



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Programming and Allocations Committee

#### *Committee Members:*

*Nick Josefowitz, Chair      Carol Dutra-Vernaci, Vice Chair*

*Jeannie Bruins, Federal D. Glover, Gina Papan,  
Hillary Ronen, Libby Schaaf, Amy R. Worth  
Non-Voting Member: Tony Tavares*

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Wednesday, April 10, 2019

9:40 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 9:40 a.m. or immediately following the 9:35 a.m. Administration Committee meeting.

#### 1. Roll Call / Confirm Quorum

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).*

#### 2. Consent Calendar

- 2a. [19-0285](#) Minutes of the March 6, 2019 meeting
- Action:** Committee Approval
- Attachments:** [2a\\_03-06-2019\\_Prog&Allocations\\_Draft\\_Minutes\\_v3.pdf](#)
- 2b. [19-0286](#) Quarterly Report of Executive Director Delegated Authority actions
- Action:** Information
- Presenter:** Cheryl Chi
- Attachments:** [2b\\_Delegated\\_Authority\\_Quarterly\\_Report.pdf](#)
- 2c. [19-0141](#) MTC Resolution No. 4273, Revised. Program of Projects for FY2018-19 Cap and Trade Low Carbon Transit Operations Program.
- Action:** Commission Approval
- Presenter:** Craig Bosman
- Attachments:** [2c\\_Reso-4273\\_FY2018-19\\_CapTrade\\_and\\_LowCarbonTransit.pdf](#)

- 2d. [19-0288](#) MTC Resolution No. 4035, Revised. Revisions to the One Bay Area Grant Program (OBAG 1) to redirect funding for AC Transit within the Bay Bridge Forward suite of projects.

**Action:** Commission Approval

**Presenter:** Mallory Atkinson

**Attachments:** [2d\\_Reso-4035\\_ACTransit\\_BayBridgeForward\\_Funding.pdf](#)

- 2e. [19-0291](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-12.

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

**Attachments:** [2e\\_Reso-4375\\_TIP\\_Amendment\\_2019-12.pdf](#)

- 2f. [19-0307](#) Proposed agreements with the Kern Council of Governments, Tehama County Transportation Commission (Tehama CTC) and the Tuolumne County Transportation Council (Tuolumne CTC) for exchange of federal apportionment. A request to authorize agreements with the Tehama CTC and the Tuolumne CTC to exchange up to a total of \$11.8 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.

**Action:** Commission Approval

**Presenter:** Ross McKeown

**Attachments:** [2f\\_CMAQ\\_Exchange\\_Kern-Tehama-Tuolumne.pdf](#)

### 3. State

- 3a. [19-0290](#) Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

Based on the Commission's adopted criteria, staff will present recommended priorities for Round 4 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.

**Action:** Commission Approval

**Presenter:** Craig Bosman

**Attachments:** [3a\\_Cap\\_and\\_Trade\\_AHSC\\_Priorities.pdf](#)

#### 4. Information

4a. [19-0227](#) Sales Tax Policy in California and Transportation Development Act Reform

Discussion of the impacts of the South Dakota v. Wayfair, Inc. decision on the sales tax in California as well as information on the Transportation Development Act (TDA) Reform Task Force recently established by the State Legislature.

**Action:** Information

**Presenter:** William Bacon

**Attachments:** [4a Sales Tax Policy TDA Reform.pdf](#)

4b. [19-0289](#) California Transportation Commission Update

Update on the March 13 and 14, 2019 CTC meetings

**Action:** Information

**Presenter:** Kenneth Kao

**Attachments:** [4b CTC Update Summary Sheet.pdf](#)

#### 5. Public Comment / Other Business

#### 6. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee will be held on May 8, 2019 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0285      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Committee Approval  
**File created:** 3/7/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 4/10/2019      **Final action:** 4/10/2019  
**Title:** Minutes of the March 6, 2019 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_03-06-2019\\_Prog&Allocations\\_Draft\\_Minutes\\_v3.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the March 6, 2019 meeting

**Recommended Action:**  
Committee Approval



# Metropolitan Transportation Commission Meeting Minutes

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

## Programming and Allocations Committee

### *Committee Members:*

*Nick Josefowitz, Chair      Carol Dutra-Vernaci, Vice Chair*

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

*Non-Voting Member: Tony Tavares*

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Wednesday, March 6, 2019

1:40 PM

Yerba Buena - 1st Floor

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

### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

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

**Absent:** 1 - Commissioner Slocum

Non-Voting Member Absent: Commissioner Tavares

Ex Officio Voting Member Present: Commission Chair Haggerty

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

#### 2. Consent Calendar

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

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

**Absent:** 2 - Commissioner Glover and Commissioner Slocum

2a. [19-0138](#) Minutes of the February 13, 2019 meeting

Action: Committee Approval

- 2b. [19-0177](#) MTC Resolution No. 3881, Revised. Revision to the Lifeline Transportation Cycle 2 Program of Projects.

**Action:** Commission Approval

**Presenter:** Judis Santos

- 2c. [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

**Presenter:** Mallory Atkinson

- 2d. [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

**Presenter:** Cheryl Chi

- 2e. [19-0140](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-10.

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

### 3. Regional

- 3a. [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

**Presenter:** Theresa Romell

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

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

**Absent:** 2 - Commissioner Glover and Commissioner Slocum

## 4. Federal

- 4a. [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

**Presenter:** Mallory Atkinson

Commissioner Glover arrived during agenda item 4a.

Upon the motion by Commissioner Schaaf and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 4202, Revised to the Commission for approval. The motion carried by the following vote:

**Aye:** 8 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Pedroza, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

**Absent:** 1 - Commissioner Slocum

## 5. Public Comment / Other Business

## 6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee will be held on April 10, 2019 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0286      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 3/7/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 4/10/2019      **Final action:** 4/10/2019  
**Title:** Quarterly Report of Executive Director Delegated Authority actions  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2b\\_Delegated\\_Authority\\_Quarterly\\_Report.pdf](#)

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

**Presenter:**  
Cheryl Chi

**Recommended Action:**  
Information

# Metropolitan Transportation Commission Programming and Allocations Committee

April 10, 2019

Agenda Item 2b

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

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

This report provides information on actions taken through the Delegation of Authority in the third quarter FY 2018-19 and covers the period of January 2019 through March 2019. Third quarter allocations, rescissions, and year-to-date totals are summarized below and detailed in Attachment A:

Delegated Authority FY 2018-19	Third Quarter	Fiscal Year to Date
<b>Allocations</b>		
Transportation Development Act	\$ 482,482	\$ 26,672,221
State Transit Assistance	\$ 2,417,131	\$ 25,105,233
Regional Measure 2	\$ 1,002,437	\$ 9,612,670
Bridge Tolls (Other)	\$ 105,295	\$ 105,295
<b>Total Allocations</b>	<b>\$ 4,007,345</b>	<b>\$ 61,495,419</b>
<b>Rescissions</b>		
Transportation Development Act	\$ (32,482)	\$ (465,954)
State Transit Assistance	\$ (604,284)	\$ (821,493)
Regional Measure 2		\$ (435,214)
<b>Total Rescissions</b>	<b>\$ (636,766)</b>	<b>\$ (1,722,661)</b>

**Issues:** None

**Recommendation:** Information

**Attachments:** FY 2018-19 Delegated Authority Attachment A

### FY 2018-19 Delegated Authority

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

#### Third Quarter

Transportation Development Act - Allocation (001)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5800 - 99233.3 Pedestrian & Bicycle Facilities - Capital					
El Cerrito	Carlson Boulevard and San Diego Street Crosswalks	75,000	092	01/23/19	Contra Costa County
Morgan Hill	Green Bike Lane Striping at Major Intersections	32,482	094	03/27/19	Santa Clara County
5813 - 99400E Transit - Capital					
Vacaville	Transit Capital	375,000	093	01/23/19	Vacaville
Total		482,482			

State Transit Assistance - Allocation (002)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment
5820 - 6730A Operations - Population-Based Northern County/Small Operator					
SolTrans	Transit Operations	60,000	081	03/27/19	Solano County
5821 - 6730B Capital Costs - Population-based MTC Coordination					
MTC	511 Transit Capital	165,000	006	06/27/18	MTC
MTC	Regional Transit Mapping	540,000	007	06/27/18	MTC
MTC	Means-based Project	750,000		03/27/19	19433522
Subtotal		750,000			
5821 - 6730B Capital Costs - Population-based Northern Counties/Small Operators					
Solano TA	Vallejo Transit Center/York St Complete Streets	1,000,000	078	02/27/19	Solano County
5820 - 6730A Operations - Population-based Lifeline					
Petaluma	Cycle 5: Weekend Service	11,365	049	01/23/19	Sonoma County
Samtrans	Cycle 5: County Trans. Assistance for Low-Income Resider	100,000	082	03/27/19	San Mateo County
Samtrans	Cycle 5: Menlo Park Crosstown Shuttle	75,000	083	03/27/19	San Mateo County
Samtrans	Cycle 5: Daly City Bayshore Shuttle	150,000	084	03/27/19	San Mateo County
Samtrans	Cycle 5: Operating Support for Expanded Route 17 Service	169,156	085	03/27/19	San Mateo County
Samtrans	Cycle 5: Operating Support for SamCoast Service	101,610	086	03/27/19	San Mateo County
Total		2,417,131			

Regional Measure 2 Funds - Allocation (006)				Approval	
Claimant	Description	Amount	Code	Date	Notes
Operating Allocations					
Operating projects must meet performance standards identified in MTC Res. 3636, Revised.					
SamTrans	Project No 7: Route 397	305,876	023	03/27/19	
Subtotal		305,876			
Marketing					
MTC	Bike to Work, Trails, and Transit Week	100,000	022	02/27/19	
AC Transit	Transbay Service	26,561	019	03/27/19	
NVTA	Route 29 Marketing	20,000	024	03/27/19	
Soltrans	Solano Express Marketing	50,000	025	03/27/19	
Subtotal		196,561			
Capital Allocations					
Richmond	Proj. 20.56 Carlson Blvd Crosstown Connection	500,000		01/23/19	19-4149-19
Subtotal		500,000			
Total		1,002,437			

2% Bridge Toll Revenues - Allocation (009)				Approval	
Claimant	Description	Amount	Code	Date	Apportionment

**Operating Allocations**

MTC	Transit Studies	105,295	001	01/23/19	Studies
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<b>Total</b>	<b>105,295</b>
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<b>Allocations Grand Total</b>	<b>4,007,345</b>
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Rescission - Transportation Development Act				Approval	Allocation
Claimant	Description	Amount		Date	Instruction

Morgan Hill	Green Bike Lane Striping at Major Intersections	(32,482)		03/27/19	17-001-023
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<b>Total</b>	<b>(32,482)</b>
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Rescission - State Transit Assistance				Approval	Allocation
Claimant	Description	Amount		Date	Instruction

VTA	Transit Operations	(604,284)		02/27/19	19002063
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<b>Total</b>	<b>(604,284)</b>
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<b>Recissions Grand Total</b>	<b>(636,766)</b>
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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0141      **Version:** 1      **Name:**

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

**File created:** 1/31/2019      **In control:** Programming and Allocations Committee

**On agenda:** 4/10/2019      **Final action:**

**Title:** MTC Resolution No. 4273, Revised. Program of Projects for FY2018-19 Cap and Trade Low Carbon Transit Operations Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2c Reso-4273 FY2018-19 CapTrade and LowCarbonTransit.pdf](#)

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

MTC Resolution No. 4273, Revised. Program of Projects for FY2018-19 Cap and Trade Low Carbon Transit Operations Program.

