toll plaza to about Central Ave., and supportive transportation demand management strategies – for purposes of improved toll plaza operations, increased person throughput, and greater travel time savings for carpools and express buses using the HOV lane.
- ***MTC: Napa Valley Transportation Demand Management Strategies***
Program \$1.1 million to MTC to deliver transportation demand management strategies to address persistent congestion in the State Route 29 corridor in partnership with the Napa Valley Transportation Authority and the Napa Valley Industry Leaders. Specific demand strategies include equipping Napa Valley employers with tools and data via a commute technology platform that enables employers to manage their employees' commutes with the goal of reducing overall vehicle trips through carpool, vanpool and other incentives, as well as piloting a small-scaled micro-transit service to move Napa Valley's workforce and visitors in 10-seat transit vans.

Issues: The Exchange commitments listed are contingent upon execution of the MTC-CCTA Exchange Agreement, MTC Resolution No. 4357.

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

Attachments: MTC Resolution No. 3989, Revised, Attachments A and B
MTC Resolution No. 4202, Revised, Attachment B-1

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C
12/21/16-C 07/26/17-C
02/28/18-C 03/28/18-C
09/26/18-C 11/28/18-C

ABSTRACT

Resolution No. 3989, Revised

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

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

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

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

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

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

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

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program \$4,000,000 in Exchange funds to the following projects: : \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand Management Strategies.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, and November 14, 2018.

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

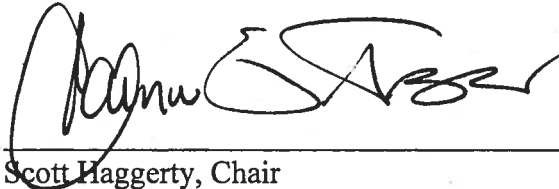
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

**MTC Exchange Program
Funding Agreements
Attachment A
November 28, 2018**

| Agency | Project | Res No. | Res Date | Funding Provided by MTC | | Funding Provided by Others | |
|---------------|---|-------------|------------------|-------------------------|---------------------|----------------------------|---------------------|
| | | | | To-Date | | To-Date | |
| 1 | SCTA SON US 101 Steele Lane HOV | 3731 | 2/22/2006 | CMAQ | \$1,500,000 | Meas M | \$1,500,000 |
| 2 | TAM MRN US 101 HOV Gap Closure | 3842 | 11/28/2007 | CMAQ | \$12,500,000 | Meas A | \$13,253,052 |
| 3 | SFMTA SFPark Parking Pricing | 3963 | 5/26/2010 | CMAQ | \$22,000,000 | Parking Rev | \$22,799,802 |
| 4 | CCTA I-80 San Pablo Dam Road I/C | 4264 | 12/21/2016 | STP | \$1,100,000 | Meas J | \$1,100,000 |
| 5 | SCTA SON US 101 MSN Phase B | 4305 | 7/26/2017 | STP | \$12,000,000 | Meas M | \$4,000,000 |
| 6 | <u>SCVTA SCL SR 85 Transit Guideway Study</u> | <u>4356</u> | <u>7/25/2018</u> | <u>STP</u> | <u>\$1,200,000</u> | <u>Meas B</u> | |
| 7 | <u>CCTA CC I-680 NB HOV/Express Lane</u> | <u>4357</u> | <u>9/26/2018</u> | <u>STP</u> | <u>\$4,000,000</u> | <u>Meas J</u> | |
| Total: | | | | | \$54,300,000 | | \$42,652,854 |

J:\PROJECT\Funding\Fund Exchanges and Swaps\Funding Exchanges Tracking 09-30-11.xls\3989 Attach A

MTC Exchange Program Funding Commitments Attachment B

November 28, 2018

Committed Funding To-Date

| | Agency | Project | Res No. | Date | Committed by MTC |
|---------------------------------|--------------|---|-------------|-------------------|---------------------|
| 1 | MTC | Transit Oriented Affordable Housing Development (TOD) | 3940 | 2/24/2010 | \$10,000,000 |
| 2 | SP Rancheria | Intertribal Electric Vehicle Implementation | 3925 | 10/26/2011 | \$376,000 |
| 3 | MTC | Affordable Housing Jumpstart | 4260 | 12/21/2016 | \$10,000,000 |
| 4 | MTC | Bay Bridge Forward Commuter Parking Initiative | 4035 | 12/21/2016 | \$3,900,000 |
| 5 | MTC | Regional Priority Conservation Area (PCA) Program | 4202 | 7/26/2017 | \$8,170,000 |
| 6 | MTC | Bay Area Greenprint PCA Improvements | 4202 | 3/28/2018 | \$30,000 |
| 7 | TAM/SCTA | Bike Share Capital and Outreach - SMART Corridor | 3925 | 2/28/2018 | \$826,000 |
| 8 | Richmond | Bike Share Capital and Outreach - Richmond | 3925 | 2/28/2018 | \$1,024,000 |
| 9 | MTC | Bay Area Preservation Pilot (BAPP) | 4311 | 2/28/2018 | \$10,000,000 |
| 10 | CCTA | <u>IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd</u> | <u>4202</u> | <u>11/28/2018</u> | <u>\$619,000</u> |
| 11 | Walnut Creek | <u>IDEA - Various Locations</u> | <u>4202</u> | <u>11/28/2018</u> | <u>\$621,000</u> |
| 12 | Richmond | <u>Richmond-San Rafael Bridge Bicycle Access</u> | <u>4202</u> | <u>11/28/2018</u> | <u>\$500,000</u> |
| 13 | MTC | <u>Richmond-San Rafael Bridge Forward</u> | <u>4202</u> | <u>11/28/2018</u> | <u>\$1,160,000</u> |
| 14 | MTC | <u>Napa Valley Transportation Demand Strategies</u> | <u>4202</u> | <u>11/28/2018</u> | <u>\$1,100,000</u> |
| Total Committed To-Date: | | | | | \$48,326,000 |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\November PAC\[tmp-3989_Attachments_A_B_C.xlsx]Attach B 11-28-18

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20/17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C

ABSTRACT

Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

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

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

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

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

ABSTRACT

MTC Resolution No. 4202, Revised

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balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

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

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

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

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District

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MTC Resolution No. 4202, Revised

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contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

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

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

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

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

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

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On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

ABSTRACT

MTC Resolution No. 4202, Revised

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On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

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

ABSTRACT

MTC Resolution No. 4202, Revised

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March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, and November 28, 2018

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

Attachment B-1

MTC Res. No. 4202 Attachment B-1

MTC Resolution No. 4202

Adopted: 11/18/15-C

OBAG 2 Regional Programs

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C

FY 2017-18 through FY 2021-22

09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C

November 2018

05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | COUNTY | SPONSOR | Total STP/CMAQ | Other |
|--|---------------|---------------|----------------------|---------------------|
| OBAG 2 REGIONAL PROGRAMS | | | \$488,805,000 | \$22,200,000 |
| 1. REGIONAL PLANNING ACTIVITIES | | | | |
| Regional Planning | Regionwide | MTC | \$9,555,000 | |
| 1. REGIONAL PLANNING ACTIVITIES | | TOTAL: | \$9,555,000 | |
| 2. PAVEMENT MANAGEMENT PROGRAM | | | | |
| Pavement Management Program | Regionwide | MTC | \$1,500,000 | |
| Pavement Technical Advisory Program (PTAP) | Regionwide | MTC | \$7,500,000 | |
| Statewide Local Streets and Roads (LSR) Needs Assessment | Regionwide | MTC/Caltrans | \$250,000 | |
| 2. PAVEMENT MANAGEMENT PROGRAM | | TOTAL: | \$9,250,000 | |
| 3. PDA PLANNING & IMPLEMENTATION | | | | |
| PDA Planning and Implementation | | | | |
| PDA Implementation | Regionwide | MTC | \$2,000,000 | |
| PDA Supportive Studies | Regionwide | MTC | \$500,000 | |
| PDA Planning | | | | |
| Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0 | Alameda | MTC | \$800,000 | |
| El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments | Contra Costa | MTC | \$308,000 | |
| Moraga: Moraga Center Specific Plan Implementation Project | Contra Costa | MTC | \$140,000 | |
| San Rafael: Downtown Precise Plan | Marin | MTC | \$500,000 | |
| San Francisco: HUB Area EIR | San Francisco | MTC | \$500,000 | |
| San Francisco: Transit Corridors Study | San Francisco | MTC | \$500,000 | |
| San Jose: Diridon Integrated Station Area Concept Plan | Santa Clara | MTC | \$800,000 | |
| San Jose: SW Expressway/Race Street Light Rail Urban Village Plans | Santa Clara | MTC | \$500,000 | |
| Vacaville: Downtown Specific Plan | Solano | MTC | \$350,000 | |
| Santa Rosa: Downtown Station Area Specific Plan Update/Amendment | Sonoma | MTC | \$800,000 | |
| Staffing Assistance | | | | |
| Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management | Alameda | MTC | \$180,000 | |
| Fremont: SB743 Implementation | Alameda | MTC | \$150,000 | |
| Hayward: SB743 Implementation | Alameda | MTC | \$150,000 | |
| Oakland: ADU Initiative | Alameda | MTC | \$200,000 | |
| Oakland: Innovative Construction Initiative | Alameda | MTC | \$200,000 | |
| Concord: VMT-based Transportation Impact Standards | Contra Costa | MTC | \$150,000 | |
| Concord: Galindo Street Corridor Plan | Contra Costa | MTC | \$200,000 | |
| Lafayette: Updated Parking Ordinance and Strategies | Contra Costa | MTC | \$150,000 | |
| San Jose: PDA/Citywide Design Guidelines | Santa Clara | MTC | \$200,000 | |
| Windsor: Parking Management and Pricing | Sonoma | MTC | \$35,000 | |
| Technical Assistance | | | | |
| Emeryville: Developing the Highest and Best Use of the Public Curb | Alameda | MTC | \$65,000 | |
| Oakland: General Plan Framework - PDA Community Engagement Program | Alameda | MTC | \$65,000 | |
| San Francisco: Mission-San Jose PDA Housing Feasibility Analysis | San Francisco | MTC | \$65,000 | |
| San Francisco: PDA Density Bonus Program | San Francisco | MTC | \$65,000 | |
| Belmont: Transportation Demand Management Program | San Mateo | MTC | \$65,000 | |
| Unprogrammed balance | Regionwide | MTC | \$8,862,000 | |
| Community-Based Transportation Plan (CBTP) Updates | Regionwide | MTC | | |
| ACTC: Community-Based Transportation Plans | Alameda | MTC | \$300,000 | |
| CCTA: Community-Based Transportation Plans | Contra Costa | MTC | \$215,000 | |
| TAM: Community-Based Transportation Plans | Marin | MTC | \$75,000 | |
| NVTA: Community-Based Transportation Plans | Napa | MTC | \$75,000 | |
| SFCTA: Community-Based Transportation Plans | San Francisco | MTC | \$175,000 | |
| C/CAG: Community-Based Transportation Plans | San Mateo | MTC | \$120,000 | |
| VTa: Community-Based Transportation Plans | Santa Clara | MTC | \$300,000 | |
| STA: Community-Based Transportation Plans | Solano | MTC | \$95,000 | |
| SCTA: Community-Based Transportation Plans | Sonoma | MTC | \$110,000 | |
| CBTP Program Evaluation | Regionwide | MTC | \$35,000 | |
| 3. PDA PLANNING & IMPLEMENTATION | | TOTAL: | \$20,000,000 | |
| 4. CLIMATE INITIATIVES | | | | |
| Climate Initiatives | | | \$10,875,000 | |
| Spare the Air & EV Program Outreach (for Electric Vehicle Programs) | Regionwide | BAAQMD | \$10,000,000 | |
| Carsharing Implementation | Regionwide | MTC | \$800,000 | |
| Targeted Transportation Alternatives | Regionwide | MTC | \$325,000 | |
| Spare the Air Youth Program - 2 | Regionwide | MTC | \$1,417,000 | |
| Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway) | Marin | San Rafael | \$1,000,000 | |
| 4. CLIMATE INITIATIVES | | TOTAL: | \$24,417,000 | |

