



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

Scott Haggerty, Chair    Alfredo Pedroza, Vice Chair

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Wednesday, March 27, 2019

9:35 AM

Board Room - 1st Floor

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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 9:35 a.m. or immediately following the 9:30 a.m. Bay Area Toll Authority meeting.

#### 1. Roll Call / Confirm Quorum

*Quorum: A quorum of this Commission shall be a majority of its voting members (10).*

#### 2. Chair's Report (Haggerty)

- 2a.    [19-0269](#)    Approval of additional at-large member to the board of the Bay Area Infrastructure Financing Authority
- The BAIFA Joint Powers Agreement provides that should an existing board member of BAIFA be elected Chair of MTC, the board of MTC shall appoint an additional at-large member to serve on the BAIFA board for the duration of such period or until MTC, in its sole discretion, replaces such at-large member.
- Action:    Commission Approval
- 2b.    [19-0219](#)    Committee Assignments
- The Chair requests approval by the Commission of assignments for chair, vice chair, and members of all standing committees.
- Action:    Commission Approval
- 2c.    [19-0267](#)    MTC Resolution No. 4372 - Resolution of Appreciation for Brenda Kahn upon her retirement after 38 years of service to the Metropolitan Transportation Commission.
- Action:    Commission Approval

- 2d. [19-0268](#) Appointment of Members to Housing Legislative Task Force
- The Chair requests approval of members of the Housing Legislative Task Force.
- Action:** Commission Approval
- Attachments:** [2d Appointment to Housing Legislative Task Force.pdf](#)

### 3. Policy Advisory Council Report (Randi Kinman)

### 4. Executive Director's Report (McMillan)

### 5. Commissioner Comments

### 6. Consent Calendar:

- 6a. [19-0195](#) Minutes of the February 27, 2019 meeting
- Action:** Commission Approval
- Attachments:** [6a Commission Draft Meeting Minutes 02-27-2019\\_v2.pdf](#)

### ***Administration Committee***

- 6b. [19-0135](#) MTC Resolution No. 4173, Revised - Reauthorization of MTC Investment Policy
- Action:** Commission Approval
- Attachments:** [6b Admin-2d MTC Reso-4173 Investment Policy.pdf](#)
- 6c. [19-0188](#) MTC Resolution No. 4369 - MTC Agency FY 2019-20 Pay Schedule for the Executive Director and General Counsel
- Action:** Commission Approval
- Attachments:** [6c Admin-2f MTC Reso-4369 Executive Director and General Counsel Pay](#)

### ***Programming and Allocations Committee***

- 6d. [19-0177](#) MTC Resolution No. 3881, Revised. Revision to the Lifeline Transportation Cycle 2 Program of Projects.
- Action:** Commission Approval
- Attachments:** [6d PAC-2b MTC Reso-3881 Lifeline C2 Reprogram.pdf](#)

- 6e. [19-0142](#) MTC Resolution No. 3989, Revised and 4202, Revised. Revisions to the MTC Exchange Program and One Bay Area Grant (OBAG 2) Program, for the Innovative Deployments to Enhance Arterials (IDEA) program.
- Action: Commission Approval
- Attachments: [6e PAC-2c MTC Resos-3989-4202 IDEA Program.pdf](#)
- 6f. [19-0149](#) MTC Resolution No. 4333, Revised. Amendment to the RM2 Operating and Marketing Program to add \$2 million for a carpool incentive program.
- Action: Commission Approval
- Attachments: [6f PAC-2d MTC Reso-4333 Carpool Incentive Program.pdf](#)
- 6g. [19-0140](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-10.
- Action: Commission Approval
- Attachments: [6g PAC-2e MTC Reso-4375 TIP Amendment 2019-10.pdf](#)

## Committee Reports

### 7. Administration Committee (Glover)

- 7a. [19-0136](#) MTC Resolution No. 4265, Revised - Reauthorization of MTC Debt Policy
- Proposed revisions to the MTC Debt Policy to include changes on total debt payments, debt rollover, and estimated fees.
- Action: Commission Approval
- Attachments: [7a Admin-3a MTC Reso-4265 Debt Policy.pdf](#)

### 8. Legislation Committee

- 8a. [19-0207](#) SB 5 (Beall): Local-State Sustainable Investment Incentive Program
- Establishes a new mechanism to use local property tax revenue for affordable housing, infrastructure and sea-level rise mitigation, among other purposes.
- Action: Support in Concept / MTC Commission Approval and ABAG Executive Board Approval
- Attachments: [8a LEGIS 6b SB 5 Beall Sustainable Investment.pdf](#)

- 8b.**     [19-0208](#)     SB 128 (Beall): Enhanced Infrastructure Financing Districts
- Eliminates the current requirement for an enhanced infrastructure financing district to obtain voter approval prior to issuing bonds backed by future property tax growth.
- Action:**             Support / MTC Commission Approval and ABAG Executive Board Approval
- Attachments:**     [8b LEGIS 6c SB 128 Beall EIFDs.pdf](#)
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- 8c.**     [19-0215](#)     AB 147 (Burke) - Use Taxes: Collection: Retailer Engaged in Business in this State: Marketplace Facilitators
- This bill would specify that, on and after April 1, 2019, a retailer engaged in business in this state includes any retailer that, in the preceding calendar year or the current calendar year, has a cumulative sales price from the sale of tangible personal property for delivery in this state that exceeds \$500,000.
- Action:**             Support / MTC Commission Approval and ABAG Executive Board Approval
- Attachments:**     [8c LEGIS 6d AB 147 \(Burke\) - Use Taxes.pdf](#)

## **9. Programming and Allocations Committee (Josefowitz)**

- 9a.**     [19-0139](#)     MTC Resolution Nos. 4334, Revised, and 4335, Revised. Allocation of \$57 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans to support transit operations.
- SamTrans requests allocation of TDA and STA funds to support its operations as well as that of Caltrain. The proposed allocation continues the process of approving these funds in FY2018-19 to operators based on funds apportioned to them through the Fund Estimate.
- Action:**             Commission Approval
- Attachments:**     [9a PAC-3a MTC Resos-4334-4335 SamTrans Allocation.pdf](#)

- 9b. [19-0143](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) Policies and Procedures.

Revisions to the OBAG 2 Policies and Procedures related to the requirement that each county produce a progress report for their adopted Priority Development Area Investment and Growth Strategies (PDA IGS). In cooperation with the County Transportation Agencies (CTAs), MTC proposes to conduct a comprehensive evaluation of the OBAG program, which will satisfy the 2019 PDA IGS progress reporting requirement.

Action: Commission Approval

Attachments: [9b PAC-4a MTC Reso-4202 OBAG2 Revisions.pdf](#)

## 10. Public Comment / Other Business

## 11. Adjournment / Next Meetings:

The next meeting of the Commission will be held on April 24, 2019 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

**Public Comment:** The public is encouraged to comment on agenda items at Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission 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 Commission 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:** Commission meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

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

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

**Acceso y el 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.

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Attachments are sent to Commission 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 Commission. Actions recommended by staff are subject to change by the Commission.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	19-0269	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Appointment	<b>Status:</b>		Commission Approval	
<b>File created:</b>	3/7/2019	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	3/27/2019	<b>Final action:</b>			
<b>Title:</b>	Approval of additional at-large member to the board of the Bay Area Infrastructure Financing Authority				

The BAIFA Joint Powers Agreement provides that should an existing board member of BAIFA be elected Chair of MTC, the board of MTC shall appoint an additional at-large member to serve on the BAIFA board for the duration of such period or until MTC, in its sole discretion, replaces such at-large member.

### Sponsors:

### Indexes:

### Code sections:

### Attachments:

Date	Ver.	Action By	Action	Result
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### Subject:

Approval of additional at-large member to the board of the Bay Area Infrastructure Financing Authority

The BAIFA Joint Powers Agreement provides that should an existing board member of BAIFA be elected Chair of MTC, the board of MTC shall appoint an additional at-large member to serve on the BAIFA board for the duration of such period or until MTC, in its sole discretion, replaces such at-large member.

### Recommended Action:

Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	19-0219	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Appointment	<b>Status:</b>		Commission Approval	
<b>File created:</b>	3/1/2019	<b>In control:</b>		Metropolitan Transportation Commission	
<b>On agenda:</b>	3/27/2019	<b>Final action:</b>			
<b>Title:</b>	Committee Assignments				

The Chair requests approval by the Commission of assignments for chair, vice chair, and members of all standing committees.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**

Committee Assignments

The Chair requests approval by the Commission of assignments for chair, vice chair, and members of all standing committees.

**Recommended Action:**

Commission Approval





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0267      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 3/7/2019      **In control:** Metropolitan Transportation Commission

**On agenda:** 3/27/2019      **Final action:**

**Title:** MTC Resolution No. 4372 - Resolution of Appreciation for Brenda Kahn upon her retirement after 38 years of service to the Metropolitan Transportation Commission.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4372 - Resolution of Appreciation for Brenda Kahn upon her retirement after 38 years of service to the Metropolitan Transportation Commission.

### Recommended Action:

Commission Approval



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0268      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 3/7/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 3/27/2019      **Final action:**  
**Title:** Appointment of Members to Housing Legislative Task Force

The Chair requests approval of members of the Housing Legislative Task Force.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2d Appointment to Housing Legislative Task Force.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Appointment of Members to Housing Legislative Task Force

*The Chair requests approval of members of the Housing Legislative Task Force.*

**Recommended Action:**

Commission Approval



METROPOLITAN  
TRANSPORTATION  
COMMISSION

## Agenda Item 2d

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

### *Memorandum*

TO: Commission

DATE: March 20, 2019

FR: Executive Director

RE: Appointment of Members to Housing Legislative Task Force

At its meeting on December 19, 2018, the Commission authorized the MTC Chair to sign the CASA Compact, a suite of recommendations for legislative reform, new revenue, and regional leadership related to finding solutions to the region's housing crisis. The ABAG Executive Board authorized its President to sign the compact on January 17, 2019. As part of that action, the ABAG Executive Board directed the formation of a task force of elected officials from Bay Area cities and counties to follow the legislative process and to give feedback on state legislation that may arise from the CASA Compact. Similarly, MTC's CASA motion included direction to staff to do additional outreach to local elected officials and engage with them during the legislative process.

On March 1, 2019, County Boards of Supervisors from the nine counties and those County City Selection Committees which appoint representatives to the ABAG Executive Board and to MTC were invited to submit nominees for appointment to the CASA Legislative Task Force (Attachment A). Given the robust discussion of housing proposals in Sacramento, staff is recommending that the task force be renamed the Housing Legislative Task Force going forward.

The Chair of the Task Force is the Chair of the ABAG Legislation Committee and the Vice Chair is the Chair of the MTC Legislation Committee. The Task Force will meet monthly during the current state legislative session to receive progress reports on housing related legislation and to provide feedback to staff which shall be relayed to the Joint ABAG/MTC Legislation Committee, the ABAG Executive Board and MTC. Meetings will be at the Bay Area Metro Center, 375 Beale Street, San Francisco. The Task Force is subject to the Brown Act. Task Force members are not eligible for per diem. Appointments to the Task Force will be approved by the ABAG Executive Board and the Metropolitan Transportation Commission at their March meetings.

At the Commission meeting on March 27, staff will report on the nominations received from County Boards of Supervisors and County City Selection Committees. According to the MTC Procedures Manual, the Chair appoints members to its committees, including special committees, subject to the approval of the Commission.

**Recommended Action**

The Commission is requested to approve the appointments to the Housing Legislative Task Force.



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Therese W. McMillan

TM:ab  
Attachment – Legislative Task Force Invitation



Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700

## Attachment - Agenda Item 2d



Bay Area Metro Center  
375 Beale Street, Suite 700  
San Francisco, CA 94105  
415.820.7900

February 28, 2019

Dear Bay Area Local Elected Officials,

The Bay Area faces many pressing regional challenges such as crowded roadways and public transit, the lingering threat of earthquakes and rising tides, to name a few. But the housing shortage has reached crisis proportions. During our remarkable run of economic expansion since the Great Recession ended in 2010, the Bay Area has added 722,000 jobs but constructed only 106,000 housing units. With housing supply and demand that far out of whack, home prices and rental costs have shot through the roof and a wide swath of our fellow Bay Area residents from long-time residents, newcomers and young people are suffering. As well, more people are being forced to move further away in search of affordability and endure crushing long-distance commutes that also exacerbates congestion and GHG production.

The traffic and housing challenge is well known to you. Perhaps less well known is the effort led by ABAG and MTC to bring together a blue-ribbon panel of local elected officials, housing experts, and leaders from across the Bay Area who worked together for almost two years to build an actionable consensus around (1) increasing housing production at all levels of affordability, (2) preserving existing affordable housing, and (3) protecting vulnerable populations from housing instability and displacement.

This group named itself CASA, the Committee to House the Bay Area and the compact the group committed to each other can be found online at <https://mtc.ca.gov/casa>

Both the Metropolitan Transportation Commission and the ABAG Executive Board have authorized their respective Chair and President to sign the compact. In addition, the ABAG Executive Board directed the formation of a task force of elected officials from Bay Area cities and counties to follow, become informed and to engage in the legislative process that is essential for the CASA compact to be implemented. Similarly, MTC's CASA motion included direction to staff to do additional outreach to local elected officials and engage with them during the legislative process.

Accordingly, on behalf of MTC and ABAG, we respectfully invite each county's Boards of Supervisors to appoint one representative and each county's City Selection Committee to appoint two representatives to serve on the CASA Legislative Task Force (Task Force).

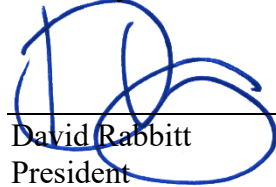
To encourage the presence of new perspectives on the Task Force, nominating bodies are encouraged to appoint members who are not currently serving on the ABAG Executive Board or on MTC. The participation of elected officials from a wide range of city sizes is encouraged as well. The Task Force will be chaired by ABAG with a member of MTC serving as the Vice Chair, and each will have an appointment to the Task Force with a goal of creating a well-rounded committee. The Task Force will seek to meet monthly during the current state

legislative session to receive progress reports and to engage on CASA related legislation. This feedback will be relayed to the Joint ABAG/MTC Legislation Committee, the ABAG Executive Board and MTC. Meetings will be held at the Bay Area Metro Center, 375 Beale Street, San Francisco with telephone participation available. The Task Force is subject to the Brown Act. Task Force members are not eligible for per diem.

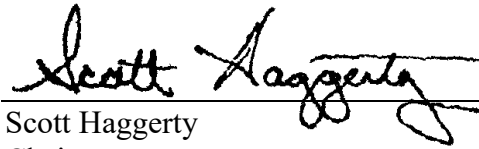
Please submit nominees via email to ABAG Clerk of the Board, Fred Castro, at [fcastro@bayareametro.gov](mailto:fcastro@bayareametro.gov) and note "CASA Task Force Nomination" in the subject line. Deadline for submitting nominees is March 14, 2019. Appointments to the Task Force will be ratified by the ABAG Executive Board and the Metropolitan Transportation Commission at their March meetings.

Should you have any questions, please contact Alix Bockelman, Deputy Executive Director of Policy, at [abockelman@bayareametro.gov](mailto:abockelman@bayareametro.gov).

Sincerely,



David Rabbitt  
President  
Association of Bay Area Governments



Scott Haggerty  
Chair  
Metropolitan Transportation Commission

Cc:

County of Alameda, Board of Supervisors  
County of Contra Costa, Board of Supervisors  
County of Marin, Board of Supervisors  
County of Napa, Board of Supervisors  
City and County of San Francisco, Board of Supervisors  
County of San Mateo, Board of Supervisors  
County of Santa Clara, Board of Supervisors  
County of Solano, Board of Supervisors  
County of Sonoma, Board of Supervisors

Alameda County Mayors Conference  
Contra Costa County Mayors Conference  
Marin County Council of Mayors and Councilmembers  
Napa County City Selection Committee  
City and County of San Francisco--Mayor  
San Mateo County City Selection Committee  
Cities Association of Santa Clara County  
Solano County City Selection Committee  
Sonoma County City Selection Committee



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0195      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Commission Consent  
**File created:** 2/22/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 3/27/2019      **Final action:** 3/27/2019  
**Title:** Minutes of the February 27, 2019 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6a Commission Draft Meeting Minutes 02-27-2019 v2.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the February 27, 2019 meeting

**Recommended Action:**  
Commission Approval



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

## Meeting Minutes

### Metropolitan Transportation Commission

*Scott Haggerty, Chair    Alfredo Pedroza, Vice Chair*

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Wednesday, February 27, 2019

1:45 PM

Board Room - 1st Floor

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\*\*\* PLEASE NOTE MEETING DATE AND TIME \*\*\*

#### Call Meeting to Order

#### 1. Roll Call / Quorum Call

- Present:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Sperling, and Commissioner Worth
- Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt, and Commissioner Schaaf

Non-Voting Commissioners Present: Commissioner Azumbrado, Commissioner Giacomini and Commissioner Tavares

#### 2. Chair's Report (Mackenzie)

- 2a. [19-0051](#) MTC Resolution No. 4359 - Resolution of Appreciation for Steve Heminger Upon his Retirement after 25 years of Service to the Metropolitan Transportation Commission, the Bay Area Toll Authority and the Association of Bay Area Governments.

**Action:** Commission Approval

**Upon the motion by Vice Chair Haggerty and the second by Commissioner Glover, the Commission unanimously adopted MTC Resolution No. 4359. The motion carried by the following vote:**

- Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Sperling and Commissioner Worth
- Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf



- 2b. [19-0153](#) MTC Resolution No. 4368 - Resolution of Appreciation for Commissioner Tom Azumbrado on the Occasion of his departure from MTC

**Action:** Commission Approval

**Upon the motion by Commissioner Cortese and the second by Commissioner Pedroza, the Commission unanimously adopted MTC Resolution No. 4359. The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

### 3. Ad-Hoc Nominating Committee Report (Spering)

- 3a. [19-0085](#) Election of new Chair and Vice Chair

**Action:** Commission Approval

**Upon the motion by Commissioner Spering and the second by Commissioner Cortese, the Commission unanimously approved the Ad-Hoc Nominating Committee Recommendation of Commissioner Scott Haggerty to serve as Chair and Commissioner Alfredo Pedroza to serve as Vice Chair for the next two years. The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

## 4. New Chair's Report

- 4a. [19-0086](#) MTC Resolution No. 4365 - Resolution of Appreciation to former Commission Chair Jake Mackenzie

**Action:** Commission Approval

**Upon the motion by Commissioner Cortese and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4365. The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

- 4b. [19-0087](#) Temporary Committee Assignments

**Action:** Commission Approval

**Upon the motion by Commissioner Pedroza and the second by Commissioner Dutra-Vernaci, the Commission unanimously appointed the current chairs and vice chairs of each standing committee as temporary committee chairs, vice chairs, and members to continue to serve on all committees as currently stipulated until appointed or re-appointed during the next regular Commission meeting on March 27, 2019. The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

## 5. Policy Advisory Council Report (Randi Kinman)

## 6. Executive Director's Report (Heminger)

## 7. Commissioner Comments

## 8. Consent Calendar:

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

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

**8a.**     [19-0088](#)     Minutes of the January 23, 2019 and February 13, 2019 meetings

**Action:** Commission Approval

**8b.**     [18-1106](#)     MTC Resolution No. 4329, Revised - FY 2018-19 Overall Work Program (OWP) Amendment No. 19-02.