### Presenter:

Craig Bosman

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

April 10, 2019

Agenda Item 2c

## MTC Resolution No. 4273, Revised

**Subject:** Program of projects for FY2018-19 Cap and Trade Low Carbon Transit Operating Program

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

The State Controller's Office (SCO) released FY2018-19 LCTOP amounts on January 31, 2019, totaling \$147 million in funding statewide. Approximately \$14.4 million in population-based funds were made available to MTC and \$39.7 million in revenue-based funds were made available directly to operators in the region.

For MTC's share (\$14.4 million), projects are programmed based on the Cap and Trade Funding Framework; approximately \$4.8 million is being distributed to each of the following three project categories. See Attachment A of Resolution No. 4273, Revised for further detail.

- 1) North Counties/Small Operators. North county and small operators will implement a variety of projects, including service expansion and procurement of zero-emission buses and supportive bus-charging infrastructure. About \$2.6 million, or 54% of the funds from this category, will be used for zero-emission buses or infrastructure. Feedback from operators indicates that this is both a response to new state regulations and a straightforward way to meet LCTOP program requirements.
- 2) Fare Policy. Funds will be used to support the implementation of the Regional Means-Based Transit Fare pilot program. Funding this year will be focused on start-up/capital costs, and in future years LCTOP is envisioned as a source to directly support fare subsidies under the program.
- 3) Transit Performance Initiative. The Cap and Trade Funding Framework sets aside minimum amounts over five years for SFMTA, VTA, and AC Transit, based on ridership and service area population, provided that those operators have eligible, ready-to-go projects. For FY2018-19, the third year of this cycle, staff recommends programming the funds from this category to each of these three operators, proportional to their minimum amounts. Operators will apply these funds to projects that improve service and reliability on key light rail and bus corridors, consistent with the goals of this category.

**Issues:**

*Schedule:* Project sponsors were responsible for submitting applications to Caltrans by March 28, 2019. Staff recommends that MTC approval of Resolution No. 4273, Revised be conditioned on local support documentation being submitted to Caltrans. Pending Commission approval, staff will submit Resolution No. 4273, Revised to Caltrans as documentation of the region's contribution of population-based funds to the various LCTOP projects. Caltrans and the Air Resources Board are scheduled to approve the list of projects and submit to the SCO by June 30, 2018.

*Disadvantaged Communities:* LCTOP requires 50% of funds spent in a jurisdiction to benefit a Disadvantaged Community, if any are located in that jurisdiction. As the recipient of population-based funds for the region, MTC must ensure this requirement is met overall for the region's funds. Additionally, the agencies receiving MTC's population-based funds must meet this requirement for their own jurisdiction. These requirements will be met through the list of projects in Attachment A of Resolution No. 4273, Revised, with over 80% of funds going to projects that directly benefit Disadvantaged Communities or otherwise satisfy the state's requirement by investing in zero-emission buses or supporting infrastructure.

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

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

Date: March 22, 2017  
W.I.: 1515  
Referred by: PAC  
Revised: 03/22/17-ED 04/26/17-C  
05/24/17-ED 03/28/18-C  
05/23/18-ED 04/24/19-C

ABSTRACT

Resolution No. 4273, Revised

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

This resolution includes the following attachments:

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

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

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

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

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

This resolution was amended through Executive Director’s Administrative Authority on May 23, 2018 to replace the FY 2017-18 AC Transit East Bay Bus Rapid Transit project with the AC Transit San Leandro BART – Transit Access Improvements project.



This resolution was revised via Commission Action on April 24, 2019 to add the FY 2018-19 LCTOP Population-based Funds Project List to Attachment A.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated March 8, 2017, April 12, 2017, March 7, 2018, and April 10, 2019.

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

RE: Cap and Trade Low Carbon Transit Operations Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4273

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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

Date: March 22, 2017

WI: 1515

Referred by: PAC

Attachment A

Resolution No. 4273

Revised: 03/22/17-ED 04/26/17-C

05/24/17-ED 03/28/18-C

05/23/18-ED 04/24/19-C

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

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

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

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

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

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

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

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

**FY 2017-18 Low Carbon Transit Operations Program Requests****Based on State Controller's Office Letter dated 2/7/2018**

<b>Agency</b>	<b>Project(s)</b>	<b>FY 2017-18 LCTOP Population-Based Funding</b>	<b>Date</b>
CCCTA	New Service and Additional Weekend Trips (Martinez DAC)	\$ 375,378	3/28/18
CCCTA	Low/No Electric Bus	\$ 265,319	3/28/18
ECCTA	Continue Service -- New Route 381	\$ 386,968	3/28/18
LAVTA	Purchase Four (4) 40-foot Battery-Electric Buses	\$ 264,885	3/28/18
NVTA	Vine Zero Emission Bus (ZEB) Procurement Program	\$ 182,646	3/28/18
Union City <sup>1</sup>	Paratransit Vehicle Replacement	\$ 125,822	3/28/18
WCCTA	Purchase and Install New AVL/CAD/APC System	\$ 85,426	3/28/18
GGBHTD <sup>2</sup>	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 202,999	3/28/18
Marin Transit <sup>2</sup>	MCTD 2016 Transit Expansion [Third year]	\$ 134,881	3/28/18
City of Fairfield <sup>3</sup>	Electric Bus Infrastructure Upgrade Project	\$ 189,628	3/28/18
Solano County Transit <sup>3</sup>	SolTrans Electric Bus Purchase	\$ 360,542	3/28/18
City of Petaluma <sup>4</sup>	Enhanced Weekday Afternoon Transit Service	\$ 77,990	3/28/18
City of Santa Rosa <sup>4</sup>	Maintain Increased Frequency on Trunk Routes and Improve Route 15 Service - Santa Rosa CityBus Operating	\$ 226,261	3/28/18
Sonoma County Transit <sup>4</sup>	Electric Bus Purchase	\$ 342,183	3/28/18
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 3,220,928</b>	
MTC	Clipper Fare Payment System	\$ 3,138,381	3/28/18
SFMTA	Mission Bay Loop	\$ 1,440,568	3/28/18
VTA	North First Street Light Rail Speed and Safety Improvement Project - Phase 1	\$ 874,631	3/28/18
AC Transit	San Leandro BART -- Transit Access Improvements	\$ 579,338	5/23/18
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project	\$ 210,780	3/28/18
<b>TOTAL</b>		<b>\$ 9,464,626</b>	

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

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

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

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

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

**FY 2018-19 Low Carbon Transit Operations Program Requests**

Based on State Controller's Office Letter dated 1/31/2019

Agency	Project(s)	FY 2018-19 LCTOP Population-Based Funding	Date
CCCTA	Martinez to Amtrak BART II	\$ 375,378	4/24/19
CCCTA	Free Fares for Routes 11, 14, and 16 Serving the Monument Corridor	\$ 596,332	4/24/19
ECCTA	New Route 383	\$ 586,893	4/24/19
LAVTA	Purchase Four (4) Zero-Emission Replacement Buses and Related Support Infrastructure	\$ 401,737	4/24/19
NVTA	NVTA Zero Emission Bus Procurement Project	\$ 277,010	4/24/19
Union City	Electric Vehicle Charging Infrastructure for Union City Transit Fleet	\$ 140,680	4/24/19
WCCTA	"Spare the Fare" -- Free Rides on Weekday Spare the Air Days	\$ 129,561	4/24/19
GGBHTD <sup>1</sup>	Purchase Sixty-four (64) 40-foot Diesel-Electric Hybrid Buses	\$ 307,876	4/24/19
Marin Transit <sup>1</sup>	Purchase Four 40ft Electric Transit Vehicles	\$ 204,568	4/24/19
City of Fairfield <sup>2</sup>	Electric Infrastructure Upgrade Phase I	\$ 287,598	4/24/19
Solano County Transit <sup>2</sup>	SolTrans All-Electric Bus Purchase	\$ 140,000	4/24/19
Solano County Transit <sup>2</sup>	Electrical Infrastructure for Charging All-Electric Buses	\$ 406,815	4/24/19
City of Petaluma <sup>3</sup>	Purchase One Zero-Emission Replacement Bus	\$ 122,145	4/24/19
City of Santa Rosa <sup>3</sup>	Maintain Increased Frequency on Routes 1 and 2	\$ 347,666	4/24/19
Sonoma County Transit <sup>3</sup>	Electric Bus Purchases	\$ 510,600	4/24/19
<b>North Counties / Small Operators Subtotal</b>		<b>\$ 4,834,859</b>	
MTC	Infrastructure for Regional Means-Based Transit Fare Pilot	\$ 4,759,808	4/24/19
SFMTA	West Portal Optimization and Crossover Activation	\$ 2,184,830	4/24/19
VTA	Fast Transit Program: Speed Improvement Project	\$ 1,326,504	4/24/19
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)	\$ 1,248,474	4/24/19
<b>TOTAL</b>		<b>\$ 14,354,475</b>	

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

1. Marin County received \$512,444, and distributed between Marin Transit and GGBHTD as noted.

2. Solano County received \$834,413 and distributed between City of Fairfield and Solano County Transit as noted.

3. Sonoma County received \$980,411 and distributed between City of Petaluma, City of Santa Rosa, and Sonoma County Transit as noted.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-0288      **Version:** 1      **Name:**

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

**File created:** 3/7/2019      **In control:** Programming and Allocations Committee

**On agenda:** 4/10/2019      **Final action:**

**Title:** MTC Resolution No. 4035, Revised. Revisions to the One Bay Area Grant Program (OBAG 1) to redirect funding for AC Transit within the Bay Bridge Forward suite of projects.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2d\\_Reso-4035\\_ACTransit\\_BayBridgeForward\\_Funding.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
MTC Resolution No. 4035, Revised. Revisions to the One Bay Area Grant Program (OBAG 1) to redirect funding for AC Transit within the Bay Bridge Forward suite of projects.