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

November 2018

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C

09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C

05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | COUNTY | SPONSOR | Total STP/CMAQ | Other |
|--|---------------------|-------------------------|----------------------|---------------------|
| OBAG 2 REGIONAL PROGRAMS | | | \$488,805,000 | \$22,200,000 |
| 5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT | | | | |
| Active Operational Management | | | | |
| AOM Implementation | Regionwide | MTC | \$23,737,000 | |
| Bay Area 511 Traveler Information | | | | |
| 511 Next Gen | Regionwide | MTC | \$16,598,000 | |
| 511 Implementation | Regionwide | MTC | \$17,000,000 | |
| Rideshare | | | | |
| Rideshare Implementation | Regionwide | MTC | \$720,000 | |
| Carpool Program | Regionwide | MTC | \$7,280,000 | |
| Vanpool Program | Regionwide | MTC | \$2,000,000 | |
| Commuter Benefits Implementation | Regionwide | MTC | \$674,000 | |
| Commuter Benefits Program | Regionwide | MTC | \$1,111,000 | |
| Napa Valley Transportation Demand Strategies (Fund Exchange) | Napa | MTC/NVTA | | \$1,100,000 |
| Bay Bridge Forward | | | | |
| Transbay Higher Capacity Bus Fleet/Increased Service Frequencies | Alameda | AC Transit | \$1,200,000 | |
| Pilot Transbay Express Bus Routes | Alameda | AC Transit | \$800,000 | |
| Eastbay Commuter Parking | Alameda | MTC | \$2,500,000 | |
| Transbay Higher Capacity Bus Fleet/Increased Service Frequencies | Contra Costa | WestCat | \$2,000,000 | |
| Richmond-San Rafael Bridge Forward | | | | |
| Richmond-San Rafael Bridge Bikeway Access (Fund Exchange) | Contra Costa | Richmond | | \$500,000 |
| Richmond-San Rafael Bridge Forward (Fund Exchange) | Contra Costa | MTC | | \$1,160,000 |
| Columbus Day Initiative (CDI) | | | | |
| Freeway Performance Program | Regionwide | MTC | \$19,240,000 | |
| FPP: I-880 (I-80 to I-280) | Alameda/Santa Clara | MTC | \$3,000,000 | |
| FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.) | Contra Costa | MTC | \$10,000,000 | |
| FPP: SR 84 (US 101 to I-880) | Alameda/San Mateo | MTC | \$5,000,000 | |
| FPP: US 101 (SR 85 to San Francisco Co. Line) | SM / SCL | MTC | \$3,000,000 | |
| FPP: CCTA I-80 Central Ave Interchange Improvements | Contra Costa | CCTA | \$2,000,000 | |
| FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 | Sonoma | SCTA | \$1,000,000 | |
| Program for Arterial System Synchronization (PASS) | Regionwide | MTC | \$5,000,000 | |
| Innovative Deployments for Enhanced Arterials (IDEA) | | | | |
| IDEA Technical Assistance | Various | MTC | \$1,532,000 | |
| IDEA Category 1 | | | | |
| AC Transit: Dumbarton Express Route (SR84) | Various | MTC | \$2,300,000 | |
| Alameda: Webster & Posey Tubes (SR 260), Park St | Alameda | MTC | \$276,000 | |
| Hayward: Various Locations | Alameda | MTC | \$302,000 | |
| Oakland: Bancroft Ave | Alameda | MTC | \$310,000 | |
| Pleasanton: Various Locations | Alameda | MTC | \$290,000 | |
| Union City: Union City Blvd & Decoto Rd | Alameda | MTC | \$710,000 | |
| San Ramon: Bollinger Canyon Rd & Crow Canyon Rd | Contra Costa | MTC | \$563,000 | |
| San Rafael: Downtown San Rafael | Marin | MTC | \$830,000 | |
| South San Francisco: Various Locations | San Mateo | MTC | \$532,000 | |
| San Jose: Citywide | Santa Clara | MTC | \$1,400,000 | |
| IDEA Category 2 | | | | |
| Dublin: Citywide | Alameda | MTC | \$385,000 | |
| Emeryville: Powell, Shellmound, Christie & 40th St | Alameda | MTC | \$785,000 | |
| CCTA: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange) | Contra Costa | MTC CCTA | | \$619,000 |
| Walnut Creek: Various locations (Fund Exchange) | Contra Costa | MTC Walnut Creek | | \$621,000 |
| Los Gatos: Los Gatos Blvd | Santa Clara | MTC | \$700,000 | |
| UTA: Veterans Admin. Palo Alto Medical Center | Santa Clara | UTA | \$845,000 | |
| Connected Vehicles/Automated Vehicles (CV/AV) | Regionwide | MTC | \$2,500,000 | |
| Shared Use Mobility | Regionwide | MTC | \$2,500,000 | |
| Transportation Management System | | | | |
| TMS Implementation | Regionwide | MTC | \$2,910,000 | |
| Performance-Based ITS Device Maintenance & Rehab. | Regionwide | MTC | \$1,840,000 | |
| TMC Asset Upgrade and Replacement | Regionwide | MTC | \$1,150,000 | |
| I-880 Communication Upgrade and Infrastructure Gap Closures | Various | MTC | \$8,100,000 | |
| Detection Technology Pilot | Regionwide | MTC | \$5,000,000 | |
| Incident Management | | | | |
| Incident Management Implementation | Regionwide | MTC | \$4,160,000 | |
| I-880 ICM Central | Alameda | MTC | \$8,840,000 | |
| Unprogrammed Balance | TBD | TBD | \$380,000 | |
| 5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT | | TOTAL: | \$173,000,000 | \$4,000,000 |

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs

FY 2017-18 through FY 2021-22

November 2018

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C

09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C

05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C

OBAG 2 Regional Programs Project List

| PROJECT CATEGORY AND TITLE | COUNTY | SPONSOR | Total STP/CMAQ | Other |
|--|---------------------|-----------------------|----------------------|---------------------|
| OBAG 2 REGIONAL PROGRAMS | | | \$488,805,000 | \$22,200,000 |
| 6. TRANSIT PRIORITIES | | | | |
| BART Car Replacement/Expansion | Various | BART | \$99,800,000 | |
| GGB Suicide Deterrent (for BART Car Replacement/Expansion) | SF/Marin | GGBH&TD | \$40,000,000 | |
| Clipper | Regionwide | MTC | \$34,200,000 | |
| Unprogrammed Balance | | | \$15,283,000 | |
| 6. TRANSIT PRIORITIES | | TOTAL: | \$189,283,000 | |
| 7. PRIORITY CONSERVATION AREA (PCA) | | | | |
| Regional Peninsula, Southern and Eastern Counties PCA Program | | | | |
| Peninsula, Southern and Eastern Counties PCA (Fund Exchange) | TBD | MTC/CCC | | \$8,170,000 |
| Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange) | Regionwide | MTC/GreenInfo Network | | \$30,000 |
| Local North Bay PCA Program | | | | |
| Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Par | Marin | Marin County | \$312,000 | |
| Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehabilitation | Marin | Marin County | \$869,000 | |
| Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition) | Marin | Novato | \$104,000 | |
| Novato: Vineyard Rd Improvements (for Hill Recreation Area Improvements) | Marin | Novato | \$265,000 | |
| National Parks Service: Fort Baker's Vista Point Trail | Marin | NPS | \$500,000 | |
| NVTA: Vine Trail - St. Helena to Calistoga | Napa | NVTA | \$711,000 | |
| Napa: Vine Trail - Soscol Ave Corridor | Napa | Napa | \$650,000 | |
| Napa County: Silverado Trail Rehabilitation - Phase L | Napa | Napa County | \$689,000 | |
| Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps | Solano | Solano County | \$2,050,000 | |
| Sonoma County: Crocker Bridge Bike/Pedestrian Bridge | Sonoma | Sonoma County | \$1,280,000 | |
| Sonoma County: Joe Rodota Trail Bridge Replacement | Sonoma | Sonoma County | \$770,000 | |
| 7. PRIORITY CONSERVATION AREA (PCA) | | TOTAL: | \$8,200,000 | \$8,200,000 |
| 8. BAY AREA HOUSING INITIATIVES | | | | |
| Bay Area Preservation Pilot (BAPP) (Funding Exchange) | Regionwide | MTC | | \$10,000,000 |
| Housing Incentive Pool | TBD | TBD | \$30,000,000 | |
| 8. BAY AREA HOUSING INITIATIVES | | TOTAL: | \$30,000,000 | \$10,000,000 |
| 9. REGIONAL STRATEGIC INVESTMENTS (RSI) | | | | |
| CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange) | Contra Costa | CCTA/MTC | \$4,000,000 | |
| State Route 85 Transit Guideway Study (Fund Exchange) | Santa Clara | SCVTA | \$1,200,000 | |
| US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange) | Sonoma | SCTA | \$15,400,000 | |
| Novato: Pavement Rehab (for Downtown Novato SMART Station) | Marin | Novato | \$617,000 | |
| Old Redwood Highway Multi-Use Pathway | Marin | TAM | \$1,120,000 | |
| San Rafael: Grand Ave Bridge | Marin | San Rafael | \$763,000 | |
| US 101 Marin-Sonoma Narrows | Marin | TAM | \$2,000,000 | |
| 9. REGIONAL STRATEGIC INVESTMENTS (RSI) | | TOTAL: | \$25,100,000 | |
| OBAG 2 REGIONAL PROGRAMS | | TOTAL: | \$488,805,000 | \$22,200,000 |



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0892 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 10/10/2018 **In control:** Programming and Allocations Committee
On agenda: 11/14/2018 **Final action:**
Title: MTC Resolution No. 4333, Revised. Programming of approximately \$290,000 in RM2 marketing funds to the Water Emergency Transportation Authority (WETA) and AC Transit.

Sponsors:

Indexes:

Code sections:

Attachments: [2c ResoNo 4333 WETA and ACTransit Programming.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 11/14/2018 | 1 | Programming and Allocations Committee | | |

Subject:

MTC Resolution No. 4333, Revised. Programming of approximately \$290,000 in RM2 marketing funds to the Water Emergency Transportation Authority (WETA) and AC Transit.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 14, 2018

Agenda Item 2c

MTC Resolution No. 4333, Revised

Subject: Programming of approximately \$290,000 in RM2 marketing funds to the Water Emergency Transportation Authority (WETA) and AC Transit.