**Action:** Commission Approval

**Presenter:** Brian Mayhew

## ***Administration Committee***

## ***Programming and Allocations Committee***

**8c.**     [19-0050](#)     MTC Resolution No. 3847, Revised. New Freedom Cycle 1 Programming Revisions for Large Urbanized Areas.

**Action:** Commission Approval

**Presenter:** Drennen Shelton

**8d.**     [19-0046](#)     MTC Resolution Nos. 3925, Revised and 4202, Revised. Revisions to the Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 and One Bay Area Grant (OBAG 2) programs to incorporate roughly \$18.8 million in Highway Infrastructure Program apportionment provided through the Consolidated Appropriations Act, 2018.

**Action:** Commission Approval

**Presenter:** Mallory Atkinson

**8e.**     [19-0057](#)     MTC Resolution No. 4364. Short-Range Transit Plan (SRTP) Initial Funding Recommendations and Guidelines for FY2018-19 and FY2019-20.

**Action:** Commission Approval

**Presenter:** Christina Hohorst

**8f.**     [19-0065](#)     MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-08.

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

## Committee Reports

### 9. Administration Committee (Glover)

- 9a. [18-1107](#) MTC Resolution No. 4330, Revised - FY 2018-19 MTC Agency Budget Amendment.

MTC FY 2018-19 Agency Budget is being amended to include carryover funding of \$2.1 million in unspent federal and Senate Bill 1 planning funds from FY 2017-18 and other changes.

**Action:** Commission Approval

**Presenter:** Brian Mayhew

**Upon the motion by Commissioner Glover and the second by Commissioner Spering, the Commission unanimously adopted MTC Resolution No. 4330, Revised. The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

### 10. Joint MTC Legislation Committee and ABAG Legislation Committee

- 10a. [19-0091](#) ACA 1 (Aguiar-Curry): Voter Approval Requirements for Local Tax and Bond Measures - Support

Reduces vote threshold to 55 percent for affordable housing and public infrastructure bonds and local special taxes.

**Action:** Support / MTC Commission Approval and ABAG Executive Board Approval

**Presenter:** Rebecca Long

**Upon the motion by Chair Haggerty and the second by Commissioner Glover, the Commission unanimously adopted a Support position on ACA 1 (Aguiar-Curry). The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

**10b.**     [19-0092](#)     AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans - Support

Makes permanent Caltrans' authority to assume responsibility for National Environmental Protection Act review.

**Action:** Support / MTC Commission Approval and ABAG Executive Board Approval

**Presenter:** Rebecca Long

**Upon the motion by Chair Haggerty and the second by Commissioner Glover, the Commission unanimously adopted a Support position on Assembly Bill 252 (Daly). The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

**10c.**     [19-0093](#)     SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs - Support and Seek Amendments

Expands federal funding exchange program to allow all parts of the state the option to exchange federal funds for new state funds to accelerate project delivery

**Action:** Support and Seek Amendments / MTC Commission Approval and ABAG Executive Board Approval

**Presenter:** Rebecca Long

**Upon the motion by Chair Haggerty and the second by Commissioner Glover, the Commission unanimously adopted a Support and Seek Amendments position on Senate Bill 137 (Dodd). The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

## 11. Programming and Allocations Committee (Josefowitz)

- 11a. [19-0047](#) MTC Resolution Nos. 4360 - Fiscal Year 2019-20 Fund Estimate; and 4321, Revised - Minor Revisions to the State Transit Assistance (STA) and State of Good Repair (SGR) Program Funds Distribution Policy

i. MTC Resolution No. 4360 is the Annual Fund Estimate and proposed apportionment and distribution of \$894 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program funds for FY 2019-20.

ii. MTC Resolution No. 4321, Revised updates the State Transit Assistance (STA) and State of Good Repair (SGR) Program funds distribution policy to modify the performance measure requirements for small and medium-sized transit operators to receive STA County Block Grant funds, and revises the SGR Program procedures to reflect changes in Caltrans' SGR Program guidelines.

**Action:** Commission Approval

**Presenter:** William Bacon

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Haggerty, the Commission unanimously adopted MTC Resolution Nos. 4360 and 4321, Revised. The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

- 11b. [19-0090](#) MTC Resolution No. 4324, Revised. Adoption of the 2019 Regional Active Transportation Program (ATP) Cycle 4 Program of Projects.

The 2019 Regional ATP Cycle 4 provides \$37 million in new programming covering FY2019-20 through FY2022-23. Staff recommendations are based on a competitive evaluation of project applications.

**Action:** Commission Approval

**Presenter:** Karl Anderson

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution No. 4324. The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spering and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

## 12. Closed Session

- 12a. [19-0169](#) The Commission will meet in Closed Session, pursuant to Government Code §54957, and Government Code §54957.6 with respect to General Counsel's compensation range of non-represented employee, and Employment Agreement.

**At the direction of Chair Haggerty the Commission did not meet in Closed Session.**

## 13. Open Session

- 13a. [19-0113](#) Approval of General Counsel's Employment Agreement/approval of salary increase.

**Action:** Commission Approval

**Presenter:** Chair Mackenzie

**Upon the motion by Commissioner Mackenzie and the second by Vice Chair Pedroza, the Commission unanimously approved a new Employment Agreement for the General Counsel on the following terms: Contract Term: March 1, 2019 through February 28, 2021; Annual Review: November/December each year for application salary increase January 1 each year of the agreement tied to the BLSCPI SF Bay Area from October report up to a maximum of 2.8% COLA; and Salary: \$328,328 gross annually effective March 1, 2019. The motion carried by the following vote:**

**Aye:** 15 - Commission Chair Mackenzie, Commission Vice Chair Haggerty, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Papan, Commissioner Pedroza, Commissioner Ronen, Commissioner Slocum, Commissioner Spring and Commissioner Worth

**Absent:** 3 - Commissioner Liccardo, Commissioner Rabbitt and Commissioner Schaaf

## 14. Public Comment / Other Business

## 15. Adjournment / Next Meetings:

The next meeting of the Commission will be held on March 27, 2019 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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Scott Haggerty, Chair





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0135      **Version:** 1      **Name:**

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

**File created:** 1/31/2019      **In control:** Administration Committee

**On agenda:** 3/6/2019      **Final action:** 3/27/2019

**Title:** MTC Resolution No. 4173, Revised - Reauthorization of MTC Investment Policy

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6b Admin-2d MTC Reso-4173 Investment Policy.pdf](#)  
[2d MTC Reso-4173 Investment Policy.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 4173, Revised - Reauthorization of MTC Investment Policy

### Presenter:

Brian Mayhew

### Recommended Action:

Commission Approval

# COMMISSION AGENDA ITEM 6b

Agenda Item 2d



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Administration Committee

DATE: February 27, 2019

FR: Executive Director

W. I. 15.2.1

RE: MTC Resolution No. 4173, Revised - Reauthorization of MTC Investment Policy

Staff recommends that the Committee refer MTC Resolution No. 4173, Revised to the Commission to renew the existing investment policy for calendar year 2019. The policy is subject to review annually. There are no proposed changes to the policy as adopted by the Commission last year.

### **Recommendation**

Staff recommends that the Administration Committee refer MTC Resolution No. 4173, Revised (attached) to the Commission for approval.

  
Steve Heminger

SH:bm

Attachment

Date: February 25, 2015  
W.I.: 15.2.1  
Referred by: Admin. Committee  
Revised: 02/24/16-C 01/25/17-C  
06/28/17-C 03/28/18-C  
03/27/19-C

### ABSTRACT

#### Resolution No. 4173, Revised

This resolution authorizes the establishment of a new Statement of Investment Policy for the management of MTC funds. This resolution also accepts administrative responsibility for management of the funds of the MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA) and the Bay Area Headquarters Authority (BAHA), as delegated to MTC by MTC SAFE, BATA, BAIFA and BAHA; and for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017.

This resolution supersedes MTC Resolution No. 4115 and any other MTC resolutions to the extent that they may conflict with this policy.

Attachment A to this resolution was amended February 24, 2016 to renew the Statement of Investment Policy.

Attachment A to this resolution was amended January 25, 2017 to change the Statement of Investment Policy.

This resolution was revised on June 28, 2017 to add ABAG to the Statement of Investment Policy, and Attachment A to this resolution was amended June 28, 2017 to change the Statement of Investment Policy.

Attachment A to this resolution was amended on March 28, 2018 to renew the Statement of Investment Policy.

Attachment A to this resolution was amended on March 27, 2019 to renew the Statement of Investment Policy.

Further discussion of these amendments is contained in the Executive Director's memoranda to the Administration Committee dated February 3, 2015, February 3, 2016, January 4, 2017, February 28, 2018 and February 27, 2019 and the Deputy Executive Director's memorandum to the Administration Committee dated June 7, 2017.

Date: February 25, 2015  
W.I.: 15.2.1  
Referred by: Admin. Committee  
Revised: 06/28/17-C

RE: Establishment of a Statement of Investment Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4173

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

WHEREAS, the MTC has the responsibility to manage funds received in accordance with the provisions of Government Code §§ 53600 et seq. and a Statement of Investment Policy adopted pursuant to those statutory provisions; and

WHEREAS, the MTC Service Authority for Freeways and Expressways (MTC SAFE), created pursuant to Streets and Highways Code §§ 2250-2556; the Bay Area Toll Authority (BATA), created pursuant to Streets & Highways Code §§ 30950 et seq.; the Bay Area Headquarters Authority (BAHA), created pursuant to a Joint Exercise of Powers Agreement between MTC and BATA dated September 28, 2011, and the Bay Area Infrastructure Financing Authority (BAIFA) created pursuant to the joint exercise of powers between MTC and BATA dated August 1, 2006 have requested MTC to assume administrative responsibility for MTC SAFE, BATA, BAHA and BAIFA funds; and

WHEREAS, MTC is accepting administrative responsibility for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017; and

WHEREAS, MTC intends to manage all funds for which it is responsible pursuant to a single comprehensive investment policy; and

WHEREAS, the ABAG Administrative Committee has authorized MTC to open new and manage or close existing accounts with banks, financial institutions, and government pooled investment funds as needed in order to manage ABAG's and all related entities cash and investments under MTC signatures utilizing ABAG's and all related entities' tax identification numbers; now therefore, be it

RESOLVED, that MTC hereby adopts the Statement of Investment Policy as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, Attachment A shall be applicable to all funds delegated to MTC; and, be it further

RESOLVED, that the Resolution No. 4173 supersedes MTC Resolution No. 4115; and, be it further

RESOLVED, that MTC's Executive Director or Treasurer or both, as applicable, are directed to manage MTC funds and funds delegated to MTC's administrative responsibility in conformance with said policy; and, be it further

RESOLVED, that this policy shall remain in effect unless modified by MTC; and, be it further

RESOLVED, that this Resolution shall take precedent over any prior MTC Resolutions to the extent that they may conflict herewith or with Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

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Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 25, 2015.

Date: February 25, 2015  
W.I.: 15.2.1  
Referred by: Admin. Committee  
Revised: 02/24/16-C  
01/25/17-C  
06/28/17-C  
03/28/18-C  
03/27/19-C

Attachment A  
Resolution No. 4173  
Page 1 of 6

## Statement of Investment Policy

The Treasurer of the Metropolitan Transportation Commission (MTC) shall invest all funds over which MTC is administratively responsible, including those of MTC, MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Regional Administrative Facility Corporation (RAFC), the Bay Area Headquarters Authority (BAHA) the Bay Area Infrastructure Financing Authority (BAIFA), and the Association of Bay Area Governments (ABAG) a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services dated May 30, 2017 in accordance with the provisions of §§ 53600 et seq. of the Government Code and the provisions of this investment policy.

### I. Prudent Investor Rule:

Funds shall be managed under the “prudent investor standard” which requires all agencies investing public funds to be trustees of those funds, and therefore, fiduciaries subject to the prudent investor standard. When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under circumstances then prevailing, including, but not limited to, the general economic conditions and anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. All funds shall be invested within the following objectives, in order of priority:

1. Safety: Preservation and safeguard of capital.
2. Liquidity: Funds shall be invested in a manner consistent with operating needs of the agency.
3. Yield: Funds shall be invested to earn a secured and safe return without compromising the objectives of safety and liquidity.

### II. Permitted Investments:

Investments authorized under this policy shall be limited to:

- A. United States treasury notes, bonds or bills for which the full faith and credit of the United States are pledged for the payment of principal and interest.

- B. Bonds, notes, bills, warrants or obligations issued by an agency of the United States.
- C. Commercial Paper of “prime” quality of the highest ranking or of the highest letter and numerical rating provided by Moody’s Investor Services or Standard & Poor’s Corporation.

Eligible paper is further limited to issuing corporations organized and operating in the United States and having total assets in excess of five hundred million dollars (\$500,000,000) and having an “A” or higher rating for the issuers’ debt, other than commercial paper, if any, as provided by Moody’s Investor Services or Standard & Poor’s Corporation or the equivalent of other nationally recognized rating services that may be allowed by statute. Purchases shall not exceed 180 days maturity, 10% of the outstanding commercial paper of a single issuing corporation and 10% of the agency’s surplus money.

- D. Negotiable certificates of deposit issued by a nationally or State chartered bank, not to exceed 10% of surplus agency funds.
- E. Medium-Term notes of a maximum five years maturity issued by corporations meeting criteria in Section C, not to exceed 10% of agency’s surplus funds.
- F. Mutual funds registered with the Securities and Exchange Commission, having attained the highest letter and numerical ranking by at least two Nationally recognized statistical rating organizations. Such investments shall not exceed 20% of surplus funds, with no more than 10% invested in any single mutual fund.
- G. Local Agency Investment Fund (LAIF) as authorized by Government Code §§ 16429.1.
- H. The Alameda County Treasury local agency investment fund authorized under Government Code §§ 53684.
- I. Repurchase agreements collateralized by securities of the United States Government or an agency of the United States Government.
- J. Municipal Obligations issued by State or Local agencies:
  - a) Such bonds can include the obligations of the Bay Area Toll Authority and the Bay Area Infrastructure Financing Authority;
  - b) The maturity does not exceed 5 years from the date of purchase;
  - c) With regards to Municipal Obligations in the form of variable rate demand bonds, the obligations shall have mandatory investor tender rights supported by a third-party liquidity facility from a financial institution with short-term ratings of at least A-1 by S&P or P-1 by



Moody's. The maturity of these bonds shall be equivalent to the investor's tender option supported by the liquidity facility.

- K. All other investments authorized under §§ 53600 et seq. of the California Government Code as appropriate for public fund investments and not specifically prohibited by this policy.

### III. Prohibited Investments:

In addition to any prohibited investments listed in California Code §§ 53601.6 and 53631.5, the following are specifically prohibited:

- A. Reverse repurchase agreements.
- B. Financial futures.
- C. Option contracts.
- D. Mortgage interest strips.
- E. Inverse floaters.
- F. Securities lending.
- G. Repurchase agreements purchased for "yield enhancement" purposes and not required for banking and liquidity purposes.
- H. Any investment that fails to meet credit or portfolio limits at the time of investment.

### IV. Sales Prior to Maturity:

- A. The primary strategy of this investment policy is to "buy and hold" securities to maturity, however, a security may be sold prior to maturity if the sale is necessary to avoid further erosion of market value or meet operational or project liquidity needs. All sales prior to maturity shall be detailed in the investment report.
- B. A security whose market or credit quality falls outside the investment policy parameters after purchase may be held to maturity without violation of this policy provided the fact is disclosed in the investment report.

### V. Investment Pools:

Investment pools operated by LAIF and Alameda County as permitted investments under Section II of this policy, whose portfolios contain specific securities not permitted under this policy, but none-the-less permitted under the law or approved investment policy of the respective pool, are permitted under this policy. The make-up of such portfolios shall be submitted as part of the investment report at least quarterly.

### VI. Fund and Liquidity Levels:

- A. Funds for MTC, SAFE and BATA operating requirements shall be commingled for investment purposes. The liquidity level shall be

maintained in an appropriate manner but not less than:

30	90	1	Maximum
<u>Days</u>	<u>Days</u>	<u>Year</u>	<u>Weighted</u>
10%	15%	30%	<u>Maturity</u>
			5 yrs

The percentages within the 30 and 90 day counts are cumulative towards the one year minimum.

B. Reserve Funds:

Specifically designated reserve funds may have a maximum maturity of 40 years or less, provided each fund is clearly identified in the investment report.

C. All funds under management shall be combined for the purpose of evaluating credit and portfolio limits.

VII. Brokerage Firms:

Only firms meeting all of the following criteria shall be authorized to buy or sell securities:

- A. Firms licensed to conduct business as a broker-dealer under § 25004 of the Corporations Code, licensed and registered under the Securities Exchange Commission, a Federally or State chartered bank, or designated a “primary dealer” by the Federal Reserve Bank and with offices located in California.
- B. The firm must have a minimum rating of “A-” from a nationally recognized credit rating agency.
- C. Corporate assets or assets under management of at least fifty million dollars (\$50,000,000).
- D. Provided written certification that they received a copy of the approved policy.

VIII. Investment Management Services:

Only firms meeting all of the following criteria shall be authorized to manage investment funds.

- A. Firms licensed to conduct business as an investment advisor under § 25009 of the Corporations Code, licensed and registered under the Securities Exchange Commission.
- B. Firms licensed to conduct business as a Registered Investment Advisor under the Investment Advisors Act of 1940.

- C. Firms must have assets under management of at least five billion dollars (\$5,000,000,000) and the investment fund must be rated at least an “A”.
- D. Firms must provide certification of an annual audit or certification of internal cash controls (i.e. SAS 70 or equivalent) satisfactory to the Chief Financial Officer.
- E. Firms must have a minimum of 10 years experience of investment advisory experience in the public sector.
- F. Firms must carry errors and omission insurance of at least ten million dollars (\$10,000,000).
- G. Firms must provide written certification that they meet all of the above criteria.

IX. Safekeeping:

- A. All securities shall be maintained in a safekeeping account, independent from all broker accounts, with securities held in the name of the agency. Banks with independent “trust” or safekeeping departments shall qualify as independent safekeeping accounts.
- B. Safekeeping accounts shall be maintained with firms or banks with at least fifty million dollars (\$50,000,000) in trust and safekeeping accounts under management and a minimum rating in the “A” category from a nationally recognized rating service.
- C. The Treasurer or assignee designated by the MTC Executive Director is authorized to sign documents providing for the sale and purchase of securities, as well as all documents required to provide for safekeeping and trust.