**Presenter:**  
Mallory Atkinson

**Recommended Action:**  
Commission Approval



# Metropolitan Transportation Commission Programming and Allocations Committee

April 10, 2019

Agenda Item 2d

## MTC Resolution No. 4035, Revised

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**Subject:** Revisions to the One Bay Area Grant Program (OBAG 1) to redirect funding for AC Transit within the Bay Bridge Forward suite of projects.

**Background:** In July 2016, the Commission directed \$40 million within the OBAG 1 and 2 programs and Regional Measure 2 towards projects that relieve traffic congestion and transit crowding on the San Francisco Oakland Bay Bridge corridor. Known as Bay Bridge Forward, the program is focused on the implementation of near-term, cost-effective operational improvements that offer travel time savings, reliability and lower costs for carpooling and bus/ferry transit use increase person throughput and reduce congestion, incidents, and emissions in the bridge corridor.

Within Bay Bridge Forward, \$10 million was programmed to AC Transit to purchase double decker buses and retrofit buses to increase frequencies on key Transbay routes.

AC Transit has recently notified MTC of a \$1.6 million balance on their Bay Bridge Forward projects. Due to delays in the roll out of increased service, AC Transit was able to utilize new buses on the Transbay routes, reducing the amount needed to retrofit existing buses for the project.

AC Transit has requested to use these unspent funds to construct an additional double decker bus wash at their Oakland maintenance facility. AC Transit currently has one double decker bus wash at their Richmond maintenance facility, and the construction of an additional bus wash facility will allow AC Transit the flexibility to deploy double decker buses on Transbay routes that are served by the Oakland maintenance facility. Several of the Oakland-based routes have high peak loads and crowding.

Staff proposes to redirect the \$1.6 million balance from AC Transit's bus rehabilitation project to the Oakland double decker bus wash project within the Bay Bridge Forward program.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4035, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 4035, Revised, Attachment B-1

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

### ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Project Selection Policies

Attachment B-1 – Regional Program Project List

Attachment B-2 – OneBayArea Grant (OBAG 1) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation

Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31,

2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect \$1.0 million from the ALA-I-

680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect \$270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the \$10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect \$0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 (\$9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project (\$717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project (\$6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a \$265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect \$3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a \$252,000 Safe Routes to Schools grant for San Mateo County, redirect \$2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete \$500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from \$6,600,000 to \$6,100,000), and add the SMART Clipper Card Service project in Sonoma County for \$500,000.

On September 23, 2015, Attachment B-2 was revised to redirect \$6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect \$350,000 from Vacaville's Ulati Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo's Downtown Streetscape – Phases 3 and 4 project, and to redirect \$122,249 from Marin Transit's Preventive Maintenance program to the preliminary engineering phase of Marin Transit's Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by \$2.35 million increasing the FY 2016-17 program amount to \$5.0 million.

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On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling \$6,000,000 under the Climate Initiatives Program.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for \$2,000,000 under the Transit Capital Rehabilitation program; redirect \$10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add \$74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect \$67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect \$298,000 from Menlo Park's Various Streets and Roads Preservation project and \$142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project (\$290,000) and San Carlo's Streetscape and Pedestrian Improvements project (\$150,000); and redirect \$89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

On February 24, 2016, Attachment B-1 and Appendix A-2 were revised to transfer \$75,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program, to enable an equivalent amount of MTC funds to support Bay Area Regional Collaborative Consultant expenses.

On March 23, 2016, Attachment B-1 was revised to transfer \$280,000 from MTC's 511- Traveler Information to MTC's Regional Performance Initiatives Implementation; identify funding for Service Authority for Freeways and Expressways (SAFE) separately from MTC funding (no change in total funding), direct \$1,073,000 to the Alameda County Safe Routes to School Program within the Regional Safe Routes to School Program; and identify three Priority Development Area planning grants in Santa Clara County within the Priority Development Area Planning and Implementation Program.

On May 25, 2016, Attachment B-1 was revised to redirect \$68,228 in cost savings from MTC/VRTA's SR 82 Relinquishment Exploration Study to ABAG PDA Planning within the Priority Development Area (PDA) Planning and Implementation Program; redirect \$20.0 million in unobligated balances and

cost savings within the Freeway Performance Initiative (FPI) for Caltrans to direct towards support and capital needs related to the close-out of active ramp metering projects and/or delivery of any outstanding ramp metering projects; transfer \$1,171,461 from Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) to its MS Sonoma Refurbishment project; and add Round 4 (\$23,457,614) of the Transit Performance Initiative (TPI) Incentive Program, which involves 14 new projects and augmentations to nine existing projects.

On July 27, 2016, Attachment B-1 and B-2 were revised to: reflect updated cost savings numbers within the Freeway Performance Initiative (FPI); direct \$360,000 to the San Francisco Department of Public Health's Safe Routes to School Non-Infrastructure Program, direct \$314,000 to the Solano Transportation Authority's Solano County Safe Routes to School Non-Infrastructure Program and redirect \$791,000 from San Rafael's Grand Avenue Bicycle and Pedestrian Improvements project to Marin County's North Civic Center Drive Bicycle and Pedestrian Improvements project within the Regional Safe Routes to School Program; direct \$9 million to AC Transit's Higher Capacity Bus Fleets/Increased Service Frequencies program and \$1 million to MTC's West Grand Avenue Transit Signal Priority project within the Transit Performance Initiative – Capital Investment Program; identify a transportation exchange project (Vineyard Road Improvements) for Novato's Thatcher Ranch Easement and Pacheco Hill Parkland Acquisitions in the North Bay PCA Program; redirect \$52,251 from San Francisco Department of Public Works' (SF DPW) ER Taylor Safe Routes to School project to the Second Street Complete Streets project in the One Bay Area Grant County Program; and update the Second Street Complete Streets project to reflect that it will be implemented by SF DPW.

On December 21, 2016, Attachments B-1 and B-2 and appendices A-1, A-2 and A-4 were revised to: transfer \$100,000 from BCDC Planning to MTC Planning within the Regional Planning Activities program to support Bay Area Regional Collaborative expenses; redirect \$500,000 from MTC/SAFE's Incident Management Program within the Freeway Performance Initiative and \$338,000 from Hayward's Comprehensive Parking Management Plan Implementation project to MTC's Spare the Air Youth Program within the Climate Initiatives program; revise the project title of the Incident Management Program to clarify the focus on I-880 Integrated Corridor Management and direct \$383,000 in program savings for future use; direct \$5,820,000 from the Regional Performance Initiatives Corridor Implementation project under the Freeway Performance Initiative program as follows: \$1,100,000 to CCTA's San Pablo Dam Road project to facilitate an exchange of an equivalent amount of local funds to support MTC's Bay Bridge Forward Commuter Parking Initiative, \$1,100,000 to CCTA's SR 4 Operational Improvements, and \$3,620,000 for MTC's Bay Bridge Forward Commuter Parking Initiative - Related Activities project; repurpose \$10,000,000 in Transit Oriented Affordable



Housing (TOAH) loan funds to a new Affordable Housing Jumpstart Program; transfer \$40,000 from San Anselmo's Sunny Hill Ridge and Red Hills Trail project to Mill Valley's Bayfront Park Recreational Bay Access project within the North Bay Priority Conservation Area (PCA) program; transfer \$100,000 from Emeryville's Hollis Street Preservation project to Berkeley's Hearst Avenue Complete Streets project within the County Program; and transfer \$14,000 from MTC's Regional Performance Initiatives Corridor Implementation to Caltrans' to reflect actual obligations for their Ramp Metering and TOS Elements Program within the Freeway Performance Initiative. Appendices A-1, A-2 and A-4 were revised to reflect programming actions taken by the Commission with this action or in prior actions pertaining to the overall funding levels for Climate Initiatives, Safe Routes to School, Transit Capital Priorities, and Transit Performance Initiative programs within the Regional Program and the final amounts distributed to each county through the County Program.

On January 25, 2017, Attachment B-1 was revised to add Round 3 of the Transit Performance Initiative (TPI) Capital Investment Program, which involves five new projects; the programming for these projects is derived from \$14,962,000 in unprogrammed balances and \$3,991,000 redirected from Round 2 TPI projects, for a total of \$18,953,000.

On April 26, 2017, Attachment B-1 and B-2 were revised to program \$345,000 in Regional Safe Routes to School Program funding and redirect \$150,000 from Cloverdale's Safe Routes to School Phase 2 project in Sonoma County Program funding to the Sonoma County Safe Routes to School Program; reprogram \$859,506 within the Transit Performance Initiatives (TPI) – Incentive Program, and \$1,118,681 within Round 3 of the TPI – Investment Program.

On May 24, 2017, Attachment B-2 was revised to redirect \$3,440,000 from Sunnyvale's East & West Channel Multi-Use Trail to Milpitas' Montague Expressway Pedestrian Bridge at Milpitas BART; reprogram \$223,065 from Duane Avenue Preservation to Maude Avenue Bikeway and Streetscape within Sunnyvale; reprogram \$550,928 from San Tomas Expressway Box Culvert Rehabilitation to the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvements within Santa Clara County; and re-name San Jose's Downtown San Jose Bike Lanes and De-couplet to Almaden Ave. & Vine St. Safety Improvements to reflect a revised scope.