Background: At the start of this fiscal year, \$385,000 was programmed to assist with the public information and marketing of projects funded by Regional Measure 2 (RM2), with specific uses to be identified during the year. This month, staff proposes to amend the FY2018-19 RM2 Operating and Marketing Program to program some of these funds to agencies to use for marketing of the following two projects:

- \$200,000 to WETA for the Richmond Ferry Service, which will begin operations in January 2019.
- \$75,000 to AC Transit for their new double-decker buses that will start operating this month and additional Transbay Tomorrow service changes that will be implemented next month.

In addition, about \$13,000 is proposed to be added to the Hub Regional Resource Center programming to support its operations.

With the programming of funds to the three projects above, there will be an available balance of approximately \$96,000 for future programming this year.

Issues: None

Recommendation: Refer MTC Resolution No. 4333, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4333, Revised

Date: May 23, 2018
W.I.: 1255
Referred by: PAC
Revised: 11/28/18-C

ABSTRACT

Resolution No. 4333, Revised

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2018-19.

This resolution was revised on November 28, 2018 to program RM2 marketing funds to WETA, AC Transit, and MTC.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 9, 2018 and November 14, 2018.

Date: May 23, 2018
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2018-19 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4333

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

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

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

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

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

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

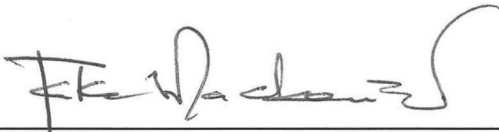
WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

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

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2018-19, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on May 23, 2018.

FY 2018-19 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

| Project # | Project Name | Sponsor | Route | Programmed (notes 1,2) |
|------------------|-------------------------------|--------------------------|---|-----------------------------------|
| 1 | Richmond Bridge Express | Golden Gate Transit | Route 40 | 2,473,725 |
| | | | Total | 2,473,725 |
| 2 | Napa VINE Service | NCTPA | Route 29 | 426,400 |
| | | | Total | 426,400 |
| 3 | Express Bus North | SolTrans | Yellow Line | 762,567 |
| | | SolTrans | Route 80 | 578,000 |
| | | SolTrans | Route 85 | 201,741 |
| | | ECCTA | Route 300 | 531,835 |
| | | Fairfield/Suisun Transit | Blue Line | 463,967 |
| | | Fairfield/Suisun Transit | Green Express | 636,600 |
| | | Golden Gate Transit | Route 72x | 101,264 |
| | | Golden Gate Transit | Route 101 | 195,339 |
| | | WestCat | Route JPX | 249,294 |
| | | SolTrans | Route 82 Pilot | 30,000 |
| | | | Total | 3,750,608 |
| 4 | Express Bus South | AC Transit | Route F | 890,865 |
| | | AC Transit | Route LA | 146,761 |
| | | AC Transit | Route NL/BA | 2,678,379 |
| | | AC Transit | Route NX1 | 91,779 |
| | | AC Transit | Route NX2 | 88,191 |
| | | AC Transit | Route O | 779,077 |
| | | AC Transit | Route P | 385,034 |
| | | AC Transit | Route U - Dumbarton Corridor | 311,238 |
| | | AC Transit | Route W | 56,580 |
| | | CCCTA | Route 96X | 145,339 |
| | | WestCat | Hercules LYNX/JX | 869,550 |
| | | WestCat | Bay Bridge Forward Service Start-up | 50,000 |
| | | LAVTA | Rapid | 580,836 |
| | | | Total | 7,073,629 |
| 5 | Dumbarton Bus | AC Transit | Routes DB | 1,432,828 |
| | | AC Transit | Route DB1 | 1,534,148 |
| | | | Total | 2,966,976 |
| 6 | Ferry Service | WETA | Alameda Harbor Bay | 1,325,000 |
| | | WETA | Alameda/Oakland | 4,732,000 |
| | | WETA | Vallejo | 6,975,000 |
| | | WETA | South San Francisco | 2,268,000 |
| | | WETA | Bay Bridge Forward Service Expansion | 1,200,000 |
| | | | Total | 16,500,000 |
| 7 | Owl Service | AC Transit | Route 800 | 665,771 |
| | | AC Transit | Route 801 | 667,852 |
| | | MUNI | Route 14 | 187,501 |
| | | SamTrans | Route 397 | 305,876 |
| | | AC Transit | Route 800 Service Enhancements | 177,000 |
| | | TBD | Owl Service | 50,000 |
| | | | Total | 2,054,000 |
| 8 | MUNI Metro 3rd Street | SF MUNI | Metro 3rd Street extension | 2,500,000 |
| 9 | AC Transit Rapid Bus Corridor | AC Transit | Enhanced Bus Service in the Berkeley/ Oakland/San Leandro Corridor | 3,000,000 |
| 11 | WETA planning | WETA | Planning and operations | 3,000,000 |
| 12 | Clipper | MTC | Operations | 2,000,000 |
| 13 | Transbay Transit Center | TJPA | Terminal Operations | 3,000,000 |
| | | | Grand Total | 48,745,338 |

RM2 Marketing Assistance Program (note 3)

| Project Name | Operator | Description | Programmed |
|----------------------------------|-----------------|----------------------------------|-------------------|
| Clipper® | MTC | Public Information and Marketing | 2,600,000 |
| 511 Real Time Transit | MTC | Public Information and Marketing | 100,000 |
| Seamless Transit Map | MTC | Public Information | 710,000 |
| The Hub Regional Resource Center | MTC | Center Operations | 178,439 |
| AC Transit Services | AC Transit | Public Information and Marketing | 500,000 |
| Transbay Service | AC Transit | Public Information and Marketing | 75,000 |
| Richmond Service Outreach | WETA | Public Information and Marketing | 200,000 |
| New or Expanded Transit Services | TBD | Public Information and Marketing | 96,561 |
| Grand Total | | | 4,460,000 |

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
 2. Amounts shown are subject to approval of the FY 2018-19 BATA Budget.
 3. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0893 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 10/10/2018 **In control:** Programming and Allocations Committee

On agenda: 11/14/2018 **Final action:**

Title: MTC Resolution Nos. 4334, Revised, and 4335, Revised. Allocation of \$10.4 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Santa Clara Valley Transportation Authority (VTA) to support transit operations.

Sponsors:

Indexes:

Code sections:

Attachments: [2d ResoNos 4334 and 4335 SCVTA Allocation.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 11/14/2018 | 1 | Programming and Allocations Committee | | |

Subject:

MTC Resolution Nos. 4334, Revised, and 4335, Revised. Allocation of \$10.4 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Santa Clara Valley Transportation Authority (VTA) to support transit operations.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 14, 2018

Agenda Item 2d

MTC Resolution Nos. 4334, Revised and 4335, Revised

Subject: Allocation of \$10.4 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to Santa Clara Valley Transportation Authority (VTA) to support transit operations.

Background: VTA initially requested the allocation of TDA and STA funds to support transit operations before the start of the fiscal year. Since that initial request, the Fund Estimate (MTC Resolution 4322, Revised) has been updated twice to account for actual revenue for FY2017-18 and an increased estimate of STA revenue for the current fiscal year. Based on these revisions to the Fund Estimate, an additional \$10.4 million in TDA and STA funds are available for VTA to claim. Altogether, TDA and STA funds comprise about 32% of VTA transit revenues.

Issues: None

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

Attachments: MTC Resolution Nos. 4334, Revised, 4335, Revised

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Date: June 27, 2018
W.I.: 1514
Referred by: PAC
Revised: 07/25/18-C 09/26/18-C
10/24/18-C 11/28/18-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.

This resolution was revised on November 28, 2018 to allocate funds to VTA.

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, October 10, 2018, and November 14, 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 11/28/18-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 | | | | | | |
| VTA | Transit Operations | 94,688,913 | 02 | 06/27/18 | VTA | |
| VTA | 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 | |
| VTA | Transit Operations | 3,559,443 | 02 | 11/28/18 | VTA | |
| VTA | Transit Operations | 187,339 | 03 | 11/28/18 | Santa Clara County | 1 |
| | Subtotal | 299,832,352 | | | | |
| 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 | | | 313,417,864 | |

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 11/28/18-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.

This resolution was revised on November 28, 2018 to allocate funds to VTA.

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, October 10, 2018, and November 14, 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

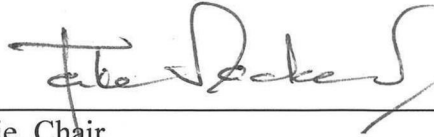
RESOLVED, that MTC approves the allocation of fiscal year 2018-19 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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 11/28/18-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 |
| VTA | Transit Operations | 6,694,679 | 01 | 11/28/18 | VTA |
| | Subtotal | 104,548,068 | | | |
| 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 | | | 140,818,185 |

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 #: 18-0876 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 10/5/2018 **In control:** Programming and Allocations Committee
On agenda: 11/14/2018 **Final action:**
Title: Regional Measure 2 Capital Program: Semi-Annual Update
Sponsors:
Indexes:
Code sections:
Attachments: [2e_RM2_Capital_Program_Semi-Annual_Update.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 11/14/2018 | 1 | Programming and Allocations Committee | | |

Subject:
Regional Measure 2 Capital Program: Semi-Annual Update

Presenter:
Craig Bosman

Recommended Action:
Information

Metropolitan Transportation Commission Programming and Allocations Committee

November 14, 2018

Agenda Item 2e

Regional Measure 2 Capital Program: Semi-Annual Update

Subject: Semi-annual update on the Regional Measure 2 (RM2) Capital Program

Background: **RM2 Capital Program**

RM2 was passed by the voters in March 2004 and the Commission began allocating funds in July 2004. The attached staff presentation is the latest semiannual report for the RM2 capital program.

Allocation/Expenditure Status

The RM2 Capital Program has a programmed amount of approximately \$1.6 billion, with an additional \$74 million from unneeded financing cost coverage programmed to projects by the Commission in December 2016. As of October 2018, MTC has approved nearly \$1.5 billion in capital allocations, of which nearly \$1.4 billion has been expended.

Project Status

The majority of projects are completed or are on track and under construction. Highlights of this report include the opening of the E-BART extension, continued delivery of new BART cars, and construction progress on the San Francisco Ferry Terminal Expansion, AC Transit East Bay Bus Rapid Transit, Caltrain Electrification, SMART Larkspur Extension, and I-880 North Safety Improvements in Oakland. The Transbay Transit Center also opened for revenue service in this period, but operations were suspended following the discovery of cracked steel beams. MTC has assembled a panel of independent experts to investigate causes of and potential fixes to the cracked beams, and will regularly update the Commission on the panel's work.

Staff continues to work with sponsors to move projects with remaining unallocated funds toward construction. Overall, staff continues to monitor projects to ensure continued progress.