X. Internal Controls:

The Treasurer shall be responsible for developing a system of internal controls that maintain appropriate records of all transactions as well as individual fund ownership of all investments and interest earnings and shall also be subject to the annual independent audit process.

XI. Investment Reports:

In accordance with § 53646 of the Government Code, at least quarterly, the Treasurer shall submit an investment report to the Executive Director who shall forward the report to all entities whose funds are subject to this policy. The report shall detail all securities, par value, market value, maturity, liquidity and credit limit thresholds, as well as any sales prior to maturity, any securities no longer meeting policy standards, and any investment policy violations. Portfolio detail for LAIF, Alameda County or other authorized Government Investment Pools, shall be included on a quarterly basis.

XII. Financial Accounts:

Both the Executive Director and the Treasurer are required to sign documents to open financial accounts with banks, financial institutions and government pooled

investment funds as needed in order to manage MTC's investments as described within this investment policy; provided that all such accounts meet policy standards.

### XIII. Authorized Signers

The following positions are authorized to sign on all accounts:

Executive Director

Deputy Executive Directors – all

Chief Financial Officer

Deputy Treasurer

At least two signatures are required to transfer funds out of such accounts.

### XIV. Renewal:

This investment policy shall be subject to review annually.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0188      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Consent  
**File created:** 2/21/2019      **In control:** Administration Committee  
**On agenda:** 3/6/2019      **Final action:** 3/27/2019  
**Title:** MTC Resolution No. 4369 - MTC Agency FY 2019-20 Pay Schedule for the Executive Director and General Counsel

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6c Admin-2f MTC Reso-4369 Executive Director and General Counsel Pay Schedules.pdf](#)  
[2f MTC Reso-4369 Executive Director and General Counsel Pay Schedules.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4369 - MTC Agency FY 2019-20 Pay Schedule for the Executive Director and General Counsel

**Presenter:**

Robin James

**Recommended Action:**

Commission Approval

# COMMISSION AGENDA ITEM 6c

Agenda Item 2f



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

TO: Administration Committee

DATE: February 27, 2019

FR: Executive Director

W. I. 1153

RE: MTC Resolution No. 4369 – MTC Agency Calendar Year 2019 Pay Schedule for the Executive Director and General Counsel

This memorandum requests referral of MTC Resolution No. 4369, approving MTC's pay schedule for the Executive Director and General Counsel, to the Commission for approval, consistent with the requirements of California Code of Regulations Title 2, Section 570.5.

As background, on January 23, 2019, the Commission approved the employment agreement for the Executive Director from March 1, 2019 through December 31, 2022, which included salary for this agreement period; and on February 27, 2019, the Commission approved the employment agreement for General Counsel from March 1, 2019 through February 28, 2021, which included salary for this agreement period.

Staff recommends that this Committee refer MTC Resolution No. 4369 to the Commission for approval.



Steve Heminger

SH:rj  
Attachment

Date: March 27, 2019  
W.I.: 1153  
Referred by: Administration

ABSTRACT

MTC Resolution No. 4369

This resolution sets forth the MTC agency pay schedules for the MTC Executive Director and General Counsel from March 1, 2019 through and including December 31, 2019.

Date: March 27, 2019  
W.I.: 1153  
Referred by: Administration Committee

Re: MTC Executive Director Pay Schedule from March 1, 2019 through December 31, 2019.

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4369

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

WHEREAS, the MTC has approved employment agreements from March 1, 2019 through and including December 31, 2022 for the Executive Director, and from March 1, 2019 through and including February 28, 2021 for the General Counsel; and

WHEREAS, the MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees; and

WHEREAS, CalPERS uses the MTC's pay schedules to calculate retirement benefits earned by the MTC's employees; and

WHEREAS, the MTC as a contracting public employer is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS member agencies to have a duly approved and adopted publicly available pay schedule; now therefore be it

RESOLVED, that the pay schedule for MTC's Executive Director and General Counsel effective March 1, 2019 through and including December 31, 2019 shall be set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the attached pay schedule will be posted at MTC's offices or immediately accessible for public review during normal business hours or posted on MTC's internet site.



METROPOLITAN TRANSPORTATION COMMISSION

---

Chair

The above resolution was entered  
into by the Metropolitan Transportation  
Commission at a regular meeting of the  
Commission held in San Francisco, California  
on March 27, 2019.

**Pay Schedule for MTC Executive Director & General Counsel  
Calendar Year 2019, Effective March 1, 2019**

CLASS/POSITION	GRADE	RATE	PAY TYPE
EXECUTIVE DIRECTOR	X/1	\$185.0962	HOURLY BASE RATE
		\$14,807.69	BI-WEEKLY
		\$32,083.33	MONTHLY
		\$385,000.00	ANNUAL
Executive Director			
GENERAL COUNSEL	X/2	\$157.8499	HOURLY BASE RATE
		\$12,627.99	BI-WEEKLY
		\$27,360.65	MONTHLY
		\$328,327.83	ANNUAL
General Counsel			



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0177      **Version:** 1      **Name:**

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

**File created:** 2/13/2019      **In control:** Programming and Allocations Committee

**On agenda:** 3/6/2019      **Final action:** 3/27/2019

**Title:** MTC Resolution No. 3881, Revised. Revision to the Lifeline Transportation Cycle 2 Program of Projects.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6d PAC-2b MTC Reso-3881 Lifeline C2 Reprogram.pdf](#)  
[2b Reso-3881 Lifeline C2 Reprogram.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 3881, Revised. Revision to the Lifeline Transportation Cycle 2 Program of Projects.

**Presenter:**  
Judis Santos

**Recommended Action:**  
Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

March 6, 2019

Agenda Item 2b

### Resolution No. 3881, Revised

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**Subject:** Revisions to the Lifeline Transportation Cycle 2 Program of Projects

**Background:** MTC's Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. The program is administered by the nine county congestion management agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County.

**1) Lifeline Transportation Program - Cycle 2 Revisions:**

In 2009, the Commission adopted Resolution No. 3881, which approved the Lifeline Transportation Program of Projects for Cycle 2 (FYs 2008-09, 2009-10, and 2010-11), totaling approximately \$57 million. The Second-Cycle program is funded by State Transit Assistance (STA), Proposition 1B Transit funds, and federal Job Access and Reverse Commute (JARC) funds.

As of 2018, all of the projects have been completed, closed out, or discontinued. However, a balance of approximately \$130,193 in unspent JARC funds still remains in an open FTA grant due to projects that either did not spend all of these funds or were canceled. The Federal Transit Administration (FTA) has requested that MTC close out this JARC-funded grant by September 2019 or demonstrate the ability to use the remainder of the funds in the immediate future. Only existing Lifeline Cycle 2 projects funded with FTA JARC funds are eligible to use the JARC funds; no new projects can be added to the program.

To meet FTA's request, staff recommends redirecting the JARC funds to an active project that is positioned to utilize the funds immediately. Other eligible projects listed in the FTA grant were considered, but they were either completed, not active or would result in inefficiently parsing out the funds to a large number of smaller projects.

Staff recommends redirecting the JARC funds to Ways to Work Family Loan Program sponsored by Peninsula Family Service in the amount of \$130,193. The project provides low-interest auto loans to individuals in San Mateo and Santa Clara counties who are unable to access consumer loan financing. The loans, coupled with financial education and credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building and job training.

**Issues:** For the Lifeline Transportation Program - Cycle 2 proposed revision, the award, allocation and reimbursement of JARC funds to the Peninsula Family Service project is contingent upon FTA's approval and availability of funds within the existing grant.

**Recommendation:** Refer Resolution No. 3881, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3881, Revised

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Date: January 28, 2009  
W.I.: 1311  
Referred by: PAC  
Revised: 05/27/09-C 10/28/09-C  
12/16/09-C 02/24/10-C  
04/28/10-C 07/28/10-C  
05/25/11-C 11/16/11-C  
01/25/12-C 12/19/12-C  
04/22/15-C 06/22/16-C  
10/26/16-C 05/24/17-C  
06/27/18-C 03/27/19-C

### ABSTRACT

Resolution No. 3881, Revised

This resolution adopts the FY 2009 through FY 2011 Program of Projects for MTC's Second-Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) funds.

The evaluation criteria established in Resolution 3860 were used by the county entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Second-Cycle Lifeline Transportation Program of Projects -  
FY2009-2011

This resolution was revised on May 27, 2009 to amend Attachment A to incorporate changes to STA-funded projects based on STA reductions in the final FY2009 state budget, and adds two new projects – new transit and shuttle service in Napa County and a SamTrans bus purchase in San Mateo County.

This resolution was revised on October 28, 2009 to amend Attachment A to revise and add STA funds to the Balboa Park Station entrance project in San Francisco County and to incorporate Proposition 1B-funded projects in Santa Clara County.

This resolution was revised December 16, 2009 to add the Tier 2 program of projects.

This resolution was revised February 24, 2010, to revise funding amounts of Tier 2 Proposition 1B-funded projects to reflect actual state appropriations for FY2009-10 and to add four new Tier 2 projects in San Mateo County.

This resolution was revised April 28, 2010, to add Tier 2 funds to three existing projects and one new project in San Francisco County and to three existing projects in Santa Clara County.

This resolution was revised July 28, 2010, to adjust previously awarded Tier 2 JARC funding amounts based on federal FY2010 appropriations, add five new JARC-funded projects selected by Caltrans in small urbanized areas, and reprogram Tier 2 STA funds in San Mateo County following the discontinuation of the Family Service Agency's Transportation Reimbursement Independence Program.

This resolution was revised on May 25, 2011 to approve new Santa Clara County Lifeline Transportation Program projects.

This resolution was revised on November 16, 2011 to amend Attachment A to make corrections to the FY2005-06 through FY2007-08 Lifeline Transportation program of projects.

This resolution was revised on January 25, 2012 to adjust previously programmed JARC funding amounts in Alameda County.

This resolution was revised on December 19, 2012 to amend Attachment A to approve new projects in Alameda and Napa counties, funded with savings achieved from other projects.

This resolution was revised on April 22, 2015 to amend Attachment A to reprogram \$216,000 in San Francisco County Proposition 1B funds from the San Bruno Transit Preferential Streets (TPS) project to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project.

This resolution was revised on June 22, 2016 to amend Attachment A to reprogram \$100,510 in cost savings from SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements project to the Mission Bay Loop project (an existing Lifeline Transportation Cycle 3 project that is being newly added to Lifeline Transportation Cycle 2).

This resolution was revised on October 26, 2016 to amend Attachment A to reprogram \$13,164 in project cost savings from the Hunter's View Revitalization Transit Stop Connection to the Mission Bay Loop project, (an existing Lifeline Transportation Cycle 3 project that was added to Lifeline Transportation Cycle 2 on June 22, 2016).

This resolution was revised on May 24, 2017 to amend Attachment A to redirect \$304,532 in unused federal Job Access and Reverse Commute (JARC) funds that are remaining in the Lifeline Transportation Cycle 2 program. \$204,532 is being programmed to the San Leandro Links Shuttle project and \$100,000 is being programmed to the Neighborhood Bicycle Centers project (both are existing Lifeline Transportation Cycle 2 projects).

This resolution was revised on June 27, 2018 to amend Attachment A to reprogram \$18,010 in project cost savings from Proposition 1B funds for the San Mateo County Transit District (SamTrans) Daly City Bayshore Bus Stop Improvements project in Lifeline Transportation Program Cycle 2 to the SamTrans Replacement of Articulated Bus Fleet project. \$91,204 in State Transit Assistance (STA) funds is being reprogrammed from the City of East Palo Alto's Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project to the SamTrans Route 17 project (on the Coastsides of San Mateo County).

This resolution was revised on March 27, 2019 to amend Attachment A to redirect \$130,193 in unused federal Job Access and Reverse Commute (JARC) funds that are remaining in the Lifeline Transportation Cycle 2 program, to the Peninsula Family Service, Ways to Work Family Loan Program (an existing Lifeline Transportation Cycle 2 project).

Further discussion of this action is contained in both the MTC Executive Director's Memorandum to the Programming and Allocations Committee and the Programming and Allocations Committee summary sheet dated January 14, 2009, May 13, 2009, October 14, 2009, December 9, 2009, February 10, 2010, April 14, 2010, July 14, 2010, May 11, 2011, November



9, 2011, January 11, 2012, December 12, 2012, April 8, 2015, June 8, 2016, October 12, May 10, 2017, June 13, 2018, and March 6, 2019.

Date: January 28, 2009  
W.I.: 1311  
Referred by: PAC

RE: Second-Cycle Lifeline Transportation Program of Projects – FY 2009 - FY 2011

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3881

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

WHEREAS, MTC adopted Resolution 3860, which establishes program guidelines to be used for the funding and oversight of the Second-Cycle of the Lifeline Transportation Program, Fiscal Years 2009-2011; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 3860 to fund a Program of Projects for the Second-Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit and Job Access Reverse Commute (JARC) and funds;

WHEREAS, the Second-Cycle Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Second-Cycle Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Bill Dodd, Chair

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

## Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifetime Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
Alameda County													
1	San Leandro LINKS Shuttle	San Leandro Transportation Management Organization	Provide service from San Leandro BART to employment and family services in San Leandro			574,532	574,532				-	574,532	(m) revised 01/25/12, (r) revised 5/24/17
2	Quicker, Safer Trip to the Library	BART/Oakland Public Library - West Oakland	Continued shuttle service for Oakland pre-school and schoolchildren, teachers and parents to the W. Oakland Library	219,000			219,000				-	219,000	(c)
3	AC Transit existing service preservation in communities of concern	AC Transit	Continue existing services on Lines 63, 47, 40, 91, 93 serving Alameda, Oakland, San Leandro, Ashland, Cherryland, San Leandro, and S. Hayward	4,219,210			4,219,210	989,330		876,186	1,865,516	6,084,726	revised 07/28/10
4	Neighborhood bicycle centers	East Bay Bicycle Coalition/Cycle of Change	Fund bike distribution and education programs in Oakland and Alameda			449,000	449,000				-	449,000	(m) revised 01/25/12, (r) 5/24/17
5	WHEELS Route 14 Service Provision	LAVTA	Continue service from residential Livermore to downtown business areas and regional transit to Livermore Transit Center	89,000		67,494	156,494			345,563	345,563	502,057	(f) revised 07/28/10
6	Ashby BART Station elevator	BART	Install elevator at the Ashby BART Station in conjunction with the Ed Roberts Campus		1,729,046		1,729,046				-	1,729,046	(a) revised 12/19/12
7	Bus shelters	LAVTA	Install bus shelters		100,000		100,000				-	100,000	(a)
8	Bus purchase	AC Transit	Purchase AC Transit rolling stock buses		2,998,588		2,998,588				-	2,998,588	(a)
9	Meekland Avenue Transit Access Improvements	Alameda County	Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs, and lighting				-		2,500,000		2,500,000	2,500,000	(f) added 12/16/09
10	Hacienda Avenue Transit Access Improvements	Alameda County	Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.				-		160,181		160,181	160,181	(f) added 12/16/09
11	Environmental Justice Access to BART	BART	Install secure bike parking at North Berkeley and Berkeley stations				-		224,749		224,749	224,749	revised 2/24/10
12	WHEELS Route 14 Civic Center Busway and Stops	LAVTA	Construct turnaround busway and two bus stops with shelters and benches at Civic Center, adjacent to housing, employment, and social services.				-	150,000	-		150,000	150,000	added 12/16/09
13	MacArthur BART Station Plaza Improvement	BART	Station improvements including bike racks, tactile path and wayfinding from bus loading through the plaza to the station entrance and accessible fare gates, and other upgrades		270,954		270,954				-	270,954	added 12/19/12
County Bid Target				4,527,210	5,098,588	1,091,026	10,716,824	1,139,330	2,884,930	1,221,749	5,246,009	15,962,833	
Proposed Programming				4,527,210	5,098,588	1,091,026	10,716,824	1,139,330	2,884,930	1,221,749	5,246,009	15,962,833	
Unprogrammed Balance				-	-	-	-	-	-	-	-	-	

## Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
Contra Costa													
14	Operating Funding for low income access to health care	Tri-Delta ECCTA	Maintain service on Route 201, which provides service between Bay Point, and central county destinations including medical centers, schools, BART and Sun Valley Mall	118,687		96,759	215,446	23,481		125,398	148,879	364,325	revised 07/28/10
15	Continued operation of County Connection Lifeline routes	CCCTA	Preserve frequency and coverage of Routes 114, 111 & 314 serving the Monument Corridor and BART, as well as Routes 108,116,118 and 308 serving downtown Martinez, medical clinics, County offices,	627,086		120,395	747,481	134,157		126,581	260,738	1,008,219	revised 07/28/10
16	Continued operation of WestCAT C3 Route	WestCAT	Continue C3 service, operating between the Hercules Transit Center & Contra Costa College, with timed connections to Route 11 that operates into Crockett & Rodeo	338,115		21,253	359,368	73,463		23,690	97,153	456,521	revised 07/28/10
17	Maintain existing Lifeline services in western Contra Costa County	AC Transit	Communities of Concern. These routes connect residents to employment centers, retail establishments, schools, social service agencies, and health care.	1,290,604		120,436	1,411,040	288,665		134,243	422,908	1,833,948	revised 07/28/10
18	Bus Shelters	Tri-Delta ECCTA	Procure and install bus shelters and related facilities such as signage, schedule holders, trash receptacles, lighting and minor site improvements in the Pittsburg/Bay Point/Antioch and Brentwood communities of concern.		200,000		200,000				-	200,000	
19	Rolling Stock for County Connection Lifeline routes	CCCTA	Provide funds for replacement rolling stock to preserve service on Routes 108, 111, 114, 116, 118, 308, and 314 serving communities of concern		844,805		844,805				-	844,805	
20	Rolling Stock for WestCAT Lifeline route	WestCAT	Vehicle replacement for Route C3 (see project 14)		69,785		69,785				-	69,785	
21	BART Bay Point/Pittsburg station improvements	BART	Increase lighting throughout the bus intermodal area of the station, and provide static and real time transit information for both bus and BART patrons		320,000		320,000				-	320,000	
22	BART Richmond Station Improvements	BART	Make improvements to the intermodal zone at the Richmond Transit Village (upgrading 13 existing bus shelters and resurfacing the intermodal area).		482,251		482,251		262,549		262,549	744,800	revised 12/16/09
23	County Connection Martinez bus stop improvements and access	CCCTA	Construct an ADA-accessible bus stop, provide bus stop seating at 15 locations, provide transit access improvements and provide two pedestrian-activated lighted crosswalks in Martinez		100,000		100,000				-	100,000	
24	Rolling stock replacement for AC Transit	AC Transit	Replacement buses will operate on routes in and around the Richmond area community of concern and also be interlined with other routes system wide to effectiveness of services to all AC Transit riders				-		458,241		458,241	458,241	revised 2/24/10
25	Hillcrest Park-and-Ride Lot Improvements	BART	Improvements to the Hillcrest Park-and-Ride Lot, including pedestrian and bicycle access improvements for predominantly low-income Tri Delta Transit patrons. New improvements will be consistent with the design and construction of the proposed eBART Project				-		595,328		595,328	595,328	revised 2/24/10
County Bid Target				2,374,491	2,016,841	358,843	4,750,175	519,767	1,316,118	409,912	2,245,797	6,995,972	
Proposed Programming				2,374,492	2,016,841	358,843	4,750,176	519,766	1,316,118	409,912	2,245,796	6,995,972	
Unprogrammed Balance				(1)	-	-	(1)	1	-	-	1	-	

## Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
Marin													
26	Marin City Transit Hub and Donohue Street ADA improvements	Marin County	Build sheltered community bus stop and transit hub with user amenities including safety lighting, landscaping, informational kiosks, seating, passenger shelter and bike racks.			77,510	77,510		75,119	88,541	163,660	241,170	(d) revised 07/28/10
27	Marin City Community shuttle loop and service to Marin General Hospital	Marin Transit	Provide hourly, day-time service from Marin City to Marin General Hospital and nearby medical offices in Greenbrae.	279,890			279,890	112,270			112,270	392,160	(d) revised 12/16/09
28	Canal Neighborhood transit & Ped Access & safety improvements - phase 2	San Rafael	Provide safe path to transit, improve nonmotorized access and improve traffic operations at 7 intersections in Canal neighborhood of San Rafael.	-	435,638		435,638		209,162		209,162	644,800	(d) revised 12/16/09
29	Ride to school for parents	San Rafael City Schools	Provide regularly scheduled shuttle service (transportation to school meetings and events) for Canal residents who currently have no transportation access to San Pedro Elementary School.	233,000			233,000				-	233,000	(d)
County Bid Target				512,890	435,638	77,510	1,026,038	112,270	284,281	88,541	485,092	1,511,130	
Proposed Programming				512,890	435,638	77,510	1,026,038	112,270	284,281	88,541	485,092	1,511,130	
Unprogrammed Balance				-	-	-	-	-	-	-	-	-	

<b>Napa</b>													
30	Rolling stock acquisition	NCTPA	Bus purchase for replacement rolling stock		274,290		274,290				-	274,290	
31	Napa Shuttle, FlexRIDE Shuttle and VINE Express	NCTPA	Operating assistance for the Napa Shuttle, FlexRIDE Shuttle and VINE Express. These programs provide service to low-income residents, including senior and disabled populations, and provide transportation to training, jobs and services.	322,931		50,000	372,931				-	372,931	added 5/27/09
32	VINE Route 11	NCTPA	Extend operation of VINE rural connector service (route 11) between Calistoga and Santa Rosa				-	-			-	-	12/16/09, (n) revised 12/19/12
33	Bus passenger accommodations	NCTPA	Provide for the purchase and installation of 14 bus shelters and benches, 21 stand-alone benches, and 21 up-Valley iStops with seating				-		178,992		178,992	178,992	revised 2/24/10
34	Agricultural Worker Vanpool Program	NCTPA	Operating Assistance to implement the Napa County Agriculture Worker Vanpool Program. Vouchers will be used to offset the participant's cost of riding the vanpool.			35,000	35,000			135,000	135,000	170,000	(f) added 07/28/10, revised 11/16/11
35	VINE Express Route 29	NCTPA	Operating assistance for Route 29 between the northern border of the City of Napa and Calistoga				-	70,688			70,688	70,688	(n) added 12/19/12
County Bid Target				322,931	274,290	84,494	681,715	70,688	178,992	135,000	384,680	1,066,395	
Proposed Programming				322,931	274,290	85,000	682,221	70,688	178,992	135,000	384,680	1,066,901	
Unprogrammed Balance				-	-	(506)	(506)	-	-	-	-	(506)	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
San Francisco County													
36	Shopper Shuttle	MTA	Provide a twice-monthly group van shopping service to low-income seniors and persons with disabilities who have difficulty using public transit for shopping needs	1,560,000			1,560,000				-	1,560,000	
37	Route 108 Treasure Island Enhanced Service	MTA	Continue providing more frequent peak period and all-night service on Route 108	262,228			262,228	408,312		495,172	903,484	1,165,712	revised 07/28/10
38	Route 29 Reliability Improvement Project	MTA	Continue providing extra buses on Route 29 to increase reliability, reduce pass-ups, relieve over-crowding and address schedule adherence problems	293,717		433,483	727,200				-	727,200	
39	Persia Triangle Transit Access Improvements Project	MTA	Build bus bulbs, consolidate bus stops and change traffic circulation to improve pedestrian access to transit, conditions at bus stops and transit connectivity		802,734		802,734				-	802,734	
40	Randolph/Farallones/ Orizaba Transit Access Project	MTA	Install a transit bulb island and sidewalk curb cuts to improve pedestrian safety and M-Line light rail vehicle operations		379,490		379,490				-	379,490	(p) revised 06/22/16
47	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission		113,674		113,674				-	113,674	(p) added 06/22/16 (q) added 10/26/16
41	Balboa Park Station Eastside Connections Project	BART	Construct a safe and accessible walkway across BART tracks to the Muni Metro boarding area on the east side of Balboa Park BART station	752,440	1,153,610		1,906,050				-	1,906,050	revised 10/28/09
		MTA						219,567	863,710		1,083,277	1,083,277	added 4/28/10
42	Hunter's View Revitalization Transit Stop Connection	SF Mayor's Office of Housing	Provide an accessible pedestrian connection for Bayview/Hunters Point residents (including 4 affordable housing developments) to existing and new transit stops that are to be built as part of the Hunters View public housing revitalization project.				-		496,996		496,996	496,996	(i) added 4/28/10 (q) revised 10/26/16
43	San Bruno Avenue Transit Preferential Streets (TPS) Improvements	MTA	Implement transit priority bus treatments along 1.5 mile segment of San Bruno Avenue between Silver Avenue and Bayshore Boulevard, such as new transit priority signals, turn lanes, and corner bulbs.				-		0		-	-	added 12/16/09 revised 4/28/10 revised 4/22/15
43	Potrero Hill Pedestrian Safety and Transit Stop Improvements	MTA	Improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan efforts. This space will shorten crossing distances; force traffic to make slower turns; and create space for temporary bus bulbs, seating, and plantings.				-		216,000		216,000	216,000	(o) added 4/22/15
County Bid Target				2,868,385	2,436,344	433,483	5,738,212	627,879	1,589,870	495,172	2,712,921	8,451,133	
Proposed Programming				2,868,385	2,449,508	433,483	5,751,376	627,879	1,576,706	495,172	2,699,757	8,451,133	
Unprogrammed Balance				-	(13,164)	-	(13,164)	-	13,164	-	13,164	-	

Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifetime Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
San Mateo													
44	East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations	City of East Palo Alto	This project contains 4 elements - (1) Maintain East Palo Alto Youth Shuttle (2) Maintain funding for EPA Mobility Manager (3) Improve up to 4 EPA bus stop shelters, benches and amenities (4) Plan for shuttle operations for the Dumbarton Rail station area plan	116,250	72,000	139,393	327,643			-	-	327,643	revised 12/16/09 (t) revised 06/27/18 (u) revised 03/27/19
45	Bayshore Shuttle Service	Daly City	Implement a free circulator shuttle service connecting Daly City's Bayshore neighborhood with transit and essential destinations in western Daly City. The shuttle will operate 10 hours on weekdays, expanding in the second year to add 6 hours of service on weekends.	368,929			368,929	(32,012)		102,636	70,624	439,553	(g) revised 07/28/10 (v) revised 03/27/19
46	Route 280	Samtrans	Maintain Route 280, which serves CalWorks clusters and essential destinations for the residents of East Palo Alto.	415,935			415,935	31,211			31,211	447,146	revised 07/28/10
47	Route 17	Samtrans	Maintain Route 17, which serves the Half Moon Bay area, to add service during the peak commute period, new Sunday service and extended evening hours.	447,597			447,597	72,029			72,029	519,626	revised 12/16/09, 2/24/10, 6/27/18 (t)
48	Van purchase and operations for shelter resident transportation	Shelter Network	Purchase van and provide on-demand service for residents of four homeless shelters in San Mateo County.		28,000	64,430	92,430			-	-	92,430	(w) revised 03/27/19
49	Ways to Work Family Loan Program	Peninsula Family Service	The Ways to Work (WTW) program provides small, short-term, low-interest loans to low-income families for the purpose of purchasing or repairing a car to get to work, childcare, and to pursue educational or job training opportunities.							130,193	130,193	130,193	(u, v, w) revised 03/27/19
50	Fixed-Route 17 Bus Procurement	Samtrans	Bus purchase for Route 17		900,000		900,000				-	900,000	added 5/27/09
51	Senior Service bus/van purchase	Pacifica	Purchase of a replacement, 20 passenger wheel chair accessible bus to transport seniors (majority are low-income) and disabled adults to/ from the Senior Center, for local outing, shopping trips and medical appointments.				-	6,000	56,221		62,221	62,221	(h) added 12/16/09
52	Belle Air Parking Lot modification	San Bruno	Curve correction and street elevation adjustments to accommodate public transit bus service near Belle Air Elementary School. Additional improvements include parking lot reconfiguration, sign installations, striping, sidewalk installation, driveway improvements, curb ramps, and bus shelters to accommodate pedestrians.				-	6,000	151,251		157,251	157,251	(h) added 12/16/09
53	Senior shuttle bus	San Bruno	Purchase of a replacement, 20 passenger wheelchair accessible bus to improve low-income elderly transportation to the Senior Center. This bus will also be used to provide low-income children				-	6,000	100,000		106,000	106,000	(h) added 12/16/09
54	Sidewalks, solar bus shelters, curb ramps	San Bruno	The project involves the installation of wider sidewalk, solar powered lighted bus shelters and accessible curb ramps adjacent to and leading to SamTrans bus stops in the City of San Bruno. The				-	6,000	201,600		207,600	207,600	(h) added 12/16/09
55	Countywide Low-Income Bus Tickets	San Mateo County HSA	Provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in self-sufficiency and family strengthening activities.				-	200,000			200,000	200,000	(h) revised 7/28/10
56	Bayshore Bus Stop Improvements	Daly City	Provide a new bus shelter and access improvements for the SamTrans southbound bus stop on Bayshore Boulevard, just south of Geneva Avenue.				-		169,171		169,171	169,171	(h) added 2/24/10 (s) revised 5/23/18
56	Fixed Route Bus Procurement	SamTrans	Replace the articulated bus fleet, which has reached the end of its useful life. Replacement vehicles will provide reliable bus service to the County's most at-risk populations. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is \$36K per year; only 26% of all SamTrans riders own or have access to a car.						18,010		18,010	18,010	(s) added 6/27/18
57	Bus Stop Improvements in Communities of Concern	SamTrans	Provide for the improvement of bus stops in select locations throughout communities of concern.				-						(h) added 2/24/10
County Bid Target				1,348,711	1,145,565	203,823	2,698,099	295,228	747,555	232,829	1,275,612	3,973,711	
Proposed Programming				1,348,711	1,000,000	203,823	2,552,534	295,228	893,120	232,829	1,421,177	3,973,711	
Unprogrammed Balance				-	145,565	-	145,565	-	(145,565)	-	(145,565)	-	

**Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)**

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
Santa Clara County													
58	Bus Lines 17 & 14 in Gilroy	SCVTA	Improve community bus services on Lines 14 & 17 in Gilroy by operating as two-way routes	984,982			984,982	216,556			216,556	1,201,538	revised 12/16/09
59	Family Transportation Services	Outreach & Escort	Maintain funding to the Family Transportation Services programs, Guaranteed Ride Home (GRH) and Jump Start (JS). The GRH program provides door-to-door transportation to program participants and their dependent children. The JS program provides financial assistance to cover the cost of minor repairs to personal vehicles.	998,292		632,276	1,630,568	218,360		473,450	691,810	2,322,378	(b) revised 07/28/10 (k) revised 5/25/11, 11/16/11
60	Together We Ride	Outreach & Escort	Provide transportation to homeless families, veterans, emancipated foster youth, political refugees and other vulnerable populations. Transit capital funds to purchase hybrid sedans and small wheelchair-lift equipped buses for multiple rider groups	887,785	2,100,741		2,988,526	193,998	1,374,908		1,568,906	4,557,432	revised 04/28/10
61	Senior Transportation	Outreach & Escort	Maintain funding for program providing seniors with a menu of transportation options, such as demand-response rides, individualized transportation plans and a volunteer driver program	1,251,057			1,251,057	273,402			273,402	1,524,459	revised 04/28/10
62	Hybrid Bus Purchase	SCVTA	prevent service delays and run cancellations and reduce fuel		1,400,494		1,400,494		909,873		909,873	2,310,367	12/16/09
63	Ways to Work Family Loan Program	Peninsula Family Service	The Ways to Work (WTW) program provides small, short-term, low-interest loans to low-income families for the purpose of purchasing or repairing a car to get to work, childcare, and to pursue educational or job training opportunities.				-			339,739	339,739	339,739	added 5/25/11, revised 11/16/11
County Bid Target				4,122,116	3,501,235	632,276	8,255,627	902,316	2,284,781	813,189	4,000,286	12,255,913	
Proposed Programming				4,122,116	3,501,235	632,276	8,255,627	902,316	2,284,781	813,189	4,000,286	12,255,913	
Unprogrammed Balance				-	-	-	-	-	-	-	-	-	



## Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
Solano													
64	Route 85	Vallejo	Sustain intercity Route 85 which serves downtown Vallejo, Baylink Ferry, Sereno Transit Center, Discovery Kingdom, Green Valley Shopping Area, Solano Community College in Fairfield, and Solano Mall.	375,000			375,000				-	375,000	
65	Route 1	Vallejo	Sustain Route 1 which connects downtown Vallejo with Vallejo Middle and Senior High schools, South Vallejo Community Shopping Centers, the Curtola Park and Ride and Sonoma Boulevard.	600,000			600,000				-	600,000	
66	Saturday/Weekday Service	Dixon	Maintain the current dial-a-ride service for Dixon Read-Ride on weekdays and Saturday.	69,776			69,776	228,698			228,698	298,474	revised 12/16/09
67	Replacement Van	Dixon	Capital Funding for the replacement of one 18 passenger Type III paratransit bus for the Dixon Read-Ride general public Dial-a-Ride system.		60,000		60,000				-	60,000	
68	Bus Shelters	Fairfield/Suisun Transit	Improve 30 sites that include installation/repair of transit shelters, ADA curb cuts, concrete work, installation of benches, and other transit friendly amenities such as lighting and transit information.		300,000		300,000		119,088		119,088	419,088	revised 2/24/10
69	Bus Shelters	Vallejo	Replace, install and enhance, up to 65 bus shelters and bus stops including amenities such as solar lighting, trash receptacles, signage and benches.		361,010		361,010		400,004		400,004	761,014	revised 12/16/09
70	Bus Shelters	Vacaville	Procurement and installation of transit amenities within 5 low-income/senior/elderly communities in Vacaville. Transit amenities include bus shelters with benches, trash receptacles, map/schedule		109,800		109,800				-	109,800	
71	Van Replacement	Dixon	Replacement of one 18-passenger Type III paratransit bus for the Dixon Read-Ride Dial-a-Ride system.		15,000		15,000				-	15,000	
72	Replacement Vehicles	Fairfield/Suisun Transit	Replace 2 paratransit vans with two higher capacity paratransit vans. The new vehicles will be able to hold 18 passengers and 4 wheelchairs.		41,600		41,600				-	41,600	
73	Solano Community College Project	Vallejo Transit	Provide service to Solano Community College, as well as other employment and service destinations			250,000	250,000				-	250,000	(c)
74	DRIVES/CARS Programs	Benicia Community Action	Provides down payments for cars to low-income applicants. Funds will also be used for repairs to vehicles donated to the program.			30,000	30,000				-	30,000	(c)
75	Installation of Bicycle Racks	Fairfield/Suisun Transit	Install bike racks on 12 coaches to accommodate riders who need to use multiple travel modes to get to work and other destinations			45,000	45,000				-	45,000	(c)
76	Route 2 Frequency Improvements	Fairfield/Suisun Transit	Develop new service alignment, uncoupling Route 2 from Travis Air Force Base (AFB) and establishing a new Travis AFB shuttle, improving service and increasing access to jobs			91,834	91,834				-	91,834	(c)
77	Downtown Flex Shuttle	Fairfield/Suisun Transit	serving City Hall in Suisun City, Amtrak, Fairfield City Hall, Solano				-		60,000		60,000	60,000	added 12/16/09
78	Expanded Route 5 service	Vallejo	to Solano Community College, local businesses medical, and social				-			400,000	400,000	400,000	added 07/28/10
County Bid Target				1,044,776	887,410	416,834	2,349,020	228,698	579,092	400,000	1,207,790	3,556,810	
Proposed Programming				1,044,776	887,410	416,834	2,349,020	228,698	579,092	400,000	1,207,790	3,556,810	
Unprogrammed Balance				-	-	-	-	-	-	-	-	-	

## Second-Cycle Lifeline Program of Projects - Tier 1 & 2 (FY 2009-2011)

#	Project	Project Sponsor	Project Description	Tier 1 Funding Sources			Tier 1 Total	Tier 2 Funding Sources			Tier 2 Total	TOTAL Lifeline Funding	Notes
				STA	1B	JARC		STA	1B	JARC			
Sonoma County													
79	Bus purchase	Santa Rosa CityBus	Bus purchase for Roseland service improvements on Routes 9 and 14		483,744		483,744		331,662		331,662	815,406	revised 2/24/09
80	Route 19	Santa Rosa CityBus	Sustain and enhance Route 19 in Roseland	394,117		130,872	524,989	120,555		155,674	276,229	801,218	revised 07/28/10
81	Natural gas coach purchase	Sonoma County Transit	Purchase of 14 natural gas coaches for high-density routes (60, 22, 42 and 20) serving low-income areas		483,744		483,744		331,661		331,661	815,405	revised 2/24/10
82	Existing bus service	Sonoma County Transit	Sustain existing service on Routes 20/22, 30, 42, 44/48 and 60	632,389			632,389	113,823			113,823	746,212	revised 12/16/09
83	Existing bus service	Petaluma Transit	Sustain existing city-wide service	141,365			141,365				-	141,365	
84	Bus replacement	Healdsburg Transit	Funds to replace the old fixed-route mini bus		49,000		49,000	-			-	49,000	
85	Existing bus service	Healdsburg Transit	Sustain existing city-wide service	28,872			28,872	6,366			6,366	35,238	revised 12/16/09
86	County transit plan	Services	collaborative efforts				-	21,219			21,219	21,219	added 12/16/09
87	3	Petaluma Transit	opportunities for low-income individuals. Transit routes 1, 2, and 3			50,000	50,000			251,150	251,150	301,150	added
County Bid Target				1,196,743	1,016,488	181,331	2,394,562	261,963	663,323	407,515	1,332,801	3,727,363	
Proposed Programming				1,196,743	1,016,488	180,872	2,394,103	261,963	663,323	406,824	1,332,110	3,726,213	
Unprogrammed Balance				-	-	459	459	-	-	691	691	1,150	
Regional Grand Totals													
Lifeline Program Revenue Sources				18,318,253	16,812,399	3,479,620	38,610,272	4,158,139	10,528,943	4,203,907	18,890,989	57,501,261	
Total Proposed Programming				18,318,254	16,679,998	3,479,667	38,477,919	4,158,138	10,661,343	4,203,216	19,022,697	57,500,616	
Unprogrammed Balance				(1)	132,401	(47)	132,353	1	(132,400)	691	(131,708)	645	