On June 28, 2017, Attachments B-1 and B-2 were revised to redirect \$265,000 from Palo Alto Local PDA Planning to VTA for Local PDA Planning – Santa Clara within the Regional PDA Planning Program; redirect \$412,000 in cost savings from Fremont's Various Streets and Roads Preservation to Fremont's City Center Multi-Modal Improvements within the Alameda County Program; revise the

name of the Sonoma County Safe Routes to School (SRTS) project to clarify that the funds are supplemental to the OBAG County Program base SRTS funds; and redirect \$264,000 in cost savings from the Santa Rosa Complete Streets Road Diet on Transit Corridors project and \$100,000 from the Sonoma County SRTS to an unprogrammed balance for the Sonoma County Program.

On July 26, 2017, Attachment B-1 was revised to program \$2,322,000 in unprogrammed balances within the Transit Performance Initiative (TPI) Capital Investment Program, for four new North Bay projects.

On September 27, 2017, Attachment B-2 was revised to redirect \$94,000 in cost savings from Dixon's West A Street Preservation to Solano County's Redwood-Fairgrounds Drive Interchange Bike/Transit Improvements within the Solano County Program.

On October 25, 2017, Attachment B-1 was revised to redirect \$44,000 from Caltrain's Map-Based Real-Time Train Display to its Control Point Installation project and redirect \$96,000 from Napa Valley Transportation Authority's Comprehensive Operational Analysis to its Imola Avenue and SR 29 Express Bus Improvements project within the Transit Performance Initiative – Incentive Program; and program \$73 in remaining program balances to the NVTa Imola Avenue and SR-29 Express Bus Improvements Project within the Transit Performance Initiative – Investment Program.

On November 15, 2017, Attachment B-1 was revised to program \$105,000 in Regional Safe Routes to School (SRTS) to Napa Valley Transportation Authority for Napa County's SRTS Program, \$225,000 to San Mateo County Office of Education for San Mateo County's SRTS Program, and \$1,000,000 to Los Altos for the Miramonte Ave Bicycle and Pedestrian Access Improvements within Santa Clara County; and to redirect \$783,000 in the Climate Initiatives Program from Walnut Creek's Parking Guidance System Pilot to the N Main St Rehabilitation project as part of a funding exchange arrangement.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$607,000 to Moraga's Moraga Way and Canyon Rd/Camino Pablo Improvements project and \$215,000 to Concord's Willow Pass Repaving and Safe Routes to School (SRTS) project within the Regional SRTS program; program \$364,000 to Santa Rosa's US 101 Bike/Pedestrian Overcrossing project within the Sonoma County Program; and reprogram the SFPark to Cycle 1 and clarify exchange projects within the program.

On March 28, 2018, Attachments B-1 and B-2 were revised to reduce the amount programmed within the Regional Climate Initiatives Program to the Contra Costa Transportation Authority (CCTA) Car Share4All project to \$573,453 to reflect a change in scope; redirect \$630,000 in project savings from the NextGen

Arterial Operations Program (AOP), a subcomponent of the Program for Arterial System Synchronization (PASS), to the AC Transit South Alameda County Corridors Travel Time Improvements project; and to identify Santa Clara Valley Transportation Authority (VTA) as the sponsor of the Montague Expressway Pedestrian Overcrossing at Milpitas BART.

On May 23, 2018, Attachments B-1 and B-2 were revised to redirect \$20,587 from Union City's Single Point Login Terminals on Revenue Vehicles to its South Alameda County Major Corridor Travel Time Improvements project within the Transit Performance Initiative program; and reflect the redirection of \$4,350,000 in Regional Transportation Improvement Program (RTIP) funds from Palo Alto's US 101/Adobe Creek Bicycle and Pedestrian Bridge to San Jose's West San Carlos Urban Village Streetscape Improvements project within Santa Clara County's OBAG 1 County Program.

On June 27, 2018, Attachment B-1 was revised to redirect \$820,000 from MTC's Bay Bridge Forward Commuter Parking Initiatives Related Activities project to CCTA's I-80 Central Ave Interchange Improvements; \$636,763 from ECCTA's Replacement of Eleven 40' Buses project to the Clipper® Next Generation Fare Collection System project within the Transit Capital Rehabilitation Program; and to program \$400,411 in unprogrammed balances within the Climate Initiatives Program to MTC's Carsharing Implementation project.

On July 25, 2018, Attachment B-1 was revised to redirect \$150,000 from Oakland's Transportation Impact Review Streamlining Technical Assistance grant within the Regional PDA Planning Grant program, with \$65,000 directed to Rohnert Park's Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant, and \$85,000 directed to Windsor's PDA Planning and Implementation Staffing Assistance grant.

On September 26, 2018, Attachments B-1 and B-2 were revised to redirect \$1,000,000 from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project and \$346,000 in Santa Clara County's Safe Routes to School program (SRTS) unprogrammed balances to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Regional SRTS program; redirect \$794,000 from Santa Clara County's Capitol Expressway Traffic Intelligent Transportation Systems (ITS) and Bike/Pedestrian Improvements project to Sunnyvale's East Sunnyvale Area Sense of Place Improvements project within the Santa Clara County Program; direct \$2,332,747 from Caltrain's Control Point Installation project to its Positive Train Control project within the Transportation Performance Initiative (TPI) Incentive program; and direct \$500,000 within the TPI Investment program

from Novato's Downtown SMART Station project to Novato Pavement Rehabilitation as part of a local funding exchange to support the Downtown SMART Station project.

On December 19, 2018, Attachment B-2 was revised to redirect \$794,000 from Sunnyvale's East Sunnyvale Area Sense of Place Improvements project to Sunnyvale's Peery Park Sense of Place Improvements within the Santa Clara County Program.

On January 23, 2019, Attachment B-1 was revised to redirect \$500,000 from Santa Clara Valley Transportation Authority's (VTA's) Santa Clara Pocket Track Light Rail Interlocking to VTA's Light Rail Crossovers and Switches project within the Transit Performance Initiative Capital Investments Program.

On April 24, 2019, Attachment B-1 was revised to redirect \$1,600,000 from AC Transit's Bay Bridge Forward (BBF) Higher Capacity Bus Fleets and Increased Service Frequencies project to its Double Decker Bus Wash project within the Transit Performance Initiative (TPI) Investment Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, January 13, 2016, February 10, 2016, March 9, 2016, April 13, 2016, May 11, 2016, July 13, 2016, December 14, 2016, January 11, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, February 14, 2018, March 7, 2018, May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, December 12, 2018, January 9, 2019, and April 10, 2019.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

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

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

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

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

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

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

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

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

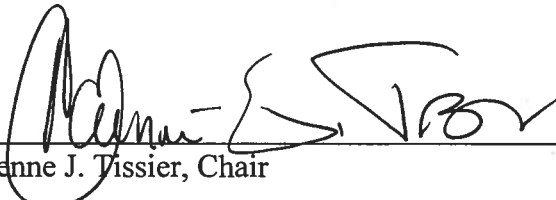
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

April 2019

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C  
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01/27/16-C 02/24/16-C 03/23/16-C 05/25/16-C 07/27/16-C 12/21/16-C  
01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C  
01/23/19-C 04/24/19-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
ABAG Planning	ABAG	\$3,393,000	\$0	\$3,393,000
BCDC Planning	BCDC	\$1,526,000	\$0	\$1,526,000
MTC Planning	MTC	\$3,568,000	\$0	\$3,568,000
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>		<b>TOTAL:</b>	<b>\$0</b>	<b>\$8,487,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>				
511 - Traveler Information	MTC	\$57,520,000	\$0	\$57,520,000
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
<b>SUBTOTAL</b>		<b>\$78,920,000</b>	<b>\$0</b>	<b>\$78,920,000</b>
Incident Management Program - I-880 Integrated Corridor Management	MTC	\$11,357,000	\$0	\$11,357,000
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
<b>SUBTOTAL</b>		<b>\$25,819,000</b>	<b>\$0</b>	<b>\$25,819,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>		<b>TOTAL:</b>	<b>\$0</b>	<b>\$104,739,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
Regional Performance Initiatives Implementation	SAFE	\$7,750,000	\$0	\$7,750,000
Regional Performance Initiatives Corridor Implementation	MTC	\$7,480,000	\$0	\$7,480,000
Program for Arterial System Synchronization (PASS)	MTC	\$8,370,000	\$0	\$8,370,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	\$500,000	\$0	\$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	\$1,130,000	\$0	\$1,130,000
CCTA: I-80 Central Ave Interchange Improvements	CCTA	\$820,000	\$0	\$820,000
Bay Bridge Forward - Commuter Parking Initiative (Funding Exchange)	MTC	\$0	\$3,900,000	\$3,900,000
CC-I-80 San Pablo Dam Rd I/C (Funding Exchange)	CCTA	\$1,100,000	\$0	\$1,100,000
<b>SUBTOTAL</b>		<b>\$27,150,000</b>	<b>\$3,080,000</b>	<b>\$31,050,000</b>
<b>Ramp Metering and TOS Elements - MTC Program</b>				
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	\$8,132,000	\$0	\$8,132,000
FPI - CC SR 4 Operational Improvements	CCTA	\$1,100,000	\$0	\$1,100,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	\$730,000	\$0	\$730,000
FPI - SOL I-80 Ramp Meeting and Traffic Operations	Caltrans	\$170,000	\$0	\$170,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	\$3,200,000	\$0	\$3,200,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$270,000	\$0	\$270,000
Unprogrammed Future RTIP	TBD	\$0	\$34,000,000	\$34,000,000
<b>SUBTOTAL</b>		<b>\$15,358,000</b>	<b>\$34,000,000</b>	<b>\$49,358,000</b>
<b>Ramp Metering and TOS Elements - Caltrans Program</b>				
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from Caltrans ROW))	Caltrans	\$270,000	\$0	\$270,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from SCL 101)	Caltrans	\$3,417,000	\$0	\$3,417,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101 (Savings from CC 4/242)	Caltrans	\$4,686,000	\$0	\$4,686,000
FPI Caltrans - ALA I-580 - SJ Co. Line to I-238	Caltrans	\$4,808,000	\$0	\$4,808,000
FPI Caltrans - ALA I-680, ALA I-880, MRN US-101	Caltrans	\$6,819,000	\$0	\$6,819,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>		<b>TOTAL:</b>	<b>\$37,080,000</b>	<b>\$100,408,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>				
Pavement Management Program (PMP)	MTC	\$1,547,000	\$0	\$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	\$0	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$53,000	\$0	\$53,000
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>		<b>TOTAL:</b>	<b>\$0</b>	<b>\$9,100,000</b>
<b>5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>				
<b>Regional PDA Implementation</b>				
PDA Planning - ABAG	ABAG	\$2,068,228	\$0	\$2,068,228
<b>SUBTOTAL</b>		<b>\$2,068,228</b>	<b>\$0</b>	<b>\$2,068,228</b>
<b>Affordable Housing Jumpstart Program</b>				
Affordable Housing Jumpstart Program (Funding Exchange)	MTC		\$10,000,000	\$10,000,000
<b>SUBTOTAL</b>		<b>\$0</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000

# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

April 2019

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
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01/23/19-C 04/24/19-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$218,000	\$0	\$218,000
Belmont Village Specific/Implementation Plan	Belmont	\$440,000	\$0	\$440,000
Millbrae PDA Specific Plan	Millbrae	\$500,000	\$0	\$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	\$450,000	\$0	\$450,000
Mountain View El Camino Real Streetscape Study	Mountain View	\$260,000	\$0	\$260,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	\$640,305	\$0	\$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	\$100,000	\$0	\$100,000
North 1st Street Urban Village Plan	San Jose	\$369,962	\$0	\$369,962
Berryessa BART Urban Village Plan	San Jose	\$331,630	\$0	\$331,630
Local PDA Planning - Santa Clara	VTA	\$3,647,103	\$0	\$3,647,103
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>
<b>Regional PDA Planning</b>				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$206,772	\$0	\$206,772
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$150,000	\$0	\$150,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
Windsor Parking Management and Pricing	MTC	\$85,000	\$0	\$85,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
Central Rohnert Park PDA/Creekside Neighb. Subarea Connector Path	MTC	\$65,000	\$0	\$65,000
<b>SUBTOTAL</b>		<b>\$7,931,772</b>	<b>\$0</b>	<b>\$7,931,772</b>
<b>5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>		<b>TOTAL: \$30,000,000</b>	<b>\$10,000,000</b>	<b>\$40,000,000</b>
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>				
<i>Car Sharing</i>				
Hayward RFP for Car Sharing Services	Hayward	\$200,480	\$0	\$200,480
Oakland Car Share and Outreach Program	Oakland	\$320,526	\$0	\$320,526
CCTA Car Share4All	CCTA	\$573,453	\$0	\$573,453
TAM Car Share CANAL	TAM	\$125,000	\$0	\$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	\$210,000	\$0	\$210,000



# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

April 2019

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01/25/17-C 04/26/17-C 06/28/17-C 07/26/17-C 10/25/17-C 11/15/17-C  
02/28/18-C 03/28/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C  
01/23/19-C 04/24/19-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>
Santa Rosa Car Share	SCTA	\$170,130	\$0	\$170,130
<i>Transportation Demand Management</i>				
goBerkeley Residential Shared Parking Pilot	Berkeley	\$950,000	\$0	\$950,000
Oakland Demand-Responsive Parking and Mobility Mgmt Initiative	Oakland	\$1,300,000	\$0	\$1,300,000
Walnut Creek N Main St Rehab (for Parking Guidance System Pilot)	Walnut Creek	\$783,000	\$0	\$783,000
Downtown San Mateo Parking Technology Implementation	San Mateo	\$1,500,000	\$0	\$1,500,000
Peery Park Rides	VTA/Sunnyvale	\$1,129,000	\$0	\$1,129,000
Public Education Outreach	MTC	\$312,000	\$0	\$312,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
Spare the Air Youth Program - 2	MTC	\$838,000	\$0	\$838,000
Carsharing Implementation	MTC	\$400,411	\$0	\$400,411
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>	<b>TOTAL:</b>	<b>\$8,812,000</b>	<b>\$6,000,000</b>	<b>\$14,812,000</b>

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

<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMA's</i>				
Alameda County SRTS Program	ACTC	\$5,366,000	\$0	\$5,366,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Concord: Willow Pass Repaving & SRTS	Concord	\$215,000	\$0	\$215,000
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Imps.	Moraga	\$607,000	\$0	\$607,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$791,000	\$0	\$791,000
Napa County SRTS Program - 2	NVTA	\$105,000	\$0	\$105,000
Napa County SRTS Non-Infrastructure Program	NVTA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,799,000	\$0	\$1,799,000
San Mateo County SRTS Program	SMCCAG	\$2,382,000	\$0	\$2,382,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,346,000	\$0	\$1,346,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,570,000	\$0	\$1,570,000
Sonoma County SRTS Program	SCTA	\$345,000	\$0	\$345,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>	<b>TOTAL:</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$25,000,000</b>

<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>				
<i>Specific Projects TBD by Commission</i>				
Advanced Communications and Information System (ACIS)	GGBHTD	\$828,539	\$0	\$828,539
MS Sonoma Ferry Refurbishment	GGBHTD	\$1,171,461	\$0	\$1,171,461
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
Clipper Back Office Fare Collection Equipment Replacement	MTC	\$2,684,772	\$0	\$2,684,772
Clipper Next Generation Fare Collection System	MTC	\$636,763	\$0	\$636,763
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$5,502,261	\$0	\$5,502,261
SFMTA - New 40' Neoplan Bus Replacement	SFMTA	\$10,000,000	\$0	\$10,000,000
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>
<b>Transit Performance Initiative (TPI) Incentive Program</b>				
<i>Specific Projects TBD by Commission</i>				

# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

April 2019

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
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01/23/19-C 04/24/19-C

## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$4,547,305	\$0	\$4,547,305
TPI - LAVTA - Wheels Marketing Initiatives	LAVTA	\$423,798	\$0	\$423,798
TPI - ACE Positive Train Control	SJRRC/ACE	\$502,214	\$0	\$502,214
TPI - Union City - South Alameda County Major Corridors Travel Time Imps	Union City	\$160,587	\$0	\$160,587
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$685,196	\$0	\$685,196
TPI - CCCTA - Remix Software Implementation	CCCTA	\$35,451	\$0	\$35,451
TPI - ECCTA - Non-ADA Paratransit to Fixed Route Program	ECCTA	\$817,297	\$0	\$817,297
TPI - WCCTA - Purchase of Automatic Vehicle Locator System	WCCTA	\$344,513	\$0	\$344,513
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	GGBHTD	\$387,440	\$0	\$387,440
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	GGBHTD	\$402,572	\$0	\$402,572
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$239,808	\$0	\$239,808
TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program)	Marin Transit	\$122,249	\$0	\$122,249
TPI - NVTA - Am. Canyon Priority Signal Interconnection on SR 29	NVTA	\$91,757	\$0	\$91,757
TPI - NVTA - Bus Mobility Device Retrofits	NVTA	\$120,988	\$0	\$120,988
TPI - NVTA - Imola Ave and SR 29 Express Bus Improvements	NVTA	\$96,058	\$0	\$96,058
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - BART - Concord Shop Wheel Truing	BART	\$7,165,450	\$0	\$7,165,450
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - WETA - Central Bay Operations and Maintenance	WETA	\$1,325,466	\$0	\$1,325,466
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$9,285,937	\$0	\$9,285,937
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Overhaul	SFMTA	\$5,337,401	\$0	\$5,337,401
TPI - Caltrain - Control Point Installation	Caltrain	\$1,802,415	\$0	\$1,802,415
TPI - Caltrain - Postitive Train Control	Caltrain	\$2,332,747	\$0	\$2,332,747
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$1,344,917	\$0	\$1,344,917
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - VTA - Montague Expressway Pedestrian Bridge at Milpitas BART	VTA	\$2,768,555	\$0	\$2,768,555
TPI - Fairfield - Expand bus service between Fairfield and Vacaville	Fairfield	\$372,216	\$0	\$372,216
TPI - Fairfield - SolanoExpress Service Vehicle Replacement (for SolanoExpress Bus Stop Imps)	Fairfield	\$333,719	\$0	\$333,719
TPI - SolTrans - 40' Electric Bus Purchase & Hybrid-Diesel Bus Replacement	SolTrans	\$399,223	\$0	\$399,223
TPI - Petaluma - Transit Signal Priority, Phase I, II & III	Petaluma	\$378,692	\$0	\$378,692
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	\$100,000	\$0	\$100,000
TPI - Santa Rosa - Reimagining CityBus Implementation	Santa Rosa	\$682,177	\$0	\$682,177
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	Sonoma County	\$199,667	\$0	\$199,667
SUBTOTAL		\$60,000,000	\$0	\$60,000,000
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>		<b>TOTAL: \$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>

## 9. TRANSIT PERFORMANCE INITIATIVE (TPI)

<b>TPI - Capital Investment Program</b>				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
BBF - AC Transit Higher Capacity Bus Fleets-Increased Service Freq.	AC Transit	<b>\$7,400,000</b>	<b>\$0</b>	<b>\$7,400,000</b>
<b>BBF - AC Transit Double Decker Bus Wash</b>	<b>AC Transit</b>	<b>\$1,600,000</b>	<b>\$0</b>	<b>\$1,600,000</b>
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
BBF - West Grand Ave Transit Signal Priority	MTC	\$1,000,000	\$0	\$1,000,000
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$4,000,000	\$0	\$4,000,000
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$2,383,860	\$0	\$2,383,860
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
TPI-3 - AC Transit San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit	\$3,881,319	\$0	\$3,881,319
TPI-3 - BART Train Seat Modification	BART	\$1,503,239	\$0	\$1,503,239
TPI-3 - SFMTA Geary BRT Phase 1: Near-Term Improvements	SFMTA	\$9,609,241	\$0	\$9,609,241