Issues: None

Recommendation: Information

Attachments: Presentation Slides

Regional Measure 2 Capital Program Update

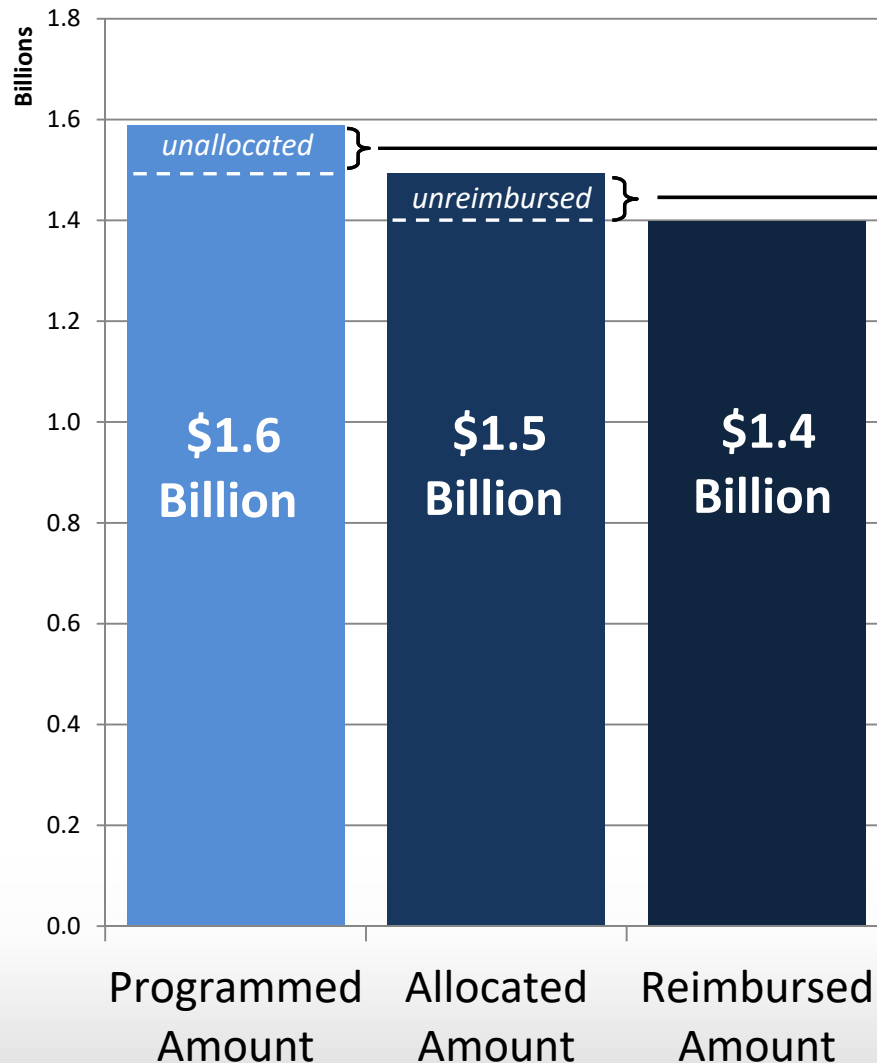


METROPOLITAN
TRANSPORTATION
COMMISSION

**Programming and Allocations
Committee**

November 14, 2018

Capital Program Summary



The remaining \$94 million not yet allocated includes the following projects:

- BART Cars* (\$40M)
- Clipper* (\$13M)
- I-580 Transit Improvements (\$12M)
- North South Greenway - Marin (\$11M)
- Bay Bridge Forward* (\$9M)
- Richmond Parkway P&R (\$2M)
- BART/Muni Connection (\$1.5M)

The \$98 million not yet reimbursed includes these projects entering, under, or completing construction:

- AC Transit BRT (\$24M)
- Bay Bridge Forward* (\$10M)
- BART Extension to Warm Springs (\$8M)
- Ferry Vessels incl. Richmond (\$7M)
- SF Ferry Terminal Expansion (\$5M)
- SMART Larkspur Ext. (\$5M)
- North South Greenway - Marin (\$5M)
- I-680 HOV Lane Connector (\$5M)
- Regional Express Lanes (\$5M)
- Safe Routes to Transit projects (\$3M)

*Project funding added to RM2 program in December 2016

Program Assessment

- Majority of projects are “On Track” and “Under Construction”, or completed
- MTC monitors projects to minimize risk, provide opportunities for meaningful scope changes, and address funding shortfalls.
- Jurisdictional and institutional coordination an issue on some projects.
- Local construction market strong; could lead to cost escalation.

eBART

- Opened for service on May 26, 2018
- Average station exits per weekday (June-Sept.):
 - Antioch: 2,925
 - Pittsburg Center: 872
- Ridership is more than double the first-year projections
- BART is considering parking expansion at Antioch lot and acquisition of additional vehicles



BART Cars

- 35 new cars are in service as of September 2018
- Car delivery continuing; approximately 10 cars/month scheduled to arrive by end of 2018, until all 775 cars delivered under current contract with Bombardier
- An additional 306 cars planned for a second contract – CalSTA awarded \$318 million from SB 1 Transit and Intercity Rail Capital Program (TIRCP) toward BART Transbay Capacity Program



Transbay Terminal

- Transit center opened for revenue service on August 12, 2018
- Operations suspended on Sept. 25, 2018 following discovery of cracked beams
- MTC has assembled panel of independent experts to investigate causes of and potential fixes to cracked beams



SMART

Larkspur Extension

- Larkspur design/build construction underway
- Targeted revenue service in late 2019
- Federal Small Starts Grant awarded in April
- Project bisects San Rafael Transit Center; Notice of Preparation for DEIR issued for replacement transit center



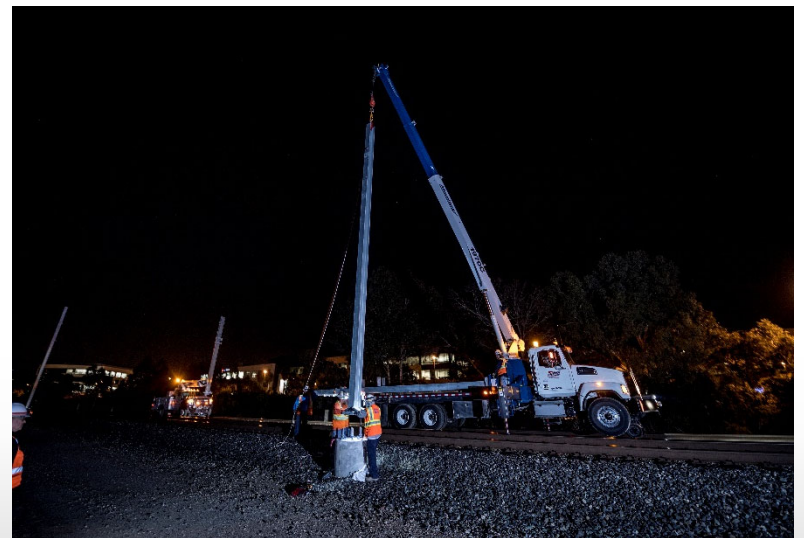
Windsor Extension

- Received funding through SB1 TIRCP



Caltrain Electrification

- Full notices to proceed issued for Design/Build and vehicle procurement contracts
- Final design continuing
- Overhead catenary system foundation and poles installation underway
- Manufacturing of EMU car shells underway
- Expected revenue service date: 2022
- CalSTA awarded \$161 million for additional EMU's (beyond scope of electrification project) from TIRCP
- Key coordination activities with CA High Speed Rail Authority continue



AC Transit East Bay BRT

- Major construction is 40% complete
- 18 of 34 station platforms are in place
- Project cost has increased based on unforeseen conditions and updated risk assessments; AC Transit has committed additional funds to complete project
- Revenue service target is late 2019



Ferry Projects



- Richmond Terminal and vessels construction continues
- Richmond service scheduled to begin January 2019



- SF Terminal expansion construction continues
- Two new gates scheduled to open by end of 2018
- Expected full opening in late 2019

I-80/I-680/SR-12 Interchange – Solano County

- Initial Construction Package (WB 80 – WB 12 Connector): Open for use
- Utility relocations complete
- PS&E being prepared for subsequent construction packages
 - Package 2a: EB12 – EB 80 Connector
 - Package 2b: Red Top Road Interchange
 - Package 3: I-80/I-680 Interchange



- CTC approved \$53 million in SB1 Trade Corridor Enhancement Program for Phase 2a construction

I-880 North Safety Improvements



- Reconstruction of I-880 in Oakland from 29th Ave to 23rd Ave
- Total cost: \$102 million
- Construction approximately 77% complete
- Reconstruction of 29th Ave overcrossing completed, partially open to traffic
- Current focus on new off-ramp structure at 29th Ave and reconstruction of 23rd Ave structures

I-680 Express Lanes



- I-680 SB from Marina Vista to Rudgear
- Utility relocations completed May 2018
- Construction contract awarded August 2018
- Target opening is now late 2021

Bay Bridge Forward



- West Grand Ave HOV/Bus Lane on track for completion by end of 2018
- Commuter Parking Initiative now expected to open by end of 2019 (Oakland, Albany)
- Bryant/Sterling St: HOV enforcement and Vehicle Occupancy Detection Pilots underway; HOV Hours pilot to start fall 2018
- Flexible on-demand transit pilot underway with UCSF

RM2 Program - Look Forward

- Several remaining projects opening in 2018/2019
- Working with sponsors who have unallocated funds and/or outstanding balances
- Tracking New Starts/Small Starts projects closely
- Coordinating with other major funding programs and related projects, particularly SB1





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0900 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 10/11/2018 **In control:** Programming and Allocations Committee

On agenda: 11/14/2018 **Final action:**

Title: Regional Measure 2 Operating Performance Update for FY2017-18.

Sponsors:

Indexes:

Code sections:

Attachments: [2f_RM2_Operating_Performance_Update.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 11/14/2018 | 1 | Programming and Allocations Committee | | |

Subject:
Regional Measure 2 Operating Performance Update for FY2017-18.

Presenter:
Christina Hohorst

Recommended Action:
Information

Metropolitan Transportation Commission Programming and Allocations Committee

November 14, 2018

Agenda Item 2f

Regional Measure 2 Operating Performance Update

Subject: Regional Measure 2 Operating Performance Update for FY2017-18.

Background: Regional Measure 2 (RM2) established the RM2 Regional Traffic Relief Plan and identified transit operating projects eligible to receive RM2 funding as identified in Section 30914 of the California Streets and Highways Code; it requires MTC to monitor and annually assess operating projects to ensure that they meet performance measure standards adopted through MTC Resolution No. 3636, Revised, Regional Measure 2 Policies and Procedures. Standards established for fixed route services are:

1. Farebox ratio must be met by mode and type of service;
2. Positive trend in service productivity (passengers per hour); and
3. Standards must be achieved by the 3rd year of service.