### Notes

- (a) Alameda County received a \$5,098,588 advance of their Tier 1 Prop 1 B funds in FY08. The funds and projects shown here were applied for in April 2008. Allocation of \$270,954 of Proposition 1B funds from from Ashby BART station elevator to MacArthur BART Station Plaza Improvement is conditioned upon approval from the Alameda County Transportation Commission in December 2012.
- (b) Includes \$57,977 in Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and \$130,000 in Tier 2.
- (c) JARC funds part of the Small Urbanized Area program administered by Caltrans.
- (d) Golden Gate Transit will claim the funds for these projects. Totals include administration costs.
- (e) Moved from Tier 2 to Tier 1, May 2009.
- (f) AC Transit will claim the funds for these projects.
- (g) Tier 1 STA amount partially backfilled with Tier 2 JARC to meet sponsor's original funding request and make additional Tier 2 STA available to other projects.
- (h) SamTrans will claim the funds for these projects. Tier 2 STA amounts are for SamTrans' administration costs.
- (i) MTA will claim the funds for this project. Approval of this project is subject to project sponsor securing the necessary easements.
- (j) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans in Tier 1 and \$323,225 in Tier 2.
- (k) \$165,359 of the total Large Urbanized Area JARC funds awarded in Tier 2 were reprogrammed in Res. 3788 due to discontinuation of another First Cycle Lifeline project in Santa Clara County. The Tier 2 JARC amount available for MTC to encumber in this Resolution is \$343,450.
- (l) JARC funds part of the Small Urbanized Area JARC funds administered by Caltrans.
- (m) Allocation of \$35,000 in JARC funds from San Leandro LINKS Shuttle to Neighborhood Bike Centers is conditioned upon approval from the Alameda County Transportation Commission.
- (n) \$70,688 in STA funds transferred from VINE Route 11 and reprogrammed to VINE Route 29 in December 2012.
- (o) On 4/22/15, \$216,000 in Lifeline Cycle 2 Proposition 1B funds were removed from the San Bruno Transit Preferential Streets (TPS) project and programmed to the Potrero Hill Pedestrian Safety and Transit Stop Improvements project. The San Bruno TPS project never received the \$216,000 in FY2009-10 Proposition 1B funds that were programmed to the project; the San Bruno TPS project is instead being funded as part of SFMTA's Muni Forward project and the \$216,000 in FY2009-10 funds were advanced to the Urban Core category from the Lifeline category in May 2011 in order to accommodate urgent funding needs of the Central Subway project. SFMTA has confirmed that in April 2015, the \$216,000 will be returned to the Lifeline category using SFMTA's FY2015 Revenue-Based PTMISEA funds (see MTC Resolution Nos. 3880, Revised and 4179, Revised).
- (p) On 6/22/16, Project Cost saving of \$100,510 in Lifeline Cycle 2 Proposition 1B funds were transferred from the Randolph/ Fanalones/ Orizaba Transit Access Improvements project and programmed to the Mission Bay Loop project. The additional \$100,510 would fund unanticipated project costs associated with relocating a sewer line adjacent to the track on the Mission Bay Loop project. (see also MTC Resolution Nos. 3880, Revised).
- (q) On 10/26/16 Project Cost savings of \$13,164 in Lifeline Cycle 2 Proposition 1B funds was transferred from the Hunter's View Revitalization Project and programmed to the Mission Bay Loop project. The additional \$13,164 would fund unanticipated project costs associated with relocating a sewer line adjacent on the track of the Mission Bay Loop project (See Resolution 3880 Revised).
- (r) On 05/24/17 unused JARC Program funds from FTA Grant CA-37-X104 in the amount of \$304,532 in Lifeline Transportation Cycle 2 (LTP C2) funds were redirected/ programmed to the San Leandro LINKS Shuttle sponsored by San Leandro Transportation Management Organization (\$204,532) and the Neighborhood Bicycle Center project sponsored by Cycles of Change (\$100,000) for similar ongoing work on their LTP C2 projects.
- (s) On 06/27/18, project cost savings of Proposition 1B funds from Daly City Bayshore Bus Stop Improvements in the amount of \$18,010 in LTP Cycle 2 were redirected/ programmed to the SamTrans replacement of articulated bus fleet project.
- (t) On 06/27/18, remaining Cycle 2 STA funds from the East Palo Alto Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project in the amount of \$91,204 were redirected/programmed to Route 17 project (on the coastside of San Mateo County).
- (u) On 03/27/19, remaining Cycle 2 STA funds from the East Palo Alto Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations project in the amount of \$80,912 were redirected/programmed to the Ways to Work Family Loan Program.
- (v) On 03/27/19, remaining Cycle 2 STA funds from the Bayshore Shuttle Service project in the amount of \$41,461 were redirected/programmed to the Ways to Work Family Loan Program.
- (w) On 03/27/19, remaining Cycle 2 STA funds from the Shelter Network - Van Purchase project in the amount of \$7,820 were redirected/programmed to the Ways to Work Family Loan Program.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	19-0142	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Consent	
<b>File created:</b>	1/31/2019	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	3/6/2019	<b>Final action:</b>		3/27/2019	
<b>Title:</b>	MTC Resolution No. 3989, Revised and 4202, Revised. Revisions to the MTC Exchange Program and One Bay Area Grant (OBAG 2) Program, for the Innovative Deployments to Enhance Arterials (IDEA) program.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">6e PAC-2c MTC Resos-3989-4202 IDEA Program.pdf</a> <a href="#">2c Resos-3989-4202 IDEA Program.pdf</a>				

Date	Ver.	Action By	Action	Result
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### Subject:

MTC Resolution No. 3989, Revised and 4202, Revised. Revisions to the MTC Exchange Program and One Bay Area Grant (OBAG 2) Program, for the Innovative Deployments to Enhance Arterials (IDEA) program.

### Presenter:

Mallory Atkinson

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

March 6, 2019

Agenda Item 2c

**MTC Resolution Nos. 3989 Revised, and 4202 Revised**

**Subject:** Revisions to the MTC Exchange Program and One Bay Area Grant (OBAG 2) Program, for the Innovative Deployments to Enhance Arterials (IDEA) program.

**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 September 2018, the Commission approved MTC Resolution No. 4357 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. In November 2018 the \$4 million was assigned to specific projects within the MTC Exchange Program, MTC Resolution 3989.

**Exchange Commitments**

Staff recommends the following modifications to the MTC exchange Program, MTC Resolution 3839, and making adjustments to OBAG 2 – MTC Resolution No. 4202 Attachment B-1 Revised, to reflect these modifications.

- Change recipient of the Concord IDEA project from the Contra Costa Transportation Authority (CCTA) to the City of Concord and reduce the funding from \$619,000 to \$589,000
- Reduce funding amount for the MTC Richmond-San Rafael Bridge Forward project from \$1,160,000 to \$1,046,000
- Redirect these funds to a new project for the MTC-led portion of the Concord IDEA project for \$144,000. The \$144,000 covers the required match identified in MTC Resolution 4357.

These modifications result in no net change to total funds committed to-date in the MTC Exchange Program and delivers the same improvements.

**Issues:** None

**Recommendation:** Refer MTC Resolution Nos. 3989, Revised, and 4202, Revised to the Commission for approval. Because Resolution 4202 is proposed for revision under another agenda items, it is included once under Agenda Item 4a with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

**Attachments:** MTC Resolution No. 3989, Revised, Attachments B

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  
11/28/18-C 03/27/19-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.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from \$619,000 to \$589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from \$1,160,000 to \$1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for \$144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the \$144,000 amount. These changes result in no net change to total funds committed to-date.

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, November 14, 2018, and March 6, 2019.

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3989

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

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

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

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

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

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

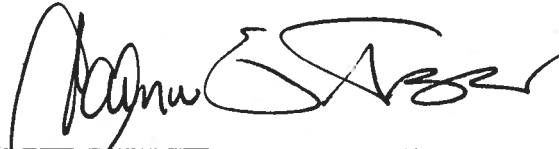
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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Scott Haggerty, Chair

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



## MTC Exchange Program Funding Commitments Attachment B

March 27, 2019

### Committed Funding To-Date

	Recipient	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	<del>CCTA</del> <u>Concord</u>	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	<del>\$619,000</del> <u>\$589,000</u>
11	Walnut Creek	IDEA - Various Locations	4202	11/28/2018	\$621,000
12	Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000
13	MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	<del>\$1,160,000</del> <u>\$1,046,000</u>
14	MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000
15	MTC	<u>IDEA - Concord Blvd, Clayton Rd &amp; Willow Pass Rd</u>	<u>4202</u>	<u>3/27/2019</u>	<u>\$144,000</u>
<b>Total Committed To-Date:</b>					<b>\$48,326,000</b>

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\March PAC\[tmp-3989\_Attachments\_A\_B\_C.xlsx]Attach B 03-27-19



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0149      **Version:** 1      **Name:**

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

**File created:** 2/6/2019      **In control:** Programming and Allocations Committee

**On agenda:** 3/6/2019      **Final action:** 3/27/2019

**Title:** MTC Resolution No. 4333, Revised. Amendment to the RM2 Operating and Marketing Program to add \$2 million for a carpool incentive program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6f PAC-2d MTC Reso-4333 Carpool Incentive Program.pdf](#)  
[2d Reso-4333 Carpool Incentive Program.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4333, Revised. Amendment to the RM2 Operating and Marketing Program to add \$2 million for a carpool incentive program.

**Presenter:**

Cheryl Chi

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee****March 6, 2019****Agenda Item 2d****MTC Resolution No. 4333, Revised**

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**Subject:** Amendment to the RM2 Operating and Marketing Program to add \$2 million for a carpool incentive program.

**Background:** In January, the BATA budget amendment included a \$2 million increase for the RM2 marketing program and staff proposes that the Commission take corresponding action to add the funds the RM2 operating and marketing program administered by our agency. These funds are part of a proposed larger funding package for the launch of a regional carpool program. The Bay Area Carpool Challenge will help employers reduce single occupancy vehicle rates and encourage HOV3+ carpooling among their employees. MTC will procure a commute technology platform vendor that helps employers manage transportation options, provide incentives directly to employees that carpool, and track behavior change.

Providing the RM2 funds now will allow staff to pursue some early activities such as outreach and initial technical program set-up. Further information regarding the regional carpool program including a full funding plan proposal will be brought to the Commission for consideration later this spring.

**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 02/27/19-DA  
03/27/19-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.

This resolution was revised on February 27, 2019 by Executive Director's Administrative Action to rescind marketing funds from 511 Real Time and reallocate those funds plus the unprogrammed marketing balance to four projects—Solano Express, NVRTA's Route 29, AC Transit Transbay Service, and regional campaign for Bike to Work, Trails, and Transit Week.

This resolution was revised on March 27, 2019 to program \$2 million in marketing funds for a carpool incentive program.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 9, 2018 November 14, 2018, and March 6, 2019.

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

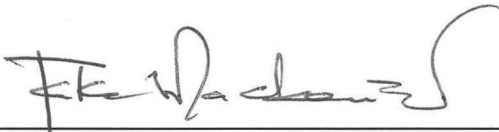
WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

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)**

<b>Project #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Route</b>	<b>Programmed (notes 1,2)</b>
1	Richmond Bridge Express	Golden Gate Transit	Route 40	2,473,725
<b>Total</b>				<b>2,473,725</b>
2	Napa VINE Service	NCTPA	Route 29	426,400
<b>Total</b>				<b>426,400</b>
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
<b>Total</b>				<b>3,750,608</b>
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
<b>Total</b>				<b>7,073,629</b>
5	Dumbarton Bus	AC Transit	Routes DB	1,432,828
		AC Transit	Route DB1	1,534,148
<b>Total</b>				<b>2,966,976</b>
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
<b>Total</b>				<b>16,500,000</b>
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
<b>Total</b>				<b>2,054,000</b>
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	<b>2,500,000</b>
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/ Oakland/San Leandro Corridor	<b>3,000,000</b>
11	WETA planning	WETA	Planning and operations	<b>3,000,000</b>
12	Clipper	MTC	Operations	<b>2,000,000</b>
13	Transbay Transit Center	TJPA	Terminal Operations	<b>3,000,000</b>
<b>Grand Total</b>				<b>48,745,338</b>

**RM2 Marketing Assistance Program (note 3)**

<b>Project Name</b>	<b>Operator</b>	<b>Description</b>	<b>Programmed</b>
Clipper®	MTC	Public Information and Marketing	2,600,000
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	101,561
Richmond Service Outreach	WETA	Public Information and Marketing	200,000
Solano Express	FAST, Solano TA, Soltrans	Public Information and Marketing	50,000
Route 29	NVTA	Public Information and Marketing	20,000
Bike to Work, Trails, and Transit Week Awareness	MTC	Public Information and Marketing	100,000
<b>Carpool Incentive Program</b>	<b>MTC</b>	<b>Public Information and Marketing</b>	<b>2,000,000</b>
<b>Grand Total</b>			<b>6,460,000</b>

- 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)

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**File #:** 19-0140      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Consent  
**File created:** 1/31/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 3/6/2019      **Final action:** 3/27/2019  
**Title:** MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-10.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6g PAC-2e MTC Reso-4375 TIP Amendment 2019-10.pdf](#)  
[2e Reso-4375 TIP Amendment 2019-10.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-10.

**Presenter:**

Adam Crenshaw

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

March 6, 2019

Agenda Item 2e

**MTC Resolution Nos. 4375, Revised**

**Subject:** 2019 Transportation Improvement Program (TIP) Amendment 2019-10.

**Background:** The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP at least once every two years. The 2019 TIP, covering the four-year period from FY 2018-19 through 2021-22, was adopted by the Commission on September 26, 2018, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 17, 2018. The 2019 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2019-10 makes revisions to four projects with a net funding decrease of approximately \$18.7 million. Among other changes, this revision:

- Amends one new exempt project into the TIP; and
- Archives one project.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP, and therefore the 2019 TIP remains financially constrained with this amendment.

The 2019 TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also available in the MTC offices at 375 Beale Street, San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

This amendment will be transmitted to Caltrans after the Commission approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 4375, Revised to the Commission for approval.

**Attachments:** Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-10  
MTC Resolution No. 4375, Revised

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TIP Revision Summary  
2019-10

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
ALA030002	Alameda County	Alameda: Vasco Road Safety Improvements	Update the funding plan to remove \$224K in Local and \$18.5M in RTP-LRP and archive the project. Individual segments of ongoing work will be added to the TIP as funding is identified.	-\$18,724,000	-33.5%
SM-170037	Woodside	Road Rehabilitation - Town of Woodside	Update the project description to reflect that rehabilitation will be performed on various streets and roads in Woodside	\$0	0.0%
SOL110035	Vallejo	Vallejo Downtown Streetscape	Update the funding plan to remove \$681K in STP and \$89K in Local that is being reprogrammed to SOL190004	-\$770,000	-14.6%
SOL190004	Vallejo	Vallejo - Sacramento St Streetscape	Amend a new exempt project into the TIP with \$681K in STP and \$89K in Local funds that are being transferred from SOL110035	\$770,000	~%
Total Funding Change:				-\$18,724,000	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$17,709,000	\$4,750,000	\$0	\$39,183,000	\$61,642,000	\$1,469,000
Proposed:	\$17,709,000	\$4,750,000	\$0	\$20,459,000	\$42,918,000	\$1,245,000
Delta:	\$0	\$0	\$0	-\$18,724,000	-\$18,724,000	-\$224,000

Date: September 26, 2018  
W.I.: 1512  
Referred by: PAC  
Revised: 12/19/18-C 01/23/19-C  
02/27/19-C 03/27/19-C

### ABSTRACT

#### Resolution No. 4375, Revised

This resolution adopts the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2019 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 12, 2018, December 12, 2018, January 9, 2019, February 13, 2019, and March 6, 2019. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2019 TIP'.

### 2019 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-01	Admin. Mod.	52	\$36,741,847	12/19/2018	12/19/2018
2019-02	Admin. Mod.	12	\$7,296,176	2/1/2019	2/1/2019
2019-03	Amendment	40	\$155,338,096	12/19/2018	Pending
2019-04	Admin. Mod.	Pending	Pending	Pending	Pending
2019-05	Amendment	3	\$22,503,964	1/23/2019	Pending
2019-06	Amendment	2	\$15,814,128	1/23/2019	Pending
2019-07	Admin. Mod.	Pending	Pending	Pending	Pending
2019-08	Amendment	12	-\$25,513,326	2/27/2019	Pending
2019-09	Admin. Mod.	Pending	Pending	Pending	Pending
2019-10	Amendment	4	-\$18,724,000	3/27/2019	Pending
Net Funding Change		125	\$193,456,885		
Absolute Funding Change			\$281,931,537		

Date: September 26, 2018  
W.I.: 1512  
Referred by: PAC

Re: Adoption of the 2019 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4375

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

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

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

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year; and

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

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

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

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2019 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

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

RESOLVED, that MTC adopts the 2019 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2019 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2019 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2019 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2019 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

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

RESOLVED, that the public participation process conducted for the 2019 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further



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

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

RESOLVED, that MTC finds that the 2019 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4374); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further


RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2019 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2019 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4375, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
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 September 26, 2018.

Date: September 26, 2018  
W.I.: 1512  
Referred by: PAC

Attachment A  
Resolution No. 4375  
Page 1 of 1

## **2019 Transportation Improvement Program**

The 2019 Transportation Improvement Program for the San Francisco Bay Area, adopted September 26, 2018, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2019 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2019 TIP Performance Report

Date: September 26, 2018  
W.I.: 1512  
Referred by: PAC  
Revised: 12/19/18-C 01/23/19-C  
02/27/19-C 03/27/19-C

Attachment B  
Resolution No. 4375, Revised  
Page 1 of 3

## **Revisions to the 2019 TIP**

Revisions to the 2019 Transportation Improvement Program (TIP) will be included as they are approved.