# Attachment B-1

MTC Res. No. 4035, Attachment B-1

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

April 2019

11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C  
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## OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total OBAG 1
<b>OBAG 1 REGIONAL PROGRAMS</b>		<b>\$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>
TPI-3 - SamTrans Traffic Signal Priority on El Camino Real	SamTrans	\$3,459,000	\$0	\$3,459,000
TPI-3 - VTA Light Rail Crossovers & Switches	VTA	\$500,000	\$0	\$500,000
TPI - Novato Pavement Rehabilitation (for Novato Downtown SMART Station)	Novato	\$500,000	\$0	\$500,000
TPI - NVTA Imola Ave and SR 29 Express Bus Improvements	NVTA	\$411,073	\$0	\$411,073
TPI - Fairfield Solano Express Service Vehicle Repl. (for SolanoExpress Fairgrounds Dr/SR 37 Bus Stop)	Fairfield	\$1,000,000	\$0	\$1,000,000
TPI - Santa Rosa CityBus New Transit System Optimization	Santa Rosa	\$411,000	\$0	\$411,000
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$140,000	\$0	\$140,000
Marin PCA - Thatcher Ranch Easement Acq. (Vineyard Rd Improvements)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (Vinyard Rd. Improvements)	Novato	\$500,000	\$0	\$500,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$40,000	\$0	\$40,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
<b>SUBTOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
<b>SUBTOTAL</b>		<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,500,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>
<b>OBAG 1 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$438,146,000</b>	<b>\$53,080,000</b>	<b>\$492,046,000</b>

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0291      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 3/8/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 4/10/2019      **Final action:**  
**Title:** MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-12.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2e Reso-4375 TIP Amendment 2019-12.pdf](#)

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

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-12.

### Presenter:

Adam Crenshaw

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission

## Programming and Allocations Committee

April 10, 2019

Agenda Item 2e

### MTC Resolution Nos. 4375, Revised

**Subject:** 2019 Transportation Improvement Program (TIP) Amendment 2019-12.

**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 2019-12 makes revisions to four projects with a net funding increase of approximately \$13.7 million. Among other changes, this revision:

- Reprograms Congestion Mitigation and Air Quality Improvement (CMAQ) program funds available through the Transit Performance Initiative – Capital Investment Program from VTA's Santa Clara Pocket Track Light Rail Interlocking project to their Light Rail Track Crossovers and Switches project and deletes the interlocking project; and
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Emergency Response program to reflect the latest information from Caltrans including the addition of \$14.6 million in SHOPP funds.

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 2019-12  
MTC Resolution No. 4375, Revised

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# TIP Revision Summary 2019-12

# Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
SCL170030	San Jose	McKee Road Safety Improvements	Update the funding plan to add improvements on Gridley St and reprogram \$1.2M in STP from FY19 PE to FY21 CON	\$0	0.0%
<b>System: State Highway</b>					
VAR170008	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Update the funding plan and back up listing to reflect the latest information from Caltrans including the addition of \$14.6M in SHOPP funds	\$14,635,000	2.7%
<b>System: Transit</b>					
SCL110104	Santa Clara Valley Transportation Authority (VTA)	VTA: Light Rail Track Crossovers and Switches	Update the funding plan to add \$500K in FY19 CMAQ that is being transferred from SCL170012 and add \$65K in Prop-1B	\$564,781	1.6%
SCL170012	Santa Clara Valley Transportation Authority (VTA)	Santa Clara Pocket Track Light Rail Interlocking	Update the funding plan to remove \$500K in CMAQ as the funds are being transferred to SCL110104 and remove \$1M in Sales Tax and delete this listing	-\$1,500,000	-100.0%
Total Funding Change:				\$13,699,781	

## TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$12,659,518	\$539,145,000	\$0	\$34,449,548	\$586,254,066	\$92,899,523
Proposed:	\$12,659,518	\$553,844,781	\$0	\$33,449,548	\$599,953,847	\$108,099,304
Delta:	\$0	\$14,699,781	\$0	-\$1,000,000	\$13,699,781	\$15,199,781

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  
04/24/19-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, March 6, 2019, and April 14, 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	2/5/2019
2019-04	Admin. Mod.	10	\$5,506,382	3/5/2019	3/5/2019
2019-05	Amendment	3	\$22,503,964	1/23/2019	2/19/2019
2019-06	Amendment	2	\$15,814,128	1/23/2019	2/15/2019
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
2019-11	Admin. Mod.	Pending	Pending	Pending	Pending
2019-12	Amendment	4	\$13,699,781	4/24/2019	Pending
Net Funding Change		139	\$212,663,048		
Absolute Funding Change			\$301,137,700		



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  
Revised: 12/19/18-C 01/23/19-C  
02/27/19-C 03/27/19-C  
04/24/19-C

Attachment B  
Resolution No. 4375, Revised  
Page 1 of 4

## 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 was received on February 5, 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 an administrative modification that revises ten projects with a net funding increase of approximately \$5.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 5, 2019. Among other changes, this revision:

- Updates the funding plans of four Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions, including the exchange of approximately \$16 million in STP/CMAQ and an equal amount of sales tax proceeds between San Francisco's Better Market Street project and SFMTA's New Central Subway project;
- Also updates the funding plan of the Better Market Street project to reflect the award of \$15 million in Better Using Investments to Leverage Development (BUILD) grant funds;

- Combines the two Innovative Deployments to Enhance Arterials program listings into a single listing;
- Splits out near-term, High Priority Program-funded improvements from Alameda County's Vasco Road Safety Improvements project; and
- Updates the funding plan and back-up listing of the Lifeline Transportation Program – Cycle 5 grouped listing to reflect the programming of additional Federal Transit Administration Section 5307 funds and State Transit Assistance program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$15 million in BUILD funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 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 was received on February 6, 2019, and final federal approval was received on February 19, 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 was received on February 6, 2019, and final federal approval was received on February 15, 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 was received on March 13, 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.

**Revision 2019-11** is a pending administrative modification.

**Revision 2019-12** is an amendment that revises four projects with a net funding increase of approximately \$13.7 million. The revision was referred by the Programming and Allocations Committee on April 10, 2019, and approved by the MTC Commission on April 24, 2019. Caltrans approval is expected in late May 2019, and final federal approval is expected in mid-June 2019. Among other changes, this revision:

- Reprograms Congestion Mitigation and Air Quality Improvement (CMAQ) program funds available through the Transit Performance Initiative – Capital Investment Program from VTA's Santa Clara Pocket Track Light Rail Interlocking project to their Light Rail Track Crossovers and Switches project and deletes the interlocking project; and
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Emergency Response program to reflect the latest information from Caltrans including the addition of \$14.6 million in SHOPP funds.

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	19-0307	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Commission Approval	
<b>File created:</b>	3/19/2019	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	4/10/2019	<b>Final action:</b>			
<b>Title:</b>	Proposed agreements with the Kern Council of Governments, Tehama County Transportation Commission (Tehama CTC) and the Tuolumne County Transportation Council (Tuolumne CTC) for exchange of federal apportionment. A request to authorize agreements with the Tehama CTC and the Tuolumne CTC to exchange up to a total of \$11.8 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.				

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [2f\\_CMAQ\\_Exchange\\_Kern-Tehama-Tuolumne.pdf](#)

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

Proposed agreements with the Kern Council of Governments, Tehama County Transportation Commission (Tehama CTC) and the Tuolumne County Transportation Council (Tuolumne CTC) for exchange of federal apportionment. A request to authorize agreements with the Tehama CTC and the Tuolumne CTC to exchange up to a total of \$11.8 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds in Federal Fiscal Year (FFY) 2018-19 with an equal amount of CMAQ funds in FFY 2019-20.

### Presenter:

Ross McKeown

### Recommended Action:

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

April 10, 2019

Agenda Item 2f

### Proposed Agreements with the Kern Council of Governments, Tehama County Transportation Commission and Tuolumne County Transportation Council for Exchange of Federal Apportionment

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**Subject:** A request to authorize the Executive Director to enter into agreements with the Kern Council of Governments (Kern COG) the Tehama County Transportation Commission (Tehama CTC) and the Tuolumne County Transportation Council (Tuolumne CTC) to exchange a total of up to \$11.8 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds.

**Background:** In response to an upcoming federal rescission of unobligated funds, in March, MTC staff received requests from the three regional Transportation Planning Agencies (RTPAs) listed below to exchange roughly a total of \$11.8 million in CMAQ apportionment.

Kern COG	\$10.0 million
Tehama CTC	\$1.3 million
Tuolumne CTC	\$0.5 million

The Fixing America's Surface Transportation (FAST) Act includes a provision that rescinds a portion of unobligated CMAQ funds as of September 30, 2019. Some regions are unable to use all of their CMAQ apportionment by this date. MTC will have no difficulty in securing (or obligating) all of the regional CMAQ funds to avoid this rescission. There are currently several CMAQ-funded projects ready to be delivered within the region, including the SFTMA Central Subway, but are currently on hold due to lack of CMAQ funds in the region.

The Kern COG, Tehama CTC, and Tuolumne CTC all have CMAQ balances subject to the September 30, 2019 FHWA rescission. In order to avoid losing these apportionment balances to their regions, the Kern COG requests to exchange up to \$10.0 million, the Tehama CTC requests to exchange up to \$1.3 million, and the Tuolumne CTC requests to exchange up to \$0.5 million in FFY 2018-19 CMAQ apportionment with MTC, for an equal amount of MTC's CMAQ apportionment to be repaid in FFY 2019-20.

These exchanges benefit the smaller rural counties by avoiding the rescission of their CMAQ balances, while allowing CMAQ projects currently on hold in the MTC region due to a lack of CMAQ funds to be delivered.

It is often difficult for smaller regions to fully utilize their federal funds and deliver projects through the federal-aid process. This exchange further allows these rural counties to pool multiple years of federal funding and consolidate into a single larger federal CMAQ project. MTC entered into

similar agreements the Calaveras Council of Governments and the Mariposa County Transportation Commission last year.

Caltrans staff has confirmed this exchange of earlier-year apportionment for later-year apportionment is allowed per Caltrans' Apportionment/Obligation Authority Management Policy, and has provided the form of letter for such exchanges.