If an operating program or project cannot achieve its performance goals, MTC staff consults with the project sponsor about changes to increase the productivity of the route and best serve transit needs in the corridor. Based on proposed corrective actions and staff recommendations, the Commission shall give the sponsor a time certain to achieve the performance measure or have its funding reassigned. Projects that did not meet performance measure standards are listed below:

| Agency | Required Farebox Ratio | 2017-18 (audited) | 2016-17 (audited) | 2015-16 (audited) | Passenger Productivity | |
|--|------------------------|-------------------|-------------------|-------------------|------------------------|------|
| AC Transit - Rte LA | 30% | 21.1% | 20.5% | 24.6% | ↓ | 12.4 |
| AC Transit - Dumbarton Service Peak Line DB1 | 20% | 21.1% | 21.3% | 25.9% | ↓ | 10.6 |
| CCCTA Route 96X | 30% | 25.8% | 22.5% | 24.1% | ↓ | 15.6 |

This item is for information only, presenting the results from FY2017-18. Any funding recommendation will be brought to the Commission in the spring when the RM2 operation program for FY2019-20 is considered.

AC Transit Route LA

RM2 Funding: \$146,761; achieved 21.1% of required 30% Farebox Recovery
Route LA did not meet the farebox or passenger productivity standards. The route travels from the Richmond Parkway Transit Center and residential areas surrounding the Hilltop Mall to the San Francisco Transbay Terminal. It served 12.4 passengers per hour during the current performance review period compared to 12.8 passengers per hour during FY2016-17. AC Transit is implementing a corrective action plan by restructuring Route LA to pick up passengers in El Cerrito and Albany. The restructured route will begin service in December 2018. Staff may recommend allowing additional time for the restructured route to meet the performance standards.

Dumbarton Bridge Regional Operations Consortium (DBROC) Route DB1

RM2 Funding: \$1,482,198; achieved 21.1% of required 20% Farebox Recovery, not achieving passenger subsidy standard.

The DBROC Route DB1 operates on the Dumbarton Bridge Corridor to carry passengers between the Ardenwood Park & Ride Lot in the East Bay and the Stanford Medical Center and the Stanford Business Park. AC Transit manages the service for the DBROC. While the DB1 met the farebox recovery performance standard for all-day service, it did not meet the subsidy per passenger standard established in FY2016-17 when MTC approved an increase in service from commute-only to all-day. Cost per passenger increased from \$8.48 in FY2015-16 to \$10.53 in FY2016-17, and increased to \$11.05 during FY2017-18.

DBROC Route DB and AC Transit Route U also serve the corridor and are being closely monitored due to passenger and farebox recovery declines. MTC initiated Dumbarton Forward in the fall of 2017, a study of the corridor focused on near-term capital improvements to increase person throughput. MTC recommended \$2.3 million in funding for transit signal priority and queue jump lanes in the corridor from the Innovative Deployments to Enhance Arterials (IDEA) grant program in February 2018 on the condition that the DB routes meet RM2 performance standards. Through the Dumbarton Forward process, MTC, Stanford University, DBROC member agencies, the VA Hospital, and other stakeholders have been meeting to discuss ways to better coordinate transit service in the corridor. Staff may recommend supporting this coordination effort by allowing the project sponsor time to implement a restructured corridor service through continued public/provider partnerships.

County Connection Route 96X

RM2 Funding: \$145,339; achieved 25.8% of required 30% Farebox Recovery
While Route 96x did increase its farebox recovery ratio (from 23.8% in FY2016-17), it did not meet the farebox recovery standard or the passenger productivity standard. The route provides commuter service between the Walnut Creek BART Station and the Bishop Ranch Business Park. County Connection plans to complete a fare change proposal that would increase the express bus fare from \$2.25 to \$2.50, and agency staff have been working with Bishop Ranch over the last several months to restructure Route 96X. The fare proposal and route restructure are planned for implementation in March of 2019. Staff may recommend allowing the service time to implement the changes so that Route 96X may meet the performance standards.

Issues: None.

Recommendation: Information. No action required.

Attachments: Attachment A, RM2 Operating Performance for FY2017-18 for all RM2 Funded Routes.

Attachment A

RM2 Operating Performance for FY2017-18

Peak Services

RM2 Required Farebox Recovery: 30% for Express Bus, 40% for Ferry

| Agency | 2017-18 (audited) | 2016-17 (audited) | 2015-16 (audited) | Year Required | Passenger Productivity |
|---|----------------------|----------------------|----------------------|------------------|---------------------------|
| AC Transit - Rte LA | 21.1% | 20.5% | 24.6% | FY2006-07 | □□ |
| AC Transit - Rte NX1 | 30.6% | 26.5% | 40.7% | FY2009-10 | □□ |
| AC Transit - Rte NX2 | 31.8% | 26.1% | 40.5% | FY2009-10 | □□ |
| AC Transit - Rte P | 45.9% | 42.0% | 41.9% | FY2009-10 | □□ |
| AC Transit - Rte U | 32.1% | 22.2% | 30.8% | FY2007-08 | □□ |
| AC Transit - Rte W | 30.6% | 30.2% | 32.6% | FY2009-10 | □□ |
| CCCTA Route 96X | 25.8% | 22.5% | 24.1% | FY2010-11 | □□ |
| ECCTA (Tri Delta Transit) Route 300 Express | 41.0% | 39.1% | 36.2% | FY2007-08 | □□ |
| Golden Gate Transit Route 72X Express | 50.0% | 54.3% | 70.6% | FY2007-08 | □□ |
| WestCAT Route LYNX/JX Express | 61.1% | 61.1% | 55.5% | FY2005-06 | □□ |
| WETA - Alameda Oakland Ferry | 61.5% | 62.0% | 63.2% | FY2012-13 | □□ |
| WETA - Vallejo Ferry | 62.0% | 62.2% | 68.7% | FY2006-07 | □□ |
| WETA - Alameda Harbor Bay Ferry | 50.4% | 66.9% | 59.3% | FY2013-14 | □□ |
| WETA - South San Francisco Ferry | 33.4% | 37.2% | 31.1% | FY2018-19 | □□ |

Green = Meeting Standard
Yellow = Reason for Concern
Pink = Not Meeting Standard

- AC Transit LA saw a slight decrease in passengers and did not meet the farebox recovery standard.
- County Connection Route 96X saw declines in passenger productivity, but increased its farebox recovery.

All-Day Services

RM2 Required Farebox Recovery: 20% for Express Bus

| Agency | Required Farebox Ratio | 2017-18 (audited) | 2016-17 (audited) | 2015-16 (audited) | Year Required | Passenger Productivity |
|---|------------------------|-------------------|-------------------|-------------------|---------------|------------------------|
| AC Transit - Dumbarton Service Line DB | 20% | 21.4% | 20.4% | 24.2% | FY2014-15 | □□ |
| AC Transit - Dumbarton Service Line DB1 | 20% | 21.1% | 21.3% | 25.9% | FY2014-15 | □□ |
| AC Transit - Rte F | 20% | 30.0% | 41.2% | 61.9% | FY2009-10 | □□ |
| AC Transit - Rte NL | 20% | 23.0% | 22.6% | 27.6% | FY2007-08 | □□ |
| AC Transit - Rte O | 20% | 36.2% | 37.8% | 49.3% | FY2009-10 | □□ |
| Fairfield/Suisun - Transit Express Route 40 | 20% | 22.8% | 24.5% | 26.2% | FY2007-08 | □□ |
| Fairfield/Suisun - Transit Express Route 90 | 20% | 58.2% | 66.4% | 68.5% | FY2007-08 | □□ |
| Golden Gate Transit Route 101 Express | 20% | 23.1% | 28.3% | 29.2% | FY2011-12 | □□ |
| Golden Gate Transit Routes 40/40X Express | 20% | 21.4% | 23.9% | 25.4% | FY2006-07 | □□ |
| LAVTA Tri-Valley Rapid | 20% | 20.9% | 14.1% | 13.4% | FY2013-14 | □□ |
| NVTA Route 29 Commuter Express | 20% | 21.6% | 21.4% | 23.6% | FY2011-12 | □□ |
| SolTrans - Route 78 Express | 20% | 20.8% | 20.1% | 22.9% | FY2010-11 | □□ |
| SolTrans - Route 80 BRT | 20% | 63.7% | 70.5% | 73.9% | FY2006-07 | □□ |
| SolTrans - Route 82 BRT | 20% | 33.6% | (a) | (a) | FY2006-07 | N/A |
| SolTrans - Route 85 | 20% | 28.0% | 24.5% | 32.3% | FY2006-07 | □□ |
| WestCAT Route JPX Express | 20% | 20.4% | 23.2% | 25.8% | FY2006-07 | □□ |

(a) Not part of program in prior year(s)

| | |
|--------|------------------------|
| Green | = Meeting Standard |
| Yellow | = Reason for Concern |
| Pink | = Not Meeting Standard |

- All of the projects meet the farebox recovery standard, though some services saw declines in passenger productivity.
- Dumbarton Service Line DB1 Is not meeting its productivity standard.

Owl Services
RM2 Required Farebox Recovery: 10%

| Agency | 2017-18 (audited) | 2016-17 (audited) | 2015-16 (audited) | Year Required | Passenger Productivity |
|------------------------------------|----------------------|----------------------|----------------------|------------------|---------------------------|
| AC Transit - Owl Service Route 800 | 28.8% | 29.6% | 19.2% | FY2007-08 | □□ |
| AC Transit - Owl Service Route 801 | 13.9% | 12.9% | 10.6% | FY2007-08 | □□ |
| Sam Trans - Route 397 Owl Service | 15.5% | 17.7% | 22.3% | FY2007-08 | □□ |
| SFMTA Route 14 Mission Owl Service | 13.5% | 13.0% | 16.1% | FY2007-08 | □□ |

| | |
|--------|------------------------|
| Green | = Meeting Standard |
| Yellow | = Reason for Concern |
| Pink | = Not Meeting Standard |

- All of the Owl services met the farebox recovery standard.
- SamTrans Owl service saw a decline in ridership, but it maintained the required farebox recovery standard.



Metropolitan Transportation Commission

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San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0898 **Version:** 1 **Name:**
Type: Report **Status:** Regional
File created: 10/11/2018 **In control:** Programming and Allocations Committee
On agenda: 11/14/2018 **Final action:**
Title: Transportation Development Act (TDA) Triennial Audit report for FY2017-18.

A presentation of the findings from TDA Triennial Performance Audits of the Golden Gate Bridge, Highway and Transportation District; SamTrans; Tri-Delta Transit; Napa Valley Transportation Authority; SolTrans; WestCat; City of Vacaville Transit Services; City of Dixon Redit-Ride; and City of Rio Vista Delta Breeze.

Sponsors:

Indexes:

Code sections:

Attachments: [3a TDA Triennial Audit Update v2.pdf](#)

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

Subject:

Transportation Development Act (TDA) Triennial Audit report for FY2017-18.

A presentation of the findings from TDA Triennial Performance Audits of the Golden Gate Bridge, Highway and Transportation District; SamTrans; Tri-Delta Transit; Napa Valley Transportation Authority; SolTrans; WestCat; City of Vacaville Transit Services; City of Dixon Redit-Ride; and City of Rio Vista Delta Breeze.

Presenter:

Christina Hohorst and Subhash Mundle

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

November 14, 2018

Agenda Item 3a

Transportation Development Act (TDA) Triennial Audit Update

Subject: Transportation Development Act (TDA) Triennial Audit report for FY2017-18.