**Revision 2019-01** is an administrative modification that revises 52 projects with a net funding increase of approximately \$36.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 19, 2018. Among other changes, this revision:

- Updates the funding plans of 36 Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect obligations and programming decisions;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's US-101 Express Lanes in Santa Clara County project to reflect the programming of \$3.3 million in repurposed earmark funds;
- Updates the funding plan and back-up listing of the Caltrans-managed local Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually listed HBP-funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.3 million in repurposed earmark funds, \$17.4 million in HBP funds and \$5.3 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 2019-02** is an administrative modification that revises 12 projects with a net funding increase of approximately \$7.3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 1, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Road Repair and Accountability Act (SB1) and State Transportation

Improvement Program funded project, and one High Priority Program earmark funded project to reflect the latest programming decisions; and

- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$421,807 in High Priority Program earmark funds, \$207,000 in SB1 funds and \$6 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 2019-03** is an amendment that revises 40 projects with a net funding increase of approximately \$155 million. The revision was referred by the Programming and Allocations Committee on December 12, 2018, and approved by the MTC Commission on December 19, 2018. Caltrans approval was received on January 15, 2019, and final federal approval is expected in mid-February 2019. Among other changes, this revision:

- Updates the funding plans of six Highway Bridge Program funded projects to reflect the latest programming information from Caltrans;
- Adds two new exempt projects and one new non-exempt not regionally significant project, deletes an existing exempt project and updates the funding plans of 14 additional projects to reflect Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions and obligations;
- Adds one new grouped listing and updates the funding plans and back up listings of three existing grouped listings to reflect the latest information from Caltrans;
- Adds three additional new exempt projects to the TIP; and
- Carries forward two exempt projects and two grouped listings from the 2017 TIP.

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

**Revision 2019-04** is a pending administrative modification.

**Revision 2019-05** is an amendment that revises three projects with a net funding increase of approximately \$22.5 million. The revision was referred by the Programming and Allocations Committee on January 9, 2019, and approved by the MTC Commission on January 23, 2019. Caltrans approval is expected in late February 2019, and final federal approval is expected in mid-March 2019. Among other changes, this revision updates the funding plan and back-up listing of the Caltrans managed Highway Safety Improvement Program grouped listing. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 2019-06** is an amendment that revises two projects with a net funding increase of approximately \$15.8 million. The revision was proposed subsequent to the Programming and

Allocations Committee review of Revision 2019-05 on January 9, 2019 and was approved by the MTC Commission on January 23, 2019. Caltrans approval is expected in late February 2019, and final federal approval is expected in mid-March 2019. Among other changes, this revision:

- Adds one Federal Transit Administration Bus and Bus Facilities Program and Low or No Emission Vehicle Program funded Fairfield and Suisun Transit project to the TIP; and
- Adds the San Joaquin Regional Rail Commission's Oakley Station Platform project to reflect the award of Transit and Intercity Rail Capital Program funds.

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

**Revision 2019-07** is a pending administrative modification.

**Revision 2019-08** is an amendment that revises 12 projects with a net funding decrease of approximately \$25.5 million. The revision was referred by the Programming and Allocations Committee on February 13, 2019, and approved by the MTC Commission on February 27, 2019. Caltrans approval is expected in late March 2019, and final federal approval is expected in mid-April 2019. Among other changes, this revision:

- Adds one new exempt project and updates the funding plan of one other project to reflect the award of Federal Transit Administration Bus and Bus Facilities Infrastructure Investment Program discretionary grants;
- Updates the funding plan of the Solano Transportation Authority's I-80/I-680/SR-12 Interchange Improvements project to reflect the award of Trade Corridor Enhancement Program funds;
- Updates the funding plans of two Altamont Corridor Express projects to reflect the award of Transit and Intercity Rail Capital Program funds;
- Archives three implemented projects; and
- Deletes three projects that will not move forward as federal projects.

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

**Revision 2019-09** is a pending administrative modification.

**Revision 2019-10** is an amendment that revises four projects with a net funding decrease of approximately \$18.7 million. The revision was referred by the Programming and Allocations Committee on March 6, 2019, and approved by the MTC Commission on March 27, 2019. Caltrans approval is expected in late April 2019, and final federal approval is expected in mid-May 2019. Among other changes, this revision:

- Amends one new exempt project into the TIP; and
- Archives one project.

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-0136      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 1/31/2019      **In control:** Administration Committee  
**On agenda:** 3/6/2019      **Final action:** 3/27/2019  
**Title:** MTC Resolution No. 4265, Revised - Reauthorization of MTC Debt Policy

Proposed revisions to the MTC Debt Policy to include changes on total debt payments, debt rollover, and estimated fees.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [7a Admin-3a MTC Reso-4265 Debt Policy.pdf](#)  
[3a MTC Reso-4265 Debt Policy.pdf](#)

Date	Ver.	Action By	Action	Result
3/6/2019	1	Administration Committee		

### Subject:

MTC Resolution No. 4265, Revised - Reauthorization of MTC Debt Policy

*Proposed revisions to the MTC Debt Policy to include changes on total debt payments, debt rollover, and estimated fees.*

### Presenter:

Brian Mayhew

### Recommended Action:

Commission Approval



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
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## *Memorandum*

TO: Administration Committee

DATE: February 27, 2019

FR: Executive Director

RE: MTC Resolution No. 4265, Revised – MTC Debt Policy

MTC Resolution No. 4265 establishes the formal comprehensive debt policy with respect to the issuance and management of debt for the Metropolitan Transportation Commission (MTC) and its affiliated entities, including the Bay Area Toll Authority (BATA), and the Bay Area Infrastructure Financing Authority (BAIFA), and the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing administrative services under an agreement effective July 1, 2017.

There are three proposed changes to the debt policy - one for compliance with new state law, and the other two to improve debt administration. The proposed changes are:

- Disclosure of Total Expected Principal and Interest Payments - Prior policy only required disclosure of the total principal and the maximum rate, however SB 450 requires disclosure of total expected principal and interest payments so we have added this to the disclosure requirements in the policy.
- Disclosure of Estimated Fees (Section I.A.3.d) - Generally proposed fees are expressed as a percent of principal. However, underwriter fees are usually expressed as a discount to the principal amount capped at the same percent of principal. The change allows a fee to be expressed interchangeably as a percent of principal or a discount against principal so long as fees are capped at a rate consistent with the authorizing resolution.
- Debt Rollover (Sec. VIII) - Section VII, Refunding, allows advance refunding of bonds conditioned upon savings of 3% present value or other business objectives, such as to remove covenants. However, the policy did not account for a normal short term maturity and rollover refunding which is done in the normal course of portfolio management, so we have added Section VIII, Debt Rollover.

### **Recommendation**

Staff recommends that the Committee refer MTC Resolution No. 4265, Revised (attached) to the Commission for approval to renew the existing debt policy, with revisions described above, for calendar year 2019. The policy is subject to review annually.

---

Steve Heminger

SH/bm

Attachment



Date: January 25, 2017

W.I.:

Referred by: Admin. Committee

Revised: 06/28/17-C

03/28/18-C

03/27/19-C

### ABSTRACT

MTC Resolution No. 4265, Revised

This resolution authorizes the establishment of a Debt Policy with respect to the issuance and management of debts for the Metropolitan Transportation Commission (MTC) and its affiliated entities, including but not limited to the Bay Area Toll Authority (BATA) and the Bay Area Infrastructure Financing Authority (BAIFA), as delegated to MTC, and for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing administration of debts and other obligations effective July 1, 2017 pursuant to a contract for services between MTC and ABAG dated May 30, 2017.

This resolution was revised on June 28, 2017 to add ABAG to the MTC Debt Policy.

Attachment A to this Resolution is being submitted for the Commission's annual approval on March 28, 2018 as stipulated in the "Objectives" section of the attachment.

Attachment A to this Resolution is being submitted for the Commission's annual approval on March 27, 2019 as stipulated in the "Objectives" section of the attachment.

Further discussion of this amendment is contained in the Deputy Executive Director's memorandum to the Administration Committee dated June 7, 2017, and the Executive Director's memoranda to the Administration Committee dated February 28, 2018 and February 27, 2019.

Date: January 25, 2017

W.I.:

Referred by: Admin. Committee

Revised: 06/28/17-C

Re: Establishment of a Comprehensive MTC Debt Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 4265, REVISED

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

WHEREAS, the Bay Area Toll Authority (BATA), created pursuant to Streets & Highways Code §§ 30950 et seq. and the Bay Area Infrastructure Financing Authority (BAIFA) created pursuant to the joint exercise of powers agreement between MTC and BATA dated August 1, 2006 as amended, have requested MTC to assume administrative responsibility for BATA and BAIFA debts; and

WHEREAS, the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is providing administration of debts and other obligations, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG dated May 30, 2017; and

WHEREAS, MTC intends to administer all debts for which it is responsible pursuant to a single comprehensive debt policy; now, therefore, be it

RESOLVED, that MTC hereby adopts MTC Resolution No. 4265, as set forth in Attachment A to this Resolution, and incorporated herein as though set forth at length, which establishes MTC's debt policy with respect to the issuance and management of MTC debt.

METROPOLITAN TRANSPORTATION COMMISSION

  
Jake Mackenzie, Chair

The above resolution, revising and superseding the resolution approved on January 25, 2017, was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 28, 2017.

Date: January 25, 2017

W.I.:

Referred by: Admin. Committee

Revised: 06/28/17-C

03/28/18-C

03/27/19-C

Attachment A

MTC Resolution No. 4265

Page 1 of 7

## METROPOLITAN TRANSPORTATION COMMISSION DEBT POLICY

### Introduction

The purpose of the Debt Policy is to establish guidelines for the issuance and financial management of debts for which the Metropolitan Transportation Commission (MTC) is administratively responsible, including those of the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA). This Debt Policy is intended to guide decisions related to any debt issued by MTC or its affiliated entities. This Debt Policy is also intended to guide decisions related to any debt issued by the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities for which MTC is administering debts and other obligations, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG dated May 30, 2017. The MTC recognizes that cost-effective access to the capital markets is highly dependent on sound management of the MTC's debt program.

### Objectives

The purpose of the Debt Policy is to assist the MTC in meeting the following objectives:

- issue debt in accordance with established guidelines
- complete an approved capital financing plan
- timely repayment of debt
- maintain the highest of ratings that are consistent with the financing plan
- ensure compliance with applicable State and Federal laws
- assure access to credit markets
- preserve financial flexibility

The MTC's Debt Policy shall be reviewed and updated at least annually and presented to the Board for approval. The Debt Policy requires that the MTC's Board specifically authorize each debt financing by resolution approved by the Board.

### I. Long Term Debt Financing

A. The MTC will use the following criteria to evaluate pay-as you-go versus long-term debt financing in funding capital projects.

1) Factors that favor pay-as-you-go:

- a) Current revenues and adequate fund balances are available
  - b) Project phasing is feasible
  - c) Debt levels could adversely affect the MTC's or its affiliated entities' credit rating
  - d) Market conditions are unstable or present difficulties in marketing long-term debt
- 2) The MTC will consider the use of long-term debt financing for capital projects under, but not limited to, the following circumstances:
- a) When the project's useful life will equal or exceed the term of the financing.
  - b) Revenues available for debt service are considered self sufficient and reliable so that long term financing can be marketed with an appropriate credit rating.
  - c) The project that is being considered will not adversely affect the MTC's or its affiliated entities' credit rating.
  - d) Market conditions present favorable interest rates.
  - e) High priority projects that result from regional or economical conditions that require use of long term debt.
- 3) Each debt issuance shall be approved pursuant an individual resolution specifying the following:
- a) Total principal-- amount of the bonds.
  - b) Maximum interest rate, not to exceed 12%.
  - c) Total expected principal and interest payments
  - d) All fees associated with the issuance fees may be in the form of a discount rate applied to the bond issue or direct payments of the fees.
  - e) Bonds are to be fixed or variable.
  - f) Any other special terms or conditions.
- B. The MTC may use debt in special circumstances for projects other than long-term capital projects. Long-term debt will not be used to fund any ongoing operational costs.
- C. The MTC may use lease financing as appropriate means of financing capital facilities, projects and certain equipment. The useful life of the capital equipment, the terms and conditions of the lease and budget flexibility will be evaluated prior to the implementation of the lease obligation. Efforts will be made to fund capital on a pay as you go basis where feasible.

D. No debt shall be issued without approval of the resolution by the Board.

#### Capital Financing Plan

A Capital Financing Plan will be prepared for each long term debt financing. Analysis must include, but is not limited to, the following requirements:

- a) description and availability of all sources of funds
- b) timing and priority of capital projects
- c) a financing plan which includes but not limited to:
  - 1) debt coverage
  - 2) debt covenants
- d) debt service requirements
- e) effect of projects on debt capacity
- f) measurable objectives or goals
- g) conformance with SB 540 provisions

#### Debt Service Reserve Fund

A debt service reserve fund (DSRF) will be funded with every tax exempt bond issue. The reserve will be funded with bond proceeds or a DSRF surety policy provided by a rated bond insurer. A DSRF will not be required on taxable financing if there is no negative or additional cost implications to the financing. An analysis and financing plan will be prepared for each debt financing which analyzes the optimal method and level of funding the DSRF and selecting the appropriate bond insurer to achieve project objectives and support debt service.

## II. Short Term Financing

Short term borrowing may be utilized for any purpose for which long term debt may be issued. Additionally, short-term borrowing may be utilized as a source of temporary funding of operational cash flow deficits, of anticipated revenues, of inter-fund borrowing or as an interim source of funding in anticipation of long-term borrowing. Short term debt can be issued as follows, but not limited to:

- a) Bond Anticipation Notes (BANs)
- b) Tax and Revenue Anticipation Notes (TRANs)
- c) Grant Anticipation Notes (GANs)
- d) Lines of Credit/Letters of credit

e) Commercial paper (CP)

A financing plan must be submitted prior to the use of short term financing.

**III. Variable Rate Debt**

The MTC may issue variable rate debt. It is often appropriate to issue variable rate debt to diversify the debt portfolio and improve the match of assets to liabilities. An analysis and budgeting plan will be prepared for each debt financing which analyzes the optimal amount of hedged and unhedged variable rate debt appropriate to achieve project objectives and support debt service.

**IV. Credit Enhancements**

The MTC may purchase bond insurance, letters of credit or other means of credit enhancement for its borrowing if the credit enhancement improves the credit quality of the bonds and as a result provide the MTC with interest cost savings or other substantial market advantages. An analysis of utilizing credit enhancement instruments will be prepared for each debt financing to determine if there is appropriate value to support purchasing the enhancement.

**V. Structured Financial Products (Derivatives)**

The MTC may utilize derivative products such as floating-to-fixed and fixed-to- floating rate swaps as a tool to manage interest rate risk or reduce interest rate cost in the debt portfolio. Derivative products will be evaluated on a case-by-case basis to determine the value of potential benefits as well as a clear understanding of structured products.

The MTC will consider the following risk when considering structured products:

- 1) Counterparty risk: The counterparty's ratings, or the ratings of an entity controlling the counterparty, must be the equivalent of "A+" or better from three nationally recognized rating agencies, and the counterparty must have ratings that are equal to or better than MTC's current ratings from any two nationally recognized rating agencies at the time of the execution of the transaction.

1A. Counterparty Limits:

Corporate Rating <sup>(a)</sup>	Counterparty Security	Portfolio Limit	Single Firm Limit
AAA Collateral	No Limit	No Limit	
AAA Agreement	Over-Collateralized	No Limit	No Limit
AA <sup>(b)</sup>	Collateral	No Limit	No Limit
A <sup>(b)</sup>	Collateral	No Limit	25%

- (a) – or equivalent
- (b) – without graduation

- 2) Credit risk: Swap agreement will require unilateral posting by the counterparty if it fails to maintain its credit ratings
- 3) Counterparty exposure risk: The MTC will attempt to use different counterparties to diversify exposure; however, the selection of a counterparty should not be at the expense of pricing or other credit factors.
- 4) Termination risk: Swap agreement will allow the MTC the unilateral option to terminate the swap at any time with 30 days notice.
- 5) Rollover risk: All swap transactions will be coterminous with the bonds issued.
- 6) Amortization risk: The swap will be structured to amortize with the underlying bond.

Structured financial derivative products may not be used for speculative purposes. Derivative products shall not be used for the sole purpose of generating operating or capital proceeds. Prior Board approval is required in order to utilize a derivative product.

- 7) Novation/ Assignment: If counterparty or the entity controlling the counterparty does not maintain ratings conforming to subparagraph (1), the MTC may seek novations and assignments with replacement counterparties to reduce the MTC'S exposure. Replacement counterparties must be rated higher than the counterparty being novated but not less than "A-" or equivalent from two rating agencies. In determining eligible novations/assignments, credit limitations in Section 1A shall not apply.
- 8) Conformance with Dodd-Frank: It is the intent of the MTC to conform this policy to the requirements relating to legislation and regulations for over-the-counter derivatives transactions under Title VII of the Wall Street Transparency and Accountability Act of 2010, as supplemented and amended from time to time (herein collectively referred to as "Dodd-Frank"). Pursuant to such intent, it is the policy of the MTC that: (i) each swap advisor engaged or to be engaged by the MTC will function as the designated qualified investment representative of the MTC, sometimes referred to as the "Designated QIR"; (ii) each swap advisor agrees to meet and meets the requirements specified in Commodity Futures Trading Commission Regulation 23.450(b)(1) or any successor regulation thereto (herein referred to as the "Representative Regulation"); (iii) each swap advisor provide a written certification to the MTC to the effect that such swap advisor agrees to meet and meets the requirements specified in the Representative Regulation; (iv) the MTC monitors the performance of each swap advisor consistent with the requirements specified in the Representative Regulation; (v) the MTC exercise independent judgment in consultation with its swap advisor in evaluating all recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this Debt Policy; and (vi) the MTC relies on the advice of its swap advisor with respect to transactions authorized pursuant to this Debt Policy and not rely on recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this Debt Policy

## **VI. Debt Capacity**

An analysis and financing plan will be prepared for each debt financing which analyzes the optimal amount of debt capacity to achieve project objectives and support debt service. Debt levels will be maintained at a level consistent with project objectives and creditworthiness goals.

## **VII. Refunding**

Debt issues will be monitored, on an ongoing basis, for potential savings via refunding opportunities. Refunding will be considered (within federal tax law constraints) if and when there is a net present value economic benefit of 3% resulting from the refunding; and refundings may be non economic and may be undertaken to achieve other project objectives such as, changes in covenants, call provisions, operational flexibility, tax status, issuer, or the debt service profile.

## **VIII. Debt Rollover**

An analysis will be prepared discussing the economic merits of the refunding and presented to the Board. Debt that is maturing and will be refunded as a rollover to a new maturity may be refunded or advance refunded as a business practice necessary for the administration of the debt portfolio without consideration of refunding criteria.

## **IX. Bond Proceeds**

Proceeds will be invested in compliance with the provisions of the bond indenture, federal and state tax requirements, and as well as the adopted Investment Policy.

## **X. Bond Covenants and Laws**

The MTC shall comply with all covenants and requirements of the bond resolutions, and State and Federal laws authorizing and governing the issuance and administration of debt obligations.