The effective date of the transfer of CMAQ apportionment from these agencies to MTC is May 1, 2019. The effective date of the transfer of CMAQ apportionment from MTC to these three regions is October 1, 2019.

**Issues:**

**Provision to Eliminate Risk**

The CMAQ funds are subject to rescission by the Federal Highways Administration (FHWA) on September 30, 2019 unless agreements can be executed between MTC and these agencies in sufficient time. The exchanges will not take place unless the agreements can be executed in time for MTC to secure the funds.

**Recommendation:**

Refer to the Commission, approval of authorization for the Executive Director or designee to make final minor adjustments and sign Letters of Understanding with the Kern County Council of Governments, the Tehama County Transportation Commission, and the Tuolumne County Transportation Council for exchange of up to a total of roughly \$11.8 million, in CMAQ funds.

**Attachment:**

Draft Letters of Understanding with Kern COG, Tehama CTC and Tuolumne CTC for Executive Director's signature.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

May 1, 2019

Mr. Rihui Zhang, Chief  
Division of Local Assistance  
Caltrans  
P.O. Box 942873  
Sacramento, CA 94273-0001

**- DRAFT -**

RE: Letter of Understanding between the Kern Council of Governments and the Metropolitan Transportation Commission for federal apportionment exchange.

Dear Mr. Zhang,

This letter constitutes our understanding of an exchange of federal Congestion Mitigation and Air Quality Improvement (CMAQ) apportionment between the Kern Council of Governments (Kern COG) and the Metropolitan Transportation Commission (MTC).

The Kern COG currently has a balance of CMAQ apportionment subject to federal rescission on September 30, 2019 under the Fixing America's Surface Transportation (FAST) Act. To avoid the loss of this apportionment balance, the Kern COG requests to exchange \$10,000,000 of its CMAQ fund balance subject to rescission on September 30, 2019, for an equal amount of CMAQ funds from MTC, to be transferred on October 1, 2019.

This letter is to formalize the exchange of \$10,000,000 in CMAQ apportionment from Kern COG effective May 1, 2019, with an equivalent amount of FFY 2019-20 CMAQ apportionment from MTC effective October 1, 2019.

This exchange is contingent upon execution of this Letter of Understanding in time for the MTC to secure the funds prior to the September 30, 2019 federal rescission. Should the Letter of Understanding not be executed in time for the MTC to secure the funds prior to the rescission or if any other timely use of funds deadlines are not met that would result in the loss of apportionment balance, MTC shall retain its full CMAQ apportionment and the Letter of Understanding is null and void.

This Letter of Understanding sets forth the MTC and Kern COG intent for the use of the identified CMAQ apportionment, and requests Caltrans to adjust each region's apportionment balance as appropriate. This exchange benefits Kern COG by preventing the region's loss of federal fund apportionments, while providing MTC with additional capacity to deliver CMAQ projects sooner. We are relying on our understanding that this exchange is allowed per Caltrans' Obligation Authority Management Policy.

Mr. Ray Zhang  
May 1, 2019  
Page 2

This Letter of Understanding will be in effect for a one-time exchange of CMAQ funds through October 1, 2019.

We appreciate this opportunity to exchange federal fund apportionment and support our transportation partners. If you have questions, please contact Ahron Hakimi, Executive Director Kern COG at (661) 635-2901 or Ross McKeown, MTC's Assistant Programming Director, at (415) 778-5242.

Sincerely,

Sincerely,

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Ahron Hakimi  
Executive Director, Kern Cog

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Therese W. McMillan  
Executive Director, MTC

J:\PROJECT\Funding\Fund Exchanges and Swaps\Funding Exchanges\RTPA Agreements\Kern Cog Agreement\MTC\_Kern\_COG\_CMAQ\_Exchange\_Letter\_2019.docx



METROPOLITAN  
TRANSPORTATION  
COMMISSION

May 1, 2019

Mr. Rihui Zhang, Chief  
Division of Local Assistance  
Caltrans  
P.O. Box 942873  
Sacramento, CA 94273-0001

- DRAFT -

RE: Letter of Understanding between the Tehama County Transportation Commission and the Metropolitan Transportation Commission for federal apportionment exchange.

Dear Mr. Zhang,

This letter constitutes our understanding of an exchange of federal Congestion Mitigation and Air Quality Improvement (CMAQ) apportionment between the Tehama County Transportation Commission (TCTC) and the Metropolitan Transportation Commission (MTC).

The TCTC currently has a balance of CMAQ apportionment subject to federal rescission on September 30, 2019 under the Fixing America's Surface Transportation (FAST) Act. To avoid the loss of this apportionment balance, the TCTC requests to exchange its CMAQ fund balance of \$1,218,394 subject to rescission on September 30, 2019, for an equal amount of CMAQ funds from MTC, to be transferred on October 1, 2019.

This letter is to formalize the exchange of \$1,218,394 in CMAQ apportionment from TCTC effective May 1, 2019, with an equivalent amount of FFY 2019-20 CMAQ apportionment from MTC effective October 1, 2019.

This exchange is contingent upon execution of this Letter of Understanding in time for the MTC to secure the funds prior to the September 30, 2019 federal rescission. Should the Letter of Understanding not be executed in time for the MTC to secure the funds prior to the rescission or if any other timely use of funds deadlines are not met that would result in the loss of apportionment balance, MTC shall retain its full CMAQ apportionment and the Letter of Understanding is null and void.

This Letter of Understanding sets forth the MTC and TCTC intent for the use of the identified CMAQ apportionment, and requests Caltrans to adjust each region's apportionment balance as appropriate. This exchange benefits TCTC by preventing the region's loss of federal fund apportionments, while providing MTC with additional capacity to deliver CMAQ projects sooner. We are relying on our understanding that this exchange is allowed per Caltrans' Obligation Authority Management Policy.

Mr. Ray Zhang

May 1, 2019

Page 2

This Letter of Understanding will be in effect for a one-time exchange of CMAQ funds through October 1, 2019.

We appreciate this opportunity to exchange federal fund apportionment and support our transportation partners. If you have questions, please contact Tim McSorely, Executive Director TCTC at (530) 385-1462 or Ross McKeown, MTC's Assistant Director of Programming, at (415) 778-5242.

Sincerely,

Sincerely,

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Tim McSorely  
Executive Director, TCTC

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Therese W. McMillan  
Executive Director, MTC





May 1, 2019

Mr. Rihui Zhang, Chief  
Division of Local Assistance  
Caltrans  
P.O. Box 942873  
Sacramento, CA 94273-0001

- DRAFT -

RE: Letter of Understanding between the Tuolumne County Transportation Council and the Metropolitan Transportation Commission for federal apportionment exchange.

Dear Mr. Zhang,

This letter constitutes our understanding of an exchange of federal Congestion Mitigation and Air Quality Improvement (CMAQ) apportionment between the Tuolumne County Transportation Council (TCTC) and the Metropolitan Transportation Commission (MTC).

The TCTC currently has a balance of CMAQ apportionment subject to federal rescission on September 30, 2019 under the Fixing America's Surface Transportation (FAST) Act. To avoid the loss of this apportionment balance, the TCTC requests to exchange its CMAQ fund balance of \$445,556 subject to rescission on September 30, 2019, for an equal amount of CMAQ funds from MTC, to be transferred on October 1, 2019.

This letter is to formalize the exchange of \$445,556 in CMAQ apportionment from TCTC effective May 1, 2019, with an equivalent amount of FFY 2019-20 CMAQ apportionment from MTC effective October 1, 2019.

This exchange is contingent upon execution of this Letter of Understanding in time for the MTC to secure the funds prior to the September 30, 2019 federal rescission. Should the Letter of Understanding not be executed in time for the MTC to secure the funds prior to the rescission or if any other timely use of funds deadlines are not met that would result in the loss of apportionment balance, MTC shall retain its full CMAQ apportionment and the Letter of Understanding is null and void.

This Letter of Understanding sets forth the MTC and TCTC intent for the use of the identified CMAQ apportionment, and requests Caltrans to adjust each region's apportionment balance as appropriate. This exchange benefits TCTC by preventing the region's loss of federal fund apportionments, while providing MTC with additional capacity to deliver CMAQ projects sooner. We are relying on our understanding that this exchange is allowed per Caltrans' Obligation Authority Management Policy.

Mr. Ray Zhang

May 1, 2019

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This Letter of Understanding will be in effect for a one-time exchange of CMAQ funds through October 1, 2019.

We appreciate this opportunity to exchange federal fund apportionment and support our transportation partners. If you have questions, please contact Darin Grossi, Executive Director MCLTC at (209) 533-5603 or Ross McKeown, MTC's Assistant Director of Programming, at (415) 778-5242.

Sincerely,

Sincerely,

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Darin Grossi  
Executive Director, TCTC

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Therese W. McMillan  
Executive Director, MTC



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-0290      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 3/8/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 4/10/2019      **Final action:**  
**Title:** Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

Based on the Commission's adopted criteria, staff will present recommended priorities for Round 4 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.

**Sponsors:**

**Indexes:**

**Code sections:**

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

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

Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

*Based on the Commission's adopted criteria, staff will present recommended priorities for Round 4 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.*

**Presenter:**

Craig Bosman

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

April 10, 2019

Agenda Item 3a

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

**Subject:** Regional Priorities for Round 4 of the Affordable Housing and Sustainable Communities Program

**Background:** The Affordable Housing and Sustainable Communities Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. The state Strategic Growth Council (SGC) is responsible for the overall administration of the program, including project evaluation and the approval of funding awards. Round four of the program was announced with a funding availability of approximately \$395 million. Applications were due in February, and SGC will announce awards in June. Table 1 summarizes the region's applications.