Background: The Transportation Development Act (TDA) requires that MTC administer triennial performance audits of the region's transit operators. Operators are divided into three groups, with one group audited each year on a three-year cycle. The audits are conducted under contract by an independent auditing firm, currently Pierlott and Associates, LLC.

The attached presentation summarizes findings for the recently completed audits, focusing on each operator's three-year trends for certain performance indicators, including cost per hour, cost per passenger and passengers per hour. In summary, service effectiveness and cost efficiency trends were mixed but generally declining, between FY2014-15 and FY2016-17 as shown below:

| Agency | Productivity | Ridership | Notes |
|-----------|--------------|-----------|---|
| SamTrans | ↓ | ↓ | Service increase and decrease in ridership |
| GGBHTD | ↓ | ↓ | Service decrease and decrease in ridership |
| WestCAT | ↓ | ↓ | Small increase in hours and decrease in ridership |
| Tri Delta | ↓ | ↓ | Service decrease and decrease in ridership |
| NVTA | ↑ | ↑ | Service increase and increase in ridership |
| Soltrans | ↓ | ↓ | Service increase and decrease in ridership |
| Vacaville | ↓ | ↓ | Steady service levels and decrease in ridership |
| Dixon | ↔ | ↑ | Service increase and increase in ridership |
| Rio Vista | ↓ | ↓ | Steady service levels and decrease in ridership |

MTC staff is working with researchers from UCLA to conduct a study of the fares affecting changes in transit system ridership in the Bay Area. We expect the study to be completed in the fall of 2019.

Issues: None.

Recommendation: Information. No action required.

Attachments: Attachment 1 – Transportation Development Act (TDA) Triennial Audit Presentation

Presentation

FY2017 TDA Operator Performance Audits



**Metropolitan Transportation Commission
Programming & Allocations Committee
November 14, 2018**

Presentation Overview

TDA Performance Audits

- Triennial compliance audits are focused on multi-year trends and performance measures
- Current audit round: SamTrans, Golden Gate, WestCAT, Tri Delta Transit, NVRTA, Soltrans, Vacaville, Dixon, and Rio Vista.

TDA Performance Metrics

- Cost Per Vehicle Service Hour
- Cost Per Passenger
- Passengers Per Vehicle Service Hour
- Passengers Per Vehicle Service Mile
- Vehicle Service Hours Per Employee

FY2017 TDA Performance Audits – Audit Plan

Audit Period

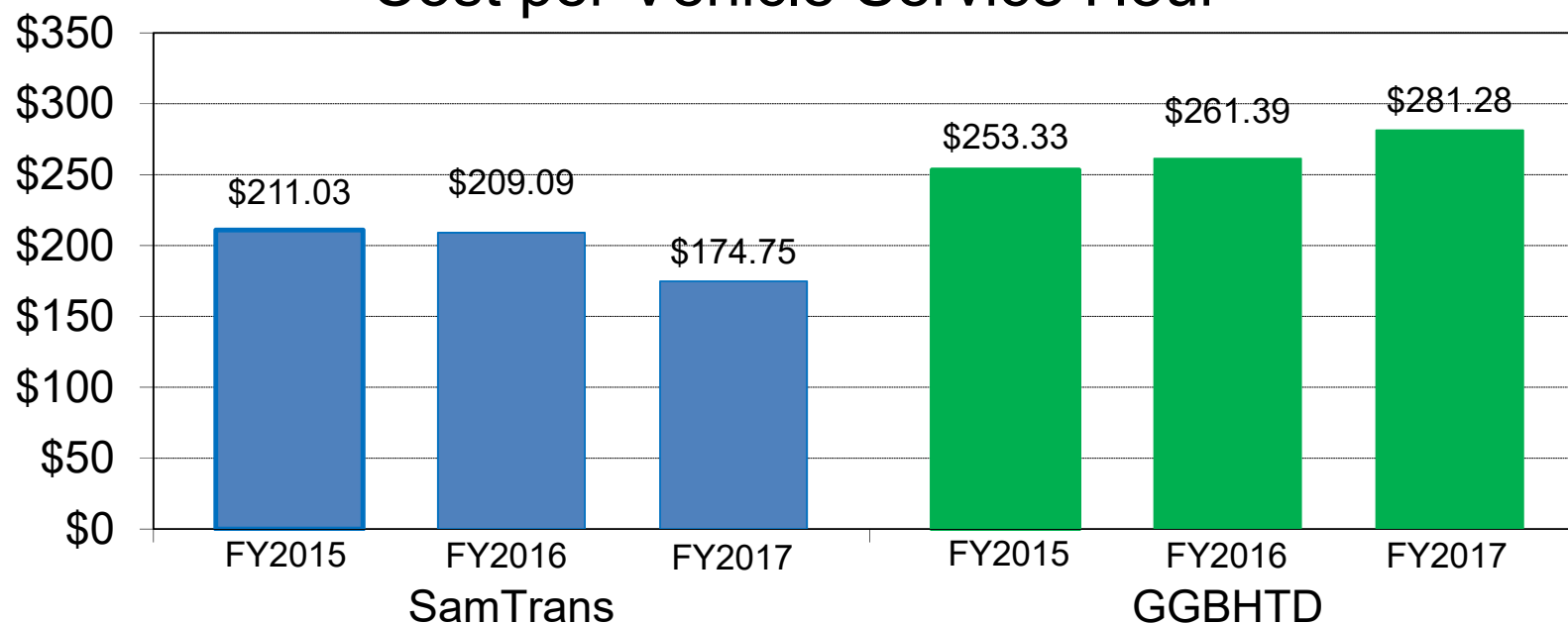
- FYs 2014-15, 2015-16 and 2016-17

Audit Activities

- Review data collection, management and reporting methods.
- TDA performance indicator trend analysis.
- Compliance with statutory and regulatory requirements.
- Review actions to implement prior audit recommendations.
- Functional area performance review.
- Conclusions, commentary and recommendations.

Fixed-Route Bus – Larger Operators

Cost per Vehicle Service Hour



FY2015-FY2017 Average Annual Change (CPI = 2.9%)

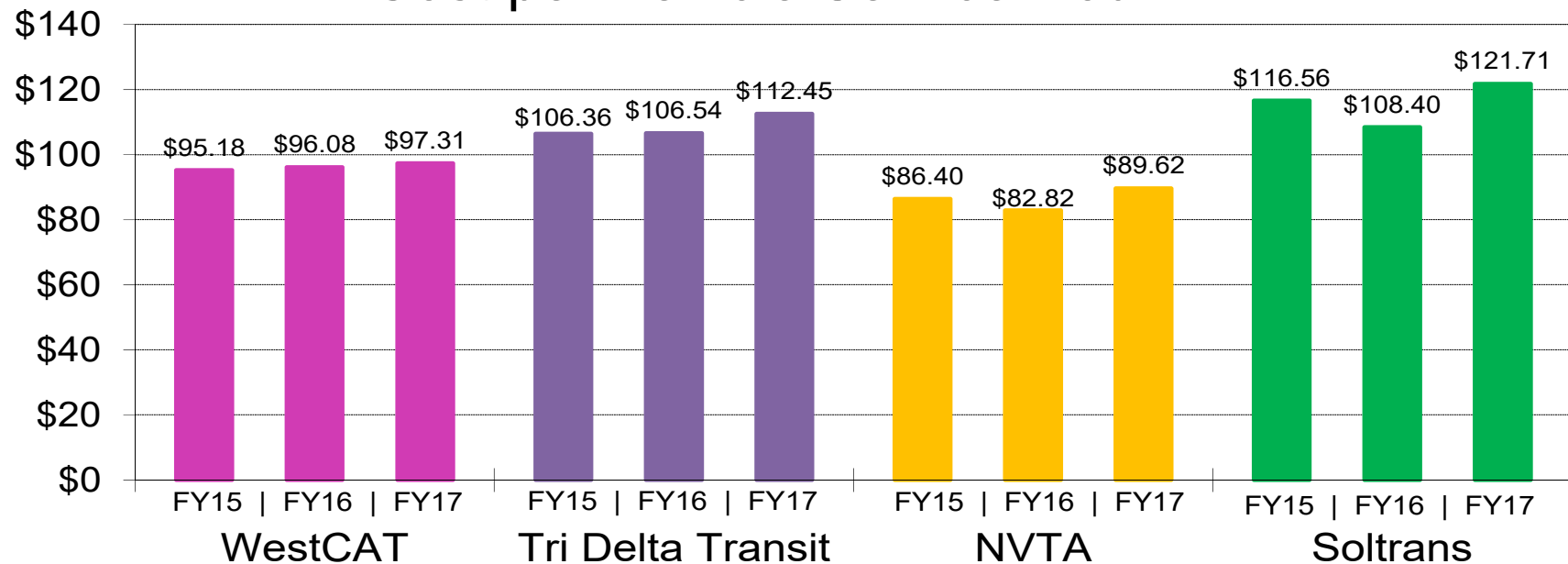
■ SamTrans -9.0%

■ GGBHTD 5.4%

- SamTrans cost per hour decreased by 17 percent during the audit period with a 20% service hour increase in 2017, operating costs increased at approximately the same rate as the CPI.
- GGBHTD's cost per hour increases in each year of the audit period due to steady service levels and rising costs.

Fixed-Route Bus – Smaller Operators

Cost per Vehicle Service Hour



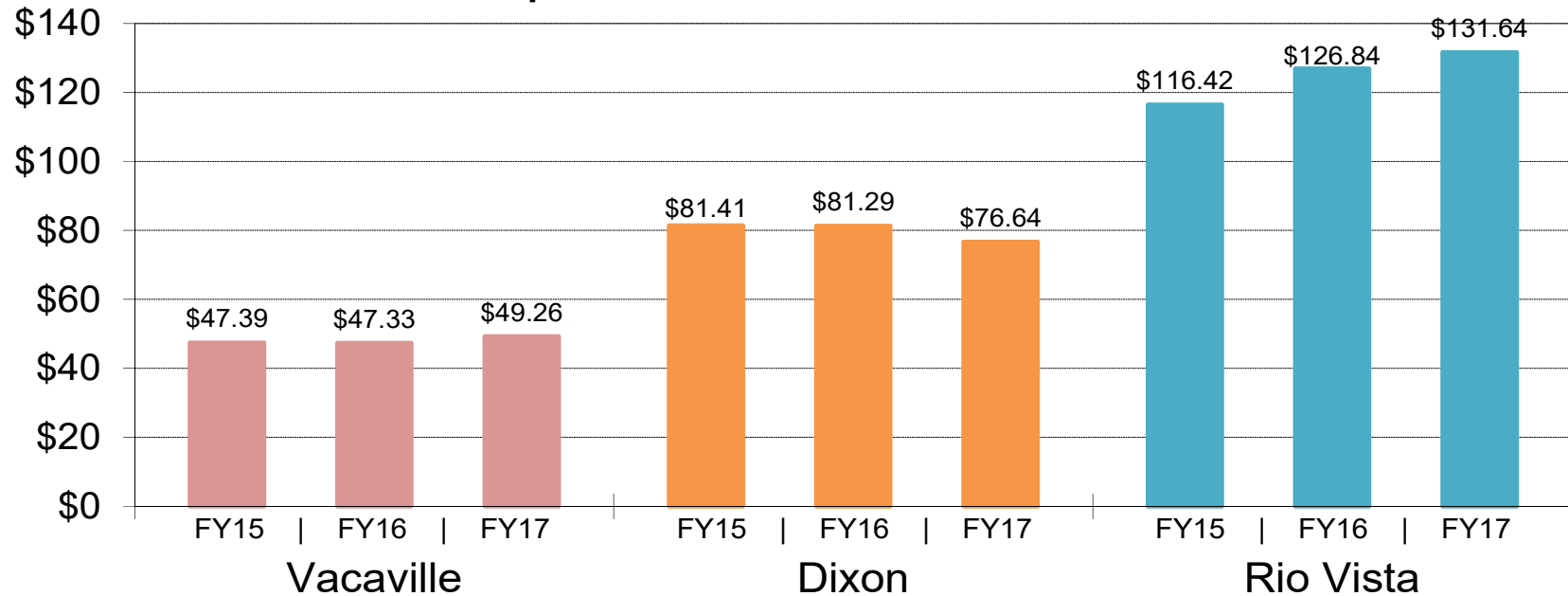
FY2015-FY2017 Average Annual Change (CPI = 2.9%)

| | | | |
|---|--|---|--|
| ■ West CAT 1.1% | ■ Tri Delta 2.8% | ■ NVTa 1.9% | ■ SolTrans 2.2% |
|---|--|---|--|