The MTC shall comply with the reporting requirements of Senate Bill No. 1029.

## **XI. Continuing Disclosure**

In addition to annual audit and reporting disclosures, the finance department shall comply with all continuing disclosure requirements including Rule 15(c)2-12 of the Securities and Exchange Commission by filing an annual report with each Nationally Recognized Municipal Securities Information Repository and State Repository, if any, that provides certain required financial information and operating data relevant to bondholders within 270 days of the close of the fiscal year.



**XII. Arbitrage and Rebate Compliance**

The finance department shall maintain a system of accounts, record keeping and reporting as required under Generally Accepted Accounting Principles (GAAP) bond covenants and resolutions.

The use of bond proceeds and their investments must be monitored to ensure timely compliance with both current and future federal tax arbitrage restrictions. All rebates, if any, shall be made in a timely manner.

**XIII. Internal Control Procedures**

The finance department maintains internal control procedures to monitor and ensure that the proceeds of all debt issuance is directed to and utilized for the intended use. Such procedures are tested as part of the annual financial audit.

**XIV. Bond Rating Agency**

The finance department shall be responsible for maintaining the MTC's relationships with the credit rating agencies. The MTC will maintain a practice of meeting regularly with credit analysts from the bond rating agencies to keep them informed of the MTC's borrowing plans, financial profile, and financial condition.

**XV. Investor Relations**

The finance department will make all efforts to keep the various investors informed of current events surrounding the MTC. The finance department will make all efforts to respond to questions from fund managers in a most timely and efficient manner.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-0207      **Version:** 1      **Name:**  
**Type:** Senate Bill      **Status:** Commission Approval  
**File created:** 2/26/2019      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee  
**On agenda:** 3/8/2019      **Final action:** 3/27/2019  
**Title:** SB 5 (Beall): Local-State Sustainable Investment Incentive Program

Establishes a new mechanism to use local property tax revenue for affordable housing, infrastructure and sea-level rise mitigation, among other purposes.

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [8a LEGIS 6b SB 5 Beall Sustainable Investment.pdf](#)  
[6b SB 5 Beall Sustainable Investment.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2019	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

**Subject:**

SB 5 (Beall): Local-State Sustainable Investment Incentive Program

Establishes a new mechanism to use local property tax revenue for affordable housing, infrastructure and sea-level rise mitigation, among other purposes.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support in Concept / MTC Commission Approval and ABAG Executive Board Approval

**Attachments:**

## *Memorandum*

TO: Joint MTC Legislation Committee and  
ABAG Legislation Committee

DATE: March 1, 2019

FR: Deputy Executive Director, Policy

RE: SB 5 (Beall): Local-State Sustainable Investment Incentive Program

### **Background**

Senate Bill 5 would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and sea-level rise mitigation, among other purposes. The program, named the Local-State Sustainable Investment Incentive Program, would be funded using Educational Revenue Augmentation Fund (ERAF) funds from the county in which the project is located, subject to approval of the project by the state Sustainable Investment Incentive Committee (SIIC), which the bill would create. The bill would authorize \$200 million per year from fiscal years (FY) 2021-25 and \$250 million per year from FY 2026-29 for a grand total of \$2 billion in funds. The intention of the bill is to hold school funding harmless. Further amendments are planned to clarify some of the fiscal aspects of the bill.

### **Recommendation: Support in Concept**

### **Discussion**

Since 1992, state law has required local agencies to reallocate a portion of property tax revenue to the ERAF for redistribution to local school districts as a way to backfill state funding cuts. SB 5 would allow this property tax increment to be used instead for the following purposes, subject to approval of a specific grant application by the SIIC.

- Construction of workforce and affordable housing.
- Transit-oriented development in priority locations that maximize density and transit use, and contribute to the reduction of vehicle miles traveled and greenhouse gas emissions. Fiscal incentives shall be offered to offset local community impacts associated with greater densities.
- Infill development, including improvements to existing infrastructure that supports infill development.
- Reuse and redevelopment of previously developed, underutilized land that is presently served by transit, street, water, sewer, and other essential services, particularly in underserved areas.
- Preserving cultural and historic resources.
- Local community planning and engagement efforts to revitalize and restore neighborhoods.
- Protecting communities dealing with the effects of sea-level rise.

As noted above, the bill would establish a new state level committee, the SIIC, to review and approve applications. The SIIC would be comprised of nine members, including the chair of the Strategic Growth Council, the chair of the California Infrastructure and Economic Development Bank, the chair of the California Workforce Investment Board, the Director of the Department of Housing and Community Development, Senate and Assembly appointees and a public member appointed by the Governor.

The bill would require the SIIC, upon approval of an application, to direct the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be contributed to the county's ERAF from the applicant (e.g. a city or a county) by the amount approved to fund the project in a given year. For an applicant who does not already contribute to a county's ERAF, such as an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, the bill would require the county auditor to transfer to that entity property taxes in the amount of funding for the project that was approved by the SIIC for that year. The bill would authorize applicants to use approved amounts to incur debt or issue bonds or other financing to support an approved project.

Based on staff's preliminary review, SB 5 appears to be an innovative approach to harnessing property tax funding to build affordable housing and other important local priorities, including sea level rise mitigation. As you know, CASA Compact Item #9 included property tax increment as a potential source of funding for affordable housing and also included Redevelopment 2.0 as a Call to Action. Because SB 5 provides a significant ongoing financeable funding stream for affordable housing (along with other important purposes), staff recommends MTC and ABAG take a "support in concept" position on the bill to provide flexibility to advocate for supportive amendments to realize the benefits of the bill as it evolves through the legislative process.

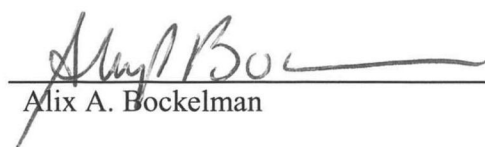
#### **Known Positions**

##### **Support:**

California State Pipe Trades Council  
California State Association of Electrical Workers  
City of Eureka  
First Community Housing  
International Association of Sheet Metal, Air, Rail and Transportation Workers  
International Union of Operating Engineers  
Laborers' International Union of North America  
League of Cities  
Mayor of San Jose  
Northern California Carpenters Regional Council  
Plumbers, Steamfitters, Pipefitters and HVAC/R Service Technicians UA Local Union 393  
Santa Clara & San Benito Counties Building & Construction Trades Council  
Sprinkler Fitters and Apprentices Local 483  
State Building and Construction Trades Council, ALF-CIO  
Western States Council of Sheet Metal Worker

##### **Oppose:**

None on file

  
Alix A. Bockelman

AAB:rl

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-0208      **Version:** 1      **Name:**  
**Type:** Senate Bill      **Status:** Commission Approval  
**File created:** 2/26/2019      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee  
**On agenda:** 3/8/2019      **Final action:** 3/27/2019  
**Title:** SB 128 (Beall): Enhanced Infrastructure Financing Districts

Eliminates the current requirement for an enhanced infrastructure financing district to obtain voter approval prior to issuing bonds backed by future property tax growth.

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [8b LEGIS 6c SB 128 Beall EIFDs.pdf](#)  
[6c SB 128 Beall EIFDs.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2019	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

**Subject:**

SB 128 (Beall): Enhanced Infrastructure Financing Districts

Eliminates the current requirement for an enhanced infrastructure financing district to obtain voter approval prior to issuing bonds backed by future property tax growth.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / MTC Commission Approval and ABAG Executive Board Approval

**Attachments:**



## Memorandum

TO: Joint MTC Legislation Committee and  
ABAG Legislation Committee

DATE: March 1, 2019

FR: Deputy Executive Director, Policy

RE: SB 128 (Beall): Enhanced Infrastructure Financing Districts

### Background

Senate Bill 128 would eliminate the current requirement for an enhanced infrastructure financing district (EIFD) to obtain voter approval prior to issuing bonds backed by future property tax growth, i.e. tax-increment financing. This idea was also proposed by Governor Newsom as part of his FY 2020-21 State Budget and has since been introduced as a budget trailer bill.

### Recommendation: Support

### Discussion

After the dissolution of redevelopment agencies in 2011, the Legislature worked on the creation of several new tools to help cities and counties finance infrastructure improvements, including SB 628 (Beall, 2014), which authorized the legislative body of a city or county to establish an EIFD to capture property tax increment, adopt an infrastructure financing plan, and issue bonds upon approval by 55% of the voters, in order to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, brownfield restoration and other environmental mitigation, the development of projects on a former military base, transit priority projects, and projects to implement a sustainable communities strategy. Only a handful of cities have formed EIFDs to date—West Sacramento, La Verne, and San Diego.

EIFDs can fund a wide range of projects, including, but not limited to, transportation improvements, including roadway and transit projects, affordable housing projects, libraries, parks, recreational facilities, flood control, water treatment, sewage, and any project that implements a sustainable communities strategy (i.e. Plan Bay Area 2040, in our case). Because this bill would make it easier for local agencies to access long-term financing for a wide array of community priorities, staff recommends a support position on the bill.

### Known Positions

#### Support:

American Planning Association, CA Chapter  
California Association for Local Economic Development (CALED) - *SPONSOR*  
California State Association of Counties (CSAC)  
City of Indio  
City of West Sacramento  
Greater Sacramento Economic Council

#### Oppose:

None on file

  
Alix A. Bockelman

AAB:rl

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-0215      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 2/28/2019      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee  
**On agenda:** 3/8/2019      **Final action:** 3/27/2019  
**Title:** AB 147 (Burke) - Use Taxes: Collection: Retailer Engaged in Business in this State: Marketplace Facilitators

This bill would specify that, on and after April 1, 2019, a retailer engaged in business in this state includes any retailer that, in the preceding calendar year or the current calendar year, has a cumulative sales price from the sale of tangible personal property for delivery in this state that exceeds \$500,000.

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [8c LEGIS 6d AB 147 \(Burke\) - Use Taxes.pdf](#)  
[6d AB 147 \(Burke\) - Use Taxes.pdf](#)

Date	Ver.	Action By	Action	Result
3/8/2019	1	Joint MTC Legislation Committee and ABAG Legislation Committee		

**Subject:**

AB 147 (Burke) - Use Taxes: Collection: Retailer Engaged in Business in this State: Marketplace Facilitators

This bill would specify that, on and after April 1, 2019, a retailer engaged in business in this state includes any retailer that, in the preceding calendar year or the current calendar year, has a cumulative sales price from the sale of tangible personal property for delivery in this state that exceeds \$500,000.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / MTC Commission Approval and ABAG Executive Board Approval

**Attachments:**





## *Memorandum*

TO: Joint MTC Legislation Committee and  
ABAG Legislation Committee

DATE: March 1, 2019

FR: Deputy Executive Director, Policy

RE: AB 147 (Burke) - Use Taxes: Collection: Retailer Engaged in Business in this State:  
Marketplace Facilitators

### **Background**

In June 2018, the Supreme Court ruled 5-4 in *South Dakota v. Wayfair* that internet retailers can be required to collect sales taxes, even in states where they have no physical presence, if a seller's gross revenue exceeds a reasonable threshold of value or quantity. The decision was hailed as a victory for brick-and-mortar businesses and for states that have expressed concern about losing out on tax revenue as internet sales comprise an increasingly larger share of all sales.

AB 147 (Burke) is an urgency statute which would go into effect upon enactment and would implement this court decision in California by specifying that, as of April 1, 2019, a retailer engaged in business in this state, and therefore subject to sales taxes, includes any retailer that has yearly cumulative sales, from the sale of tangible personal property, for delivery into California, that exceed \$500,000. The bill would allow the California Department of Tax and Fee Administration (CDTFA) to grant relief from tax penalties to smaller businesses making a good faith effort to comply with the law for tax reporting periods beginning April 1, 2019 and ending December 31, 2022. The bill extends these provisions to local district taxes. The bill also requires online marketplace facilitators (such as Amazon and eBay) to handle tax collections on behalf of third-party sellers when they arrange sales and collect payments.

In order to reduce the burden on small businesses, the bill actually raises the threshold set in a December 2018 CDTFA notice, which would otherwise go into effect on April 1, 2019, for defining whether or not a retailer is engaged in business in this state from \$100,000 or 200 transactions into the state in the previous 12 months to \$500,000. This threshold was assumed in Governor Newsom's FY 2019-20 State Budget and was forecast to generate \$554 million in new revenue in FY 2019-20 and is based on the threshold used in *South Dakota v. Wayfair*.

**Recommendation: Support**



### **Discussion**

Thirty three states have already implemented the *Wayfair* decision, with every other state with a sales tax expected to follow. While the CDTFA adopted a rule in December 2018, AB 147 would codify changes related to what type of business is subject to the sales tax while excluding businesses with less than \$500,000 in sales in a given year. The bill passed the Assembly Revenue and Taxation Committee on February 25, 2019 with a 10 to 0 vote.

Out-of-state retailers like eBay, Etsy or Amazon may oppose the bill as it diminishes their competitive advantage over local California businesses who have always had to collect sales tax. The bill is opposed by Consumer Attorneys of California due to the inclusion of a ban on class actions resulting from overpayment of sales taxes collected by January 1, 2013 by marketplace facilitators.

Expanding the state sales tax base holds promise to increase transportation funding from local-option sales taxes and TDA funding across the region, as well as local county and city resources. State Treasurer Fiona Ma states that passage of the bill would bring approximately \$1 billion in revenue to state and local governments. Consistent with our 2019 Joint Advocacy Program, staff recommends a support position on the bill.

### **Known Positions**

#### **Support**

State Treasurer Fiona Ma, CPA (Sponsor)  
California Retailers Association  
California Tax Reform Association  
California Teachers Association  
League of California Cities  
Online Merchant Guild (if amended)  
Spidell (if amended)

#### **Opposition**

Consumer Attorneys of California



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Alex A. Bockelman

AAB:rl/jt

J:\COMMITTEE\Legislation\Meeting Packets\Legis2019\03\_LEGIS\_Mar 2019\6d\_AB 147 (Burke) - Use Taxes\_v2.docx



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-0139      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 1/31/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 3/6/2019      **Final action:** 3/27/2019  
**Title:** MTC Resolution Nos. 4334, Revised, and 4335, Revised. Allocation of \$57 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans to support transit operations.

SamTrans requests allocation of TDA and STA funds to support its operations as well as that of Caltrain. The proposed allocation continues the process of approving these funds in FY2018-19 to operators based on funds apportioned to them through the Fund Estimate.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [9a PAC-3a MTC Resos-4334-4335 SamTrans Allocation.pdf](#)  
[3a Resos-4334-4335 SamTrans Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
3/6/2019	1	Programming and Allocations Committee		

### Subject:

MTC Resolution Nos. 4334, Revised, and 4335, Revised. Allocation of \$57 million in Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans to support transit operations.

*SamTrans requests allocation of TDA and STA funds to support its operations as well as that of Caltrain. The proposed allocation continues the process of approving these funds in FY2018-19 to operators based on funds apportioned to them through the Fund Estimate.*

### Presenter:

Theresa Romell

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee****March 6, 2019****Agenda Item 3a****MTC Resolution Nos. 4334, Revised and 4335, Revised**

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**Subject:** Allocation of approximately \$57 million of Transportation Development Act (TDA) and State Transit Assistance (STA) funds to SamTrans in support of transit operations.

**Background:** TDA and STA funds are apportioned annually to operators or counties through the MTC Fund Estimate in support of their transit operations and capital projects. This month, SamTrans is requesting \$56.5 million in TDA and STA funds based on amounts available in the FY2018-19 MTC Fund Estimate (Resolution 4322, Revised). Most of the funds will be allocated by resolution while \$0.9 million in Lifeline and RM2 operating will be allocated by Executive Director's Delegated Authority. Of the total SamTrans request, \$9.0 million will be passed through to Caltrain in support of its transit operations. SamTrans claims STA funds on behalf of Caltrain since it is one of the Joint Powers Authority agencies and its managing partner.

Excluding the pass-through funds, TDA and STA funds comprise 30% of SamTrans' \$161 million operating budget. The operating budget increased by 6.5% compared to last year's operating budget. Almost half of the budget increase is due to increased cost of insurance.

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

- 1) Pilot on-demand service in Pacifica at the end of April;
- 2) Adopted an express bus study with plans to implement two routes in the summer;
- 3) Adopted a fare policy and is considering a \$0.25 fare increase on the adult base fare;
- 4) Received its first two electric buses and will receive six more.

**Issues:** None

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

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

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  
12/19/18-C 03/27/19-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.

This resolution was revised on December 19, 2018 to allocate funds to AC Transit, Fairfield, and Union City.

This resolution was revised on March 27, 2019 to allocate funds to SamTrans.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018, July 11, 2018, September 12, 2018, October 10, 2018, November 14, 2018, December 12, 2018, and March 6, 2019.

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  
 12/19/18-C 03/27/19-C

Attachment A  
 MTC Resolution No. 4334  
 Page 1 of 2

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
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
AC Transit	Transit Operations	3,805,829	01	06/27/18	Alameda County	
SamTrans	Transit Operating	2,090,825	28	03/27/19	San Mateo County	
	<b>Subtotal</b>	<b>5,896,654</b>				
<b>5802 - 99260A Transit - Operations</b>						
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
Fairfield	Transit Operations	1,253,301	25	12/19/18	Fairfield	
Fairfield	Transit Operations	1,011,532	25	12/19/18	Suisun City	
Union City	Transit Operations	2,021,063	26	12/19/18	Union City	
AC Transit	Transit Operations	491,136	05	12/19/18	AC Transit Alameda D1	
AC Transit	Transit Operations	129,014	06	12/19/18	AC Transit Alameda D2	
AC Transit	Transit Operations	56,776	07	12/19/18	AC Transit Contra Costa	
SamTrans	Transit Operations	39,725,672	29	03/27/19	Samtrans	
	<b>Subtotal</b>	<b>344,520,846</b>				
<b>5803 - 99260A Transit - Capital</b>						
CCCTA	Transit Capital	2,558,316	08	06/27/18	CCCTA	
Sonoma County	Transit Capital	1,089,888	16	07/25/18	Sonoma County	
	<b>Subtotal</b>	<b>3,648,204</b>				

**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
	<b>Subtotal</b>	<b>1,687,248</b>			

**5812 - 99400D Planning & Admin - Operating**

NVTA	Planning and Administration	4,444,231	22	09/26/18	NVTA
	<b>Subtotal</b>	<b>4,444,231</b>			

**5809 - 99400C Elderly & Handicapped - Operations**

Fairfield	Transit Operations	1,171,243	27	12/19/18	Fairfield
	<b>Subtotal</b>	<b>1,171,243</b>			

**TOTAL 361,368,426**

**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  
12/19/18-C 01/23/19-C  
03/27/19-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.

This resolution was revised on December 19, 2018 to allocate funds to AC Transit, BART, CCCTA, LAVTA, and Solano Transportation Authority (Solano TA).