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

	Bay Area Applications	Statewide Program Requirements
Number of applications	15	
Total \$ requested	\$254 million	
Total affordable units proposed	1,452	
% funds in Disadvantaged Communities	49%	50% min. required
% funds for Affordable Housing	63%	50% min. required
% funds in Transit Oriented Development (TOD)	65%	35% min. set-aside
% funds in Integrated Connectivity Projects (ICP)	35%	35% min. set-aside
% funds in Rural Innovation Project Area (RIPA)	0	10% min. set-aside

### Applications from the Region

The AHSC program has set-asides for both Transit-Oriented Development (TOD) and Integrated Connectivity Project (ICP) project types. Statewide, both project categories will receive at minimum 35% of the overall pot (\$138 million). There are strong applications from the region from both project types, though weighted toward the TOD category. Overall, several projects in the region are likely to be funded as part of these set-asides, based on their scores relative to the AHSC guidelines. A summary of Bay Area applications is located in Attachment A, and further project detail is provided in Attachment B.

All 15 applications from the region include affordable housing and invest in Priority Development Areas and Communities of Concern. Seven are located in state-designated Disadvantaged Communities. Together, the housing developments would result in 1,651 new housing units, 1,452 of them affordable, and 2,215 new bedrooms. The average affordable unit would be restricted to 43% of Area Median Income. Applications come from five Bay Area counties, with concentrations in Alameda County (three in Oakland), San Francisco, and San Jose.

In total, the transportation components of the proposed projects would fund the purchase of 16 new zero-emission buses, construct many miles of sidewalks and bicycle facilities including safety improvements at dozens of intersections, help fund rapid bus corridor improvements, improve access to rail stations, and increase capacity on BART. Projects would also fund related amenities such transit stop enhancements, street lighting and safety, wayfinding, urban greening, and bike racks and lockers. Affordable housing developments would implement a variety of programs, including free transit passes and bicycle education classes.

### **Regional Endorsement**

Following awards made from the project category set-asides comprising 80% of the program, the remaining 20% of the program is considered discretionary. The state's AHSC Steering Committee and SGC's Council will take factors including geographic balance and MPO prioritization into account when proposing and voting on awards from the discretionary amount. The regional criteria adopted by the Commission in November 2017 (Attachment C) recommend prioritizing applications for roughly 60% of the overall program funding (which would be \$237 million of the \$395 million available), with an award target of at least 40% (\$158 million), based on the region's performance in previous funding rounds. The region's funding requests totaling \$254 million align fairly well with the 60% target, and the applications from the Bay Area adhere strongly to the regional criteria.

Therefore, for the state's consideration of projects for the 20% of discretionary funds, staff recommends that the Commission endorse all projects as worthy of funding to the AHSC Steering Committee and Strategic Growth Council.

Attachment D presents evaluation issues and highlights relative to the regional criteria, including that several proposed affordable housing developments are proximate to very high capacity transit stations, both existing and under construction, and are in a strong position to reduce vehicle miles traveled while enhancing access to opportunity. Staff also assessed housing "bang for the buck": to account for the variety of housing needs in the region and reflect the regional criteria's emphasis on both number and size of affordable units, a "Housing Score" metric was calculated for each application, which averages the number of affordable units and the number of bedrooms.

### **Issues:**

*Overall number of applications from the region:* As the AHSC program matures, we are seeing fewer applications from the region. However, compared to the previous round, there are more applications in this round, representing a larger portion of the statewide pot. The complexity of the program may still be a barrier for applicants, but applications now tend to be well-rounded and designed to meet the various program requirements. To continue a strong volume and quality of Bay Area applications, staff will continue to work with local jurisdictions to create AHSC contacts in public works/transportation departments, and to investigate approaches to expand and expedite the Bay Area affordable housing pipeline. Additionally, MTC could continue to consider developing a gap funding source to help meet the program's match requirement. Staff will continue conversations with program participants on these factors, submit comments to SGC as appropriate, and update the Commission on any new strategic regional approaches.

*Encouragement of applications from throughout the region:* While applications in Alameda and San Francisco counties continue to have a strong presence, it is also encouraging to see several applications in both San Mateo and Santa Clara counties and one in Napa County. Staff believes it would be beneficial to continue increasing the spread of applications throughout the region, and will continue to work with partners to encourage this.

*North Bay fire recovery:* Staff was also in contact with Sonoma County and the City of Santa Rosa regarding any potential applications from those areas most affected by the 2017 North Bay fires. There were potential projects under development, but it was decided that the projects would be better suited to applying in a future round. Additionally, MTC staff have initiated discussion with SGC staff to explore options that could better assist these communities, such as targeted pilots, rather than competitive programs. SGC has already been providing technical assistance to vulnerable areas throughout the state, including Santa Rosa.

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

**Recommendation:** Refer regional endorsement to the Commission for approval, and direct MTC staff to submit list to SGC.

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

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														Housing Score** (50% # units, 50% # bedrooms)	AHSC Funds Requested/ Housing Score	Transit Station Emphasis
Project Title	City	County	Project Type	DAC/ CoC	AHSC Funds Requested	Total Project Cost	Funding Leverage	GHG Reduction (MT CO2)*	Total Units	Total Restricted Affordable Units	Afford- able Unit Avg. AMI	Total Affordable Bedrooms				
Alameda Point Family	Alameda	Alameda	ICP	N/Y	\$ 14,449,970	\$ 60,033,155	315%	9,731	70	69	41%	143	106	\$ 136,320		
2012 Berkeley Way	Berkeley	Alameda	TOD	N/Y	\$ 19,591,610	\$ 115,994,458	492%	26,793	142	141	39%	160	151	\$ 130,177		Downtown Berkeley BART
Fruitvale Transit Village Phase IIB	Oakland	Alameda	TOD	Y/Y	\$ 20,000,000	\$ 148,476,775	642%	23,207	181	169	47%	270	220	\$ 91,116		Fruitvale BART
International Boulevard Affordable Housing Walkability Project	Oakland	Alameda	ICP	Y/Y	\$ 15,402,208	\$ 42,916,231	179%	5,426	55	54	42%	96	75	\$ 205,363		East Bay BRT West Oakland BART
Mandela Station	Oakland	Alameda	TOD	Y/Y	\$ 20,327,951	\$ 128,405,828	532%	57,415	238	158	38%	223	191	\$ 106,708		
Manzanita Family Apartments	Napa	Napa	ICP	N/Y	\$ 8,150,000	\$ 37,331,838	358%	10,965	51	50	47%	87	69	\$ 118,978		
500 Turk Street, TOD Partnership	San Francisco	San Francisco	TOD	N/Y	\$ 20,000,000	\$ 132,236,499	561%	39,088	108	96	49%	165	131	\$ 153,257		Civic Center BART/MUNI
Balboa Park Upper Yard	San Francisco	San Francisco	TOD	N/Y	\$ 19,907,520	\$ 126,145,124	534%	19,755	131	112	47%	193	153	\$ 130,541		Balboa Park BART/MUNI
Treasure Island Parcel C3.1, Ferry Terminal, and Bay Bridge Connection	San Francisco	San Francisco	ICP	Y/Y	\$ 20,000,000	\$ 107,727,905	439%	34,654	135	81	34%	193	137	\$ 145,985		
Light Tree	East Palo Alto	San Mateo	ICP	Y/Y	\$ 20,000,000	\$ 101,215,754	406%	35,476	128	126	46%	190	158	\$ 126,582		
Gateway at Millbrae, 6A TOD	Millbrae	San Mateo	TOD	N/Y	\$ 18,042,459	\$ 62,599,065	247%	48,870	80	79	50%	79	79	\$ 228,386		Millbrae BART/Caltrain
Downtown South City: TOD Affordable Housing and Transportation Project	South San Francisco	San Mateo	TOD	Y/Y	\$ 15,400,000	\$ 74,228,452	382%	6,369	83	81	40%	119	100	\$ 154,000		South San Francisco Caltrain
Page Street	San Jose	Santa Clara	ICP	N/Y	\$ 10,846,509	\$ 58,178,343	436%	5,606	82	81	40%	81	81	\$ 133,908		
Roosevelt Park Apartments	San Jose	Santa Clara	TOD	Y/Y	\$ 12,637,770	\$ 75,503,682	497%	25,099	80	69	40%	117	93	\$ 135,890		MTA Alum Rock BRT
San Jose Market-Almaden TOD	San Jose	Santa Clara	TOD	N/Y	\$ 18,908,818	\$ 61,460,067	225%	37,382	87	86	49%	99	93	\$ 204,420		MTA Light Rail
Total					\$ 253,664,815	\$ 1,332,453,176		385,834	1,651	1,452	43%	2,215				

\*GHG reduction amounts are subject to verification by Strategic Growth Council/California Air Resources Board.  
\*\*Housing score is calculated as the average of the number of affordable units and the total number of bedrooms. This is an MTC calculation and not part of the state AHSC scoring process.

**Affordable Housing and Sustainable Communities Program -- Summary of Bay Area Applications**

(sorted alphabetically by County, City, Project Title)

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested	
<b>Alameda Point Family</b>	<b>Eden Housing, AC Transit</b>	<b>Alameda</b>	<b>Alameda</b>	<b>\$</b>	<b>14,449,970</b>
Affordable Housing:	<b>Alameda Point Family:</b> 70-unit affordable development ranging from one- to three-bedrooms, at corner of West Trident Avenue and Orion Street at former Alameda Naval Air Station.			\$	9,799,920
Housing-Related Infrastructure:	n/a			\$	-
Sustainable Transportation Infrastructure:	<b>AC Transit Line 96:</b> Extend to planned Seaplane Lagoon ferry terminal, increase frequency to every 20 min., fund one zero-emission bus and charging infrastructure. <b>Walking/biking:</b> replace and upgrade multi-use pathway connecting planned Central Ave lanes and under-construction infrastructure on West Atlantic/Ralph Appezzato Mem. Parkway; upgrade two intersections along Main Street for bike/ped safety.			\$	3,663,000
Transportation-Related Amenities:	<b>Light Fixtures</b> along Cross Alameda Trail, <b>Bus Shelter</b> upgrades at Main Street/West Atlantic.			\$	944,500
Programs:	<b>AC Transit passes</b> for each household, <b>Bike Education workshops</b> at the housing development.			\$	42,550
<b>2012 Berkeley Way</b>	<b>BRIDGE Housing Corporation, Berkeley Food and Housing Project, AC Transit</b>	<b>Berkeley</b>	<b>Alameda</b>	<b>\$</b>	<b>19,591,610</b>
Affordable Housing:	<b>BRIDGE Berkeley