- WestCAT's cost per hour remained fairly steady through the audit period.
- Despite steady performance in the prior two years, Tri Delta's operating costs increased six percent in FY2017.
- NVTa's cost per hour rose 8.2 percent in FY2017, due to a six percent cost increase combined with a two percent reduction in service levels.
- Soltrans' costs increased nearly 17 percent over the audit period while service levels rose 12 percent.

Fixed-Route Bus – Smaller Operators

Cost per Vehicle Service Hour



FY2015-FY2017 Average Annual Change (CPI = 2.9%)

Vacaville 2.0%

Dixon -3.0%

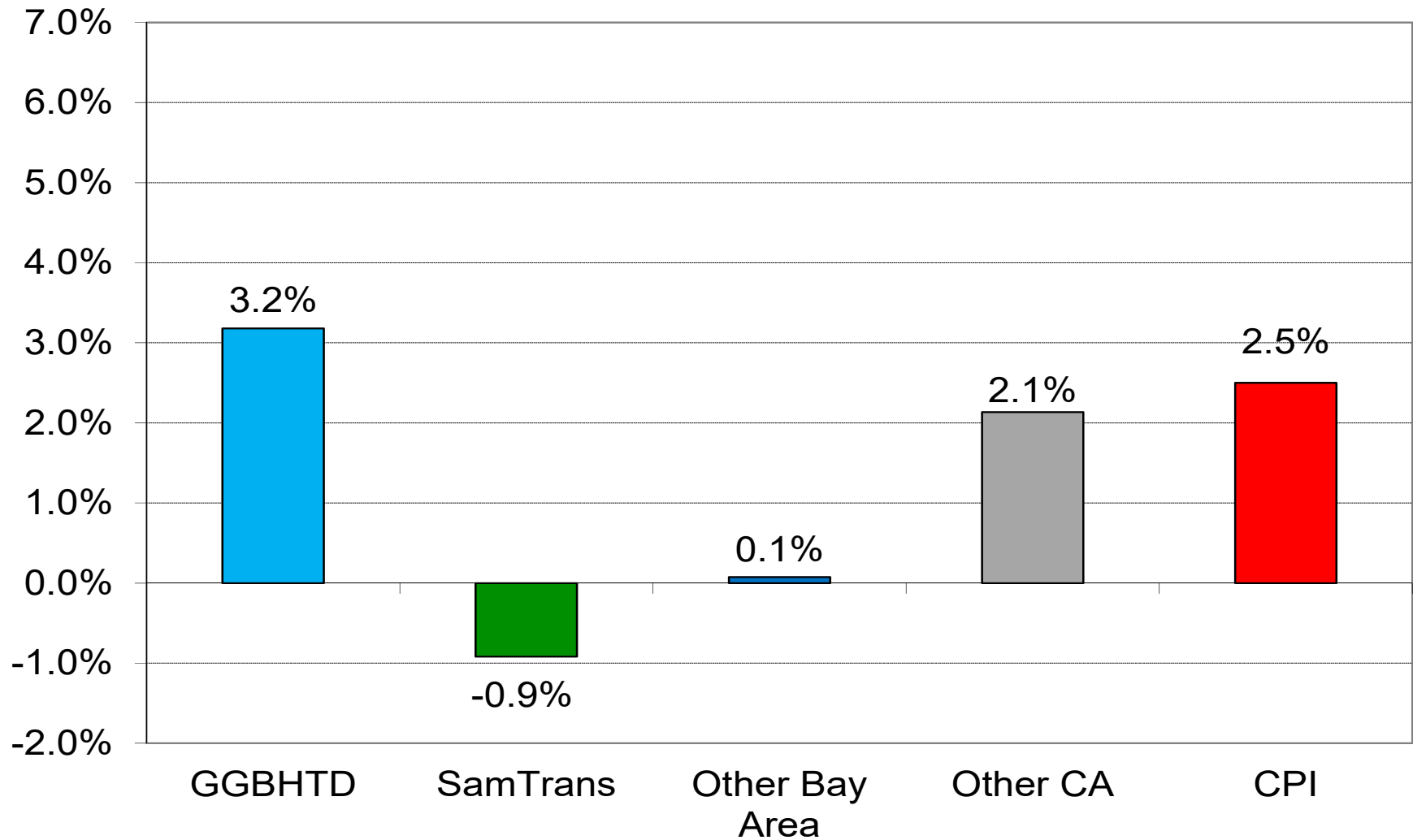
Rio Vista 6.3%

- Vacaville's cost per hour remained steady throughout the audit period.
- Dixon's cost per hour decreased due to lower labor and fringe benefit costs in FY2016 and FY2017.
- Rio Vista's cost per hour increased substantially during the audit period due to increases in purchased transportation and management services.

Passengers per Vehicle Service Hour Trends

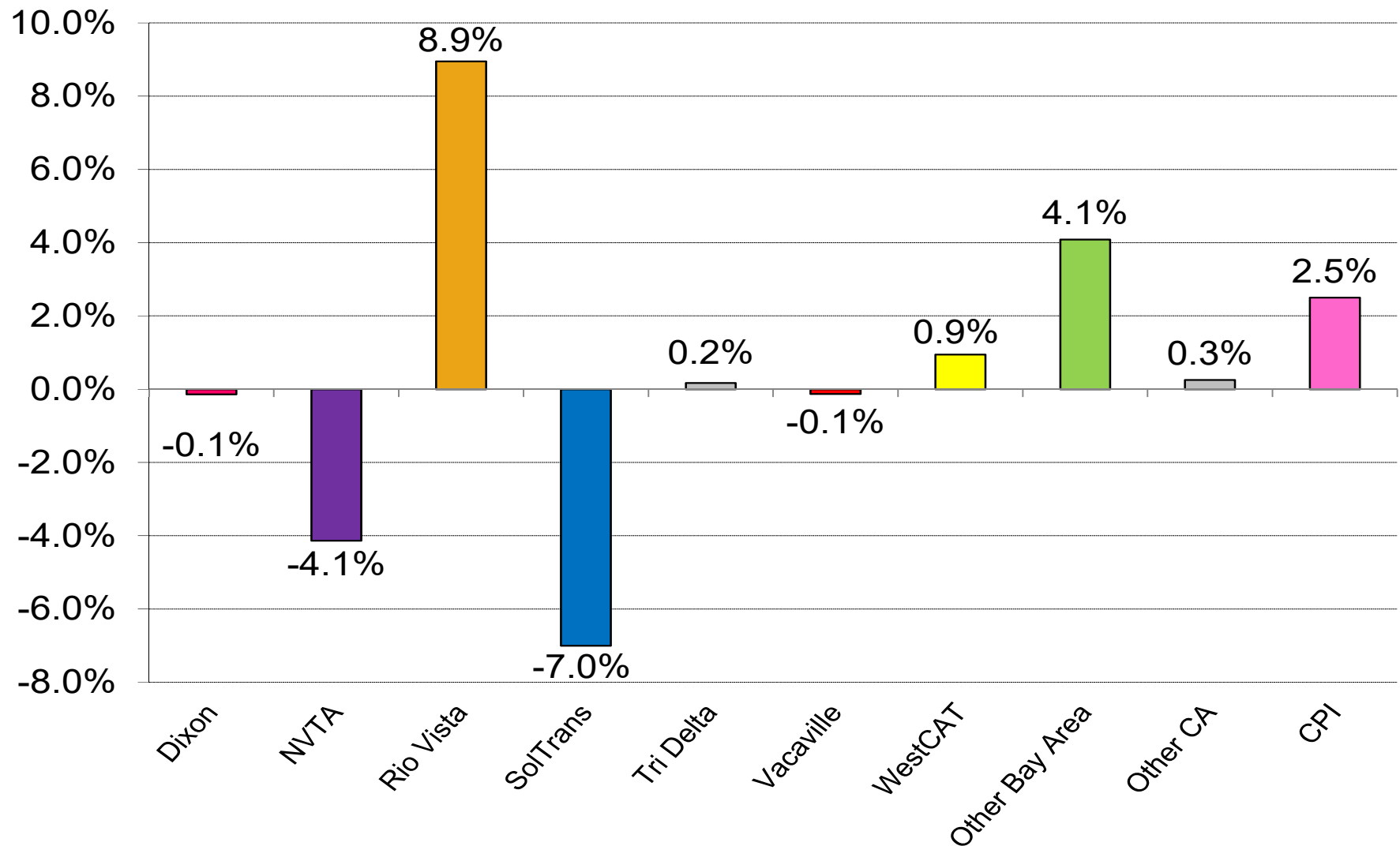
| Agency | Productivity | Ridership | Notes |
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| Rio Vista | ↓ | ↓ | Steady service levels and decrease in ridership |

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Larger Operators Fixed-Route Bus - FY2015-FY2016



“Other Bay Area”: AC Transit, CCCTA, SFMTA, and VTA.

Comparison of Average Annual Change in Cost per Vehicle Service Hour for Smaller Operators Fixed-Route Bus - FY2015-FY2016



“Other Bay Area”: Petaluma, FAST, LAVTA, SCT, Union City, and Santa Rosa.

Audit Recommendations

Basis for recommendations may include one or more of the following:

- Results of the TDA performance indicator trend analysis.
- Results of the review of compliance with statutory and regulatory requirements.
- Progress towards implementing prior audit recommendations.
- Results of the functional performance review.

The following summarizes the recommendations by operator.

Audit Recommendations, *continued*

- GGBHTD – recommendation to improve data collection and reporting of service delays due to congestion.
- Vacaville – recommendations to reduce preventable accident rate, and ADA trip denials.
- Dixon – recommendation to improve data collection and reporting for quality of service measures.
- Rio Vista – recommendations to improve declining service efficiency and farebox recovery.
- WestCAT – recommendation to improve schedule adherence.
- NVTA – recommendations to improve schedule adherence and reduce preventable accident rate.
- Soltrans – recommendation to improve data collection and reporting for quality of service measures.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 18-0942 **Version:** 1 **Name:**
Type: Resolution **Status:** Regional
File created: 10/16/2018 **In control:** Programming and Allocations Committee
On agenda: 11/14/2018 **Final action:**
Title: Update on Affordable Housing Jumpstart Program.