This resolution was revised on January 23, 2019 to allocate funds to MTC and VTA.

This resolution was revised on March 27, 2019 to allocate funds to SamTrans.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 13, 2018, July 11, 2018, September 12, 2018, October 10, 2018, November 14, 2018, December 12, 2018, January 9, 2019, and March 6, 2019.

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

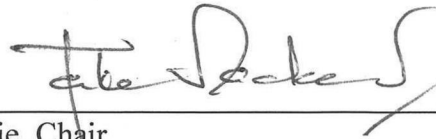
RESOLVED, that MTC approves the allocation of fiscal year 2018-19 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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  
 12/19/18-C 01/23/19-C  
 03/27/19-C

Attachment A  
 MTC Resolution No. 4335  
 Page 1 of 2

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
<b>5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties</b>					
LAVTA	Transit Operations	1,077,176	08	07/25/18	LAVTA
	<b>Subtotal</b>	<b>1,077,176</b>			
<b>5820 - 6730A Operations - Population-based Lifeline</b>					
AC Transit	Cycle 5: Preserve service in CoC	1,026,000	13	09/26/18	Alameda County
	<b>Subtotal</b>	<b>1,026,000</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
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
BART	Transit Operations	32,542,747	20	12/19/18	BART
AC Transit	Transit Operations	3,614,559	02	12/19/18	AC Transit
SamTrans	Transit Operations	5,669,191	23	03/27/19	SamTrans
SamTrans	Transit Operations	8,989,853	24	03/27/19	Caltrain
	<b>Subtotal</b>	<b>155,364,418</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper Operations	8,500,000	03	06/27/18	MTC
	<b>Subtotal</b>	<b>8,500,000</b>			
<b>5820 - 6730A Operating Costs - County Block Grant</b>					
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
AC Transit	Transit Operations	847,281	04	12/19/18	Alameda County
AC Transit	Transit Operations	239,625	05	12/19/18	Contra Costa County
CCCTA	Transit Operations	784,964	06	12/19/18	Contra Costa County
LAVTA	Transit Operations	285,537	11	12/19/18	Alameda County
	<b>Subtotal</b>	<b>22,523,519</b>			



**5822 - 6731C Paratransit - Operating - County Block Grant**

VTA	Transit Operations	5,300,829	07	06/27/18	Santa Clara County
VTA	Transit Operations	1,055,526	07	01/23/19	Santa Clara County
	<b>Subtotal</b>	<b>6,356,355</b>			

**5828 - 6731B Planning and Admin - Population-based Small Operator/Northern Counties**

Solano TA	Planning and Admin	2,249,994	21	12/19/18	Solano County
	<b>Subtotal</b>	<b>2,249,994</b>			

**5821 - 6730B Capital Costs**

MTC	Means-based Project	2,125,004	22	01/23/19	Means-based
	<b>Subtotal</b>	<b>2,125,004</b>			

**TOTAL 199,222,466**

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 #:** 19-0143 **Version:** 1 **Name:**  
**Type:** Resolution **Status:** Commission Approval  
**File created:** 1/31/2019 **In control:** Programming and Allocations Committee  
**On agenda:** 3/6/2019 **Final action:** 3/27/2019  
**Title:** MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) Policies and Procedures.

Revisions to the OBAG 2 Policies and Procedures related to the requirement that each county produce a progress report for their adopted Priority Development Area Investment and Growth Strategies (PDA IGS). In cooperation with the County Transportation Agencies (CTAs), MTC proposes to conduct a comprehensive evaluation of the OBAG program, which will satisfy the 2019 PDA IGS progress reporting requirement.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [9b PAC-4a MTC Reso-4202 OBAG2 Revisions.pdf](#)  
[4a Reso-4202 OBAG2 Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
3/6/2019	1	Programming and Allocations Committee		

### Subject:

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant (OBAG 2) Policies and Procedures.

*Revisions to the OBAG 2 Policies and Procedures related to the requirement that each county produce a progress report for their adopted Priority Development Area Investment and Growth Strategies (PDA IGS). In cooperation with the County Transportation Agencies (CTAs), MTC proposes to conduct a comprehensive evaluation of the OBAG program, which will satisfy the 2019 PDA IGS progress reporting requirement.*

### Presenter:

Mallory Atkinson

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee****March 6, 2019****Agenda Item 4a****MTC Resolution No. 4202, Revised**

---

**Subject:** Revisions to the One Bay Area Grant (OBAG 2) Policies and Procedures related to the requirement that each county produce a progress report for their adopted Priority Development Area Investment and Growth Strategies (PDA IGS). In cooperation with the County Transportation Agencies (CTAs), MTC proposes to conduct a comprehensive evaluation of the OBAG program, which will satisfy the 2019 PDA IGS progress reporting requirement.

**Background:** The OBAG 2 program adopted by the Commission establishes commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs from FY2017-18 through FY2021-22.

This month, staff proposes to revise the OBAG 2 Project Selection Criteria and Programming Policy to clarify provisions pertaining to the interim status reporting requirement for PDA Investment & Growth Strategies.

**PDA Investment & Growth Strategies**

PDA Investment & Growth Strategies are intended to assist County Transportation Agencies (CTAs) in establishing transportation project priority-setting processes for OBAG 2 funding that supports and encourages development in the region's PDAs.

As outlined in the OBAG 2 Project Selection Criteria and Programming Policy document, updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by boards of the CTAs. Additionally, interim status reports are required two years after each update to address needed revisions and provide an activity and progress status.

Current PDA Investment and Growth Strategies were adopted in May 2017, with interim status reports due in May 2019.

**Comprehensive OBAG Evaluation**

In November 2018, the Commission directed staff to complete a comprehensive evaluation of the OBAG program and its effect on housing and realizing growth in targeted, transit-rich areas.

MTC staff identified an opportunity to combine these two related tasks into a single cooperative effort. In cooperation with the CTAs, MTC staff will conduct a comprehensive evaluation of the OBAG program which will also serve to meet the requirement for each county to produce a progress report on their IGS. As a result, CTAs will not be required to prepare and submit a PDA IGS progress report in May 2019.

The evaluation is to include the effects of the OBAG program, both regionally and by county, in the areas of housing, PDA growth, and greenhouse gas (GHG) reduction. In addition, the evaluation will also look at components of the OBAG

program itself, in terms of overall effectiveness in achieving stated goals including various planning programs and efforts, the funding framework, and overall program management.

This month's action revises language within the OBAG 2 Project Selection Criteria and Programming Policy to clarify that the interim IGS progress reports due in May 2019 will be satisfied through a collaborative OBAG evaluation between MTC and the CTAs. Pending approval, MTC staff will reach out to CTA staffs to further define and develop this collaborative effort.

The evaluation is expected to take 9-12 months and will be used to inform the development of OBAG 3 in future years.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4202, Revised to the Commission for approval. Because this resolution is proposed for revision under another agenda item, it is included once under this item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

**Attachments:** MTC Resolution No. 4202, Revised, Attachment A and B-1 and Appendices A-8 and A-10

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  
12/19/18-C 01/23/19-C 02/27/19-C  
03/27/19-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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay 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 – 2<sup>nd</sup> to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 4

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.

## ABSTRACT

MTC Resolution No. 4202, Revised

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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

Page 6

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.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect \$5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 7

the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect \$794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect \$15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of \$3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the \$3,779,849 freed up by this swap, \$1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining \$2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from \$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018,

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019 and March 6, 2019.

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



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Dave Cortese, Chair

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



## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

March 2019

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 12/19/18-C 02/27/19-C

03/27/19-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$485,025,151</b>	<b>\$25,979,849</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>				
Regional Planning	Regionwide	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL:</b>	<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL:</b>	<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>				
PDA Planning and Implementation				
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/VTA: 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	
VTAs: Community-Based Transportation Plans	Santa Clara	MTC	\$300,000	
STA: Community-Based Transportation Plans	Solano	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	Sonoma	MTC	\$110,000	
CBTP Program Evaluation	Regionwide	MTC	\$35,000	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>				
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	
<b>4. CLIMATE INITIATIVES</b>		<b>TOTAL:</b>	<b>\$24,417,000</b>	

## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

March 2019

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 12/19/18-C 02/27/19-C  
 03/27/19-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$485,025,151</b>	<b>\$25,979,849</b>
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>				
Active Operational Management				
AOM Implementation	Regionwide	MTC	\$23,737,000	
Bay Area 511 Traveler Information				
511 Next Gen	Regionwide	MTC	\$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: <b>Concord</b> : Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	<b>CCTA Concord</b>		<b>\$589,000</b>
CCTA: <b>MTC</b> : Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	<b>CCTA MTC</b>		<b>\$30,000</b>
Walnut Creek: Various locations (Fund Exchange)	Contra Costa	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	

## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

March 2019

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 12/19/18-C 02/27/19-C

03/27/19-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$485,025,151</b>	<b>\$25,979,849</b>
I-880 ICM Northern	Alameda	MTC	\$5,200,000	
I-880 ICM Central	Alameda	MTC	\$3,640,000	
Unprogrammed Balance	TBD	TBD	\$380,000	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>		<b>TOTAL:</b>	<b>\$173,000,000</b>	<b>\$4,000,000</b>
<b>6. TRANSIT PRIORITIES</b>				
BART Car Replacement/Expansion	Various	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$36,220,151	\$3,779,849
Clipper	Regionwide	MTC	\$34,200,000	
Unprogrammed Balance			\$15,283,000	
<b>6. TRANSIT PRIORITIES</b>		<b>TOTAL:</b>	<b>\$185,503,151</b>	<b>\$3,779,849</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>				
<i>Regional Peninsula, Southern and Eastern Counties PCA Program</i>				
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
<i>Local North Bay PCA Program</i>				
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Pa	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	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL:</b>	<b>\$8,200,000</b>	<b>\$8,200,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Housing Incentive Pool	TBD	TBD	\$30,000,000	
<b>8. BAY AREA HOUSING INITIATIVES</b>		<b>TOTAL:</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>9. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>				
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	
<b>9. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>		<b>TOTAL:</b>	<b>\$25,100,000</b>	
<b>OBAG 2 REGIONAL PROGRAMS</b>		<b>TOTAL:</b>	<b>\$485,025,151</b>	<b>\$25,979,849</b>

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Date: November 18, 2015  
W.I.: 1512  
Referred by: P&A  
Revised: 07/27/16-C 10/26/16-C  
12/20/17-C 03/27/19-C

Attachment A  
Resolution No. 4202

**OBAG 2**  
**One Bay Area Grant Program**  
**Project Selection Criteria and Programming Policy**

counts towards the county's minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county's PDA minimum investment target. This information must be presented for public review when the CMA board acts on OBAG programming decisions.

- **PDA Investment & Growth Strategy:** Updates to each county's PDA Investment & Growth Strategy are required every four years and must be adopted by the CMA Board. The updates should be coordinated with the countywide plan and Regional Transportation Plan (RTP) updates to inform RTP development decisions. Interim status reports are required two years after each update to address needed revisions and provide an activity and progress status. The interim status report required for 2019 will be satisfied through a collaborative effort between the CMAs and MTC. See Appendix A-8 for details.
- **Project Selection:** County CMAs or substitute agencies are given the responsibility to develop a project selection process. The process should include solicitation of projects, identifying evaluation criteria, conducting outreach, evaluating project applications, and selecting projects.
  - **Public Involvement:** In selecting projects for federal funding, the decision making authority is responsible for ensuring that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG 2 is in compliance with federal regulations, CMAs are required to lead a public outreach process as directed by Appendix A-7.
  - CMAs must adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies.
  - MTC and the CMAs will conduct an analysis of the impact of this incentive-based scoring methodology on project selection and local anti-displacement and affordable housing production policy development. The findings will be used to inform future planning and funding priorities.
  - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their OBAG 2 program. Final project lists are due to MTC by July 31, 2017, with all associated project information submitted to MTC using the Fund Management System (FMS) by August 31, 2017. On a case-by-case basis and as approved in advance by MTC staff, these deadlines may be waived to allow coordination with other county-wide call for projects or

a PDA through proximate access. CMAs must also document that this information was used when presenting its program of projects to their board and the public; and

- o Self-certification that the PDA Investment and Growth Strategy has been completed and adopted by the CMA Board, or will be adopted in coordination with the RTP update. The interim progress report requirement for 2019 will be satisfied through a collaborative effort between the CMAs and MTC. Documentation of subsequent required updates and interim progress reports must also be submitted by the CMAs throughout the OBAG 2 period.

## COUNTY PROGRAMS

The categories below comprise the eligible OBAG 2 County Programs, administered by the nine county CMAs. The CMAs should ensure that the project selection process and selected projects meet all eligibility requirements throughout this document as well as in federal statutes and regulations. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

### County CMA Program

The base OBAG 2 County program accounts for 40% of the total funding available through OBAG 2 and is distributed to each county according to the OBAG 2 county formula after accounting for the CMA Planning minimum guarantee (see Appendices A-2 and A-3). This program includes CMA planning and outreach as well as the various projects selected through each county's competitive call for projects. Projects selected through the base county program are subject to the PDA investment minimum requirements.

#### **1. CMA Planning and Outreach**

This category provides funding to the county Congestion Management Agency (CMA) or substitute agency to support programming, monitoring and outreach activities. Such efforts include, but are not limited to: county-based planning efforts for development of the RTP/Sustainable Communities Strategy (SCS); development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects.

The minimum funding level for the CMA planning and outreach program continues OBAG 1 commitments by escalating FY 2016-17 amounts at 2% per year. In addition, counties are guaranteed that the base funding level for the CMA's planning and outreach program will not exceed 50% of the county's total OBAG 2 County Program distribution. Actual CMA planning and outreach amounts for each county, are shown in Appendix A-3.

## **Appendix A-8: PDA Investment & Growth Strategy**

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. From time to time, MTC shall consult with the CMAs to evaluate progress on the PDA Investment and Growth Strategy. This consultation may result in specific work elements shifting among MTC, ABAG and the CMAs. Significant modifications to the scope of activities may be formalized through future revisions to this resolution. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

### **(1) Engaging Regional/Local Agencies**

- Develop or continue a process to regularly engage local planners and public works staff. Understand the needs of both groups and share information with MTC and ABAG.
- Encourage community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7).
- The CMA governing boards must adopt the final Investment & Growth Strategy.
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans. Look for opportunities to support planning processes with technical or financial assistance.

### **(2) Planning Objectives – to Inform Project Priorities**

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify transportation infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.

The second round of PDA Investment & Growth Strategies will assess local jurisdiction success approving sufficient housing at all income levels. They will also, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals<sup>1</sup>. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently has few moderate- or low-income households, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization.

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<sup>1</sup> Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.



MTC and ABAG staff will distribute a technical memo to guide this task by October 1, 2016, including data to identify jurisdictions' challenges (e.g. RHNA performance and current affordability) and a listing of the Bay Area's best housing policies that are intended to address a range of housing challenges. This section should identify planning costs needed to address policy changes and other barriers to creating or maintaining affordability.

### **(3) Establishing Local Funding Priorities**

Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, services, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **Projects located in high impact project areas.** Favorably consider projects in high impact areas, defined as:
  - a. PDAs taking on significant housing growth in the SCS (total number of units), including RHNA allocations, as well as housing production, especially those PDAs that are delivering large numbers of very low, low and moderate income housing units,
  - b. Dense job centers in proximity to transit and housing (both current levels and those included in the SCS) especially those which are supported by reduced parking requirements and TDM programs,
  - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC as defined by MTC or as defined by CMAs or Community Based Transportation Plans.
- **PDAs with affordable housing preservation, creation strategies** and community stabilization policies – favorably consider projects in jurisdictions with affordable housing preservation, creation strategies and community stabilization policies.
- **Projects that protect public health during construction and operation** – Favorably consider projects that implement the Best Practices in the Air District's Planning Healthy Places, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution.<sup>2</sup>
- **PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure** – Favorably consider projects in these areas where local jurisdictions employ best management practices to mitigate PM and toxic air contaminants exposure.

<sup>2</sup> Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: <http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>.



### **Process/Timeline**

CMAAs will develop a new PDA Investment & Growth Strategy every four years, consistent with the update of the Regional Transportation Plan/Sustainable Communities Strategy. The Investment & Growth Strategy must be adopted by the CMA Board (new for OBAG 2). The interim status report required for 2019 will be satisfied through a collaborative effort between the CMAAs and MTC. CMAAs will provide a status report update every two years.

**APPENDIX A-10: Checklist for CMA and Local Jurisdiction Compliance with MTC Resolution No. 4202**

**One Bay Area Grant (OBAG 2) Checklist for  
CMA Compliance with MTC Resolution No. 4202**

Federal Program Covering FY 2017-18 through FY 2021-22

The intent of this checklist is to delineate the requirements included in the OBAG 2 Grant Program (Resolution No. 4202), as adopted by MTC on November 18, 2015. This checklist must be completed by Congestion Management Agencies (CMAs) and submitted to MTC to certify compliance with the OBAG 2 requirements. MTC will not take action to program projects recommended by a CMA until a checklist demonstrating compliance has been submitted to MTC.

**CMA Call for Projects Guidance: Appendix A-7**

<b>1. Public Involvement and Outreach, Agency Coordination, and Title VI</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA performed agency coordination consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the CMA fulfilled its Title VI responsibilities consistent with Appendix A-7?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Has the CMA documented the efforts undertaken for Items 1a-1c, above, and submitted these materials to MTC as an attachment to this Checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**PDA Investment and Growth Strategy: Appendix A-8**

<b>2. Engage with Regional and Local Jurisdictions</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the CMA encouraged community participation throughout the development of the Investment and Growth Strategy, consistent with the OBAG 2 Call for Projects Guidance (Appendix A-7)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If "NO" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

3. PDAs with affordable housing preservation, creation strategies and community stabilization policies.
4. Specific scoring methodology for funding allocations to projects in PDAs or TPAs that rewards jurisdictions with the most effective housing anti-displacement policies.
5. Projects that implement the Best Practices identified in the Air District's Planning Healthy Places guidelines, or projects located in jurisdictions that have demonstrated a commitment to adopt, as policies and/or enforceable ordinances, best practices to reduce emissions of and exposure to local air pollution.<sup>1</sup>
6. PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants, as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure.

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b. Has the CMA submitted the documentation for item 4a to MTC as part of this Checklist?

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c. Has the CMA provided a status report on their PDA Investment & Growth Strategy (required two years after the adoption of a PDA Investment and Growth Strategy)? Note: The interim status report required for 2019 will be satisfied through a collaborative effort between the CMAs and MTC. ☐ ☐ ☐

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d. Has the CMA committed to developing a new PDA Investment & Growth Strategy by May 1, 2017 (new PDA required every four years), consistent with the update of the RTP/SCS? ☐ ☐ ☐

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<sup>1</sup> Guidance and maps have been developed in partnership with BAAQMD, CMAs, ABAG, and city staff, please see: <http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>.