An update on the Jumpstart Program, which set aside \$5 million for San Francisco County, \$3 million for Santa Clara County, and \$2 million for Alameda County rewarding each county for their voter-approved affordable housing bond programs; and a request to authorize staff to enter into funding agreements with each county to advance Jumpstart.

Sponsors:

Indexes:

Code sections:

Attachments: [3b Affordable Housing Jumpstart Status Report.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------------|--------|--------|
| 11/14/2018 | 1 | Programming and Allocations Committee | | |

Subject:

Update on Affordable Housing Jumpstart Program.

An update on the Jumpstart Program, which set aside \$5 million for San Francisco County, \$3 million for Santa Clara County, and \$2 million for Alameda County rewarding each county for their voter-approved affordable housing bond programs; and a request to authorize staff to enter into funding agreements with each county to advance Jumpstart.

Presenter:

Therese Trivedi

Recommended Action:

Committee Approval

Metropolitan Transportation Commission Programming and Allocations Committee

November 14, 2018

Agenda Item 3b

Affordable Housing Jumpstart Status Report

Subject: An update on the Jumpstart Program, which set aside \$5 million for San Francisco County, \$3 million for Santa Clara County, and \$2 million for Alameda County rewarding each county for their voter-approved affordable housing bond programs; and a request to authorize staff to enter into funding agreements with each county to advance Jumpstart.

Background: In December 2016, the Commission approved Resolution 4260, which established the \$10 million Affordable Housing Jumpstart grant program (Jumpstart). Jumpstart rewards San Francisco, Santa Clara and Alameda counties with funding to galvanize new projects advancing through the voter-approved housing bond programs in these counties. Resolution 4260 directs \$5 million to San Francisco County, \$3 million to Santa Clara County, and \$2 million to Alameda County. The conditions of the funding require that the funds leveraged 9:1, and that funds must be spent in communities undergoing or at risk of undergoing pronounced displacement or gentrification, such as the Mission District in San Francisco. In addition, to be consistent with other MTC funding programs (One Bay Area Grant, Transit Oriented Affordable Housing, Bay Area Preservation Pilot), staff has recommended that funds be applied to projects located in a Priority Development Area (PDA) or Transit Priority Area (TPA), and that each project maximizes affordability. Given the complexity to advance affordable housing deals in the region, the program allows for flexibility within each county bond program to expend the funds.

This report provides a status update on how the Jumpstart program is advancing in each county, and seeks authorization to enter into funding agreements with the counties to distribute the grant funds.

San Francisco - \$5 million

San Francisco's \$310 million Proposition A was approved in 2015. San Francisco has been targeting real estate opportunities in the Mission District, as the location to apply the Jumpstart funds. However, given the extremely expensive real estate market in San Francisco, and in particular the Mission District where the cost to produce affordable housing projects can range from \$600,000/unit to \$800,000/unit, it has been challenging to find a suitable affordable housing project on which to apply the Jumpstart funds. However, the Mayor's Office of Housing and Community Development (MOHCD) is in negotiations for an available site that could accommodate up to 125 permanent supportive apartments. The estimated acquisition cost is \$12 million, and total development costs are estimated at between \$90 million and \$100 million. Jumpstart funds are critical to moving this project forward.

Santa Clara - \$3 million

Santa Clara County's \$950 million Proposition A was approved in 2016. Santa Clara County will apply Jumpstart funds to advance Quetzal Gardens, a 71-unit affordable housing development with 8,000 square feet of commercial space in East San Jose. Twenty-four units will be set aside for chronically homeless

individuals or families, and forty-six units will be allocated to residents who are considered extremely low and low income (1 unit set aside for staff). The project was submitted to the state's Affordable Housing Sustainable Communities fund program in the 2018 funding cycle, and it was one point short of awarded projects in the Transit Oriented Development category. Jumpstart funds will be used to help close the project's funding gap of between \$4-6 million pending developer negotiation.

Alameda - \$2 million

Alameda County's \$580 million Measure A1 was adopted in 2016. Alameda County will apply Jumpstart funds to the Measure A1 Acquisition and Opportunity Fund. Similar to MTC's Bay Area Preservation Pilot program, the goal of this fund is to support the ability of affordable housing developers to respond quickly to for-sale real estate opportunities that will preserve or expand affordable rental housing and prevent displacement of current low-income tenants. Eligible properties may include vacant land, existing apartment buildings and motels, tax-defaulted properties, or other buildings to be converted into eligible housing. The Fund is not intended to be used to pay off existing mortgages of owned properties. All funds under this program shall be fully amortized or fully repaid, resulting in a revolving loan fund. Alameda County anticipates that funding through this program will be available to developers in early 2019.

MTC-Funded Housing Program Updates

Late last year, the Commission approved a revised Resolution 4306, the Transit Oriented Affordable Housing (TOAH II) Fund, which streamlined and restructured the Fund to be more responsive to market conditions. The TOAH II fund closed in October, with several projects in the funding pipeline, including two North Bay projects that are addressing rebuilding efforts following the 2017 wildfires.

In February, the Commission approved Resolution 4311, which establishes and invests \$10 million in the Bay Area Preservation Pilot (BAPP) program. BAPP is a \$49 million revolving loan fund to acquire and protect homes currently on the market that are affordable to low-income residents. Funding agreements with BAPP fund managers - the Low Income Investment Fund (LIIF) and Enterprise Community Partners (Enterprise) - will be fully executed within the next few weeks. LIIF and Enterprise anticipate that BAPP funds will be available to developers before the end of the year.

Most recently, at its October meeting, the Commission approved the Housing Incentive Pool (HIP) program criteria. The \$76 million grant program will reward jurisdictions that produce or preserve the largest number of affordable housing units in PDAs and TPAs over the next five years with transportation infrastructure dollars. Seventy-one million of the HIP money will be distributed on a per-unit basis to the 15 jurisdictions that issue certificates of occupancy for the greatest number of eligible housing units — both newly-built and preserved as affordable to low-, very-low- and moderate-income households over the five calendar years 2018 through 2022. Grants will be awarded after the fifth year of the HIP time period. The remaining \$5 million will be used to establish a pilot program through which cities and counties can compete for \$5 million in grants

for infrastructure improvements around affordable housing developments. The Commission and MTC staff in partnership with county congestion management agencies will develop guidelines for this program over the coming months.

Staff will return to the Commission in 2019 with a more detailed update on the progress of TOAH II and BAPP, including a list of funded projects, as well as an update on the HIP program.

Recommendation: Staff recommends that the Committee authorize the Executive Director or his designee to enter into agreements with San Francisco County (\$5 million), Santa Clara County (\$3 million) and Alameda County (\$2 million) to advance Jumpstart projects/program in each county as described above.

Attachments: None.



Metropolitan Transportation Commission

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Legislation Details (With Text)

| | | | | | |
|----------------------|---|----------------------|---|---------------------------------------|--|
| File #: | 18-0869 | Version: | 1 | Name: | |
| Type: | Report | Status: | | Informational | |
| File created: | 10/5/2018 | In control: | | Programming and Allocations Committee | |
| On agenda: | 11/14/2018 | Final action: | | | |
| Title: | California Transportation Commission Update | | | | |

An update from the October 17-18, 2018 California Transportation Commission meeting and Senate Bill 1 (SB 1) Programs.

Sponsors:

Indexes:

Code sections:

Attachments: [4a CTC Update.pdf](#)

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

Subject:

California Transportation Commission Update

An update from the October 17-18, 2018 California Transportation Commission meeting and Senate Bill 1 (SB 1) Programs.

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

November 14, 2018

Agenda Item 4a

California Transportation Commission Update

Subject: An update from the October 17-18, 2018 California Transportation Commission meeting and Senate Bill 1 (SB 1) Programs.

Background: The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council), Jim Ghielmetti (Chief Executive Officer, Signature Homes, Inc.), and Carl Guardino (President and CEO, Silicon Valley Leadership Group).

October CTC Meeting (October 17-18, Stockton, CA)

The CTC discussed the following issues of significance to the region.

Senate Bill 1 Program Actions. The CTC approved the following items related to SB 1 implementation:

- Local Partnership Formulaic Program Actions. CTC approved two actions related to the Local Partnership Program (LPP). CTC amended the 2018 LPP formula program, including changes to projects for MTC/Bay Area Toll Authority (BATA), AC Transit, San Francisco, and San Mateo Counties. CTC also adopted the 2019 LPP formula program. MTC/BATA nominated a single project on the Richmond-San Rafael Bridge to use both the 2018 and 2019 cycles of funding (which MTC approved at its September 2018 meeting).
- SB 1 Baseline Agreements Approved. CTC requires baseline agreements for certain projects, including any projects receiving Solutions for Congested Corridors and Trade Corridor Enhancement Program funds. CTC approved baseline agreements for six Bay Area SB 1 competitive program projects this month, including for the US-101 Marin-Sonoma Narrows C2 project in Sonoma County, and the 7th Street Grade Separation (East) project in Alameda County.
- SB 1 Project Allocations. CTC allocated \$15 million in SB 1 funds for four Bay Area projects, including the 7th Street Grade Separation (East) project in Alameda County, and the Jefferson Street Improvements Phase 2 project in San Francisco.
- Transit and Intercity Rail Capital Program (TIRCP) Allocations. CTC allocated \$40 million in TIRCP funds (which includes SB 1 funds as well as Cap and Trade funds) to three Bay Area projects: Caltrain Electrification Expansion, Solano Regional Transit Improvements, and AC Transit Zero Emission Busses.

- Local Streets and Roads Reporting Update. The State is required to collect annual project expenditure reports from all jurisdictions receiving SB1 Local Streets and Roads funding. All jurisdictions met the deadline. The preliminary FY 2017-18 report is available online at: <http://www.catc.ca.gov/programs/sb1/lrsp/>
- Draft 2018 Comprehensive Multimodal Corridor Plan Guidelines. SB 1 requires any project applying for Solutions for Congested Corridor Program funds be included in a Comprehensive Multimodal Corridor Plan (CMCP). CTC held a hearing on the draft CMCP Guidelines in October. MTC staff participated in the guidelines workshops, and will submit comments before the anticipated December adoption date of the CMCP Guidelines.

Staff continues to track project delivery, as well as SB 1 accountability and reporting.

Other Actions. CTC approved various other allocations and extensions in October, including funding allocations for State Transportation Improvement Program (STIP) and Active Transportation Program (ATP) projects, a supplemental fund allocation to the US-101 Marin-Sonoma Narrows B3 contract, and one extension for a Berkeley ATP project.

The next CTC meeting is scheduled for December 5-6, 2018 in Riverside, and a joint meeting of the CTC and the California Air Resources Board is scheduled December 4, 2018 in Los Angeles..

Issues: None.

Recommendation: Information. No action required.

Attachments: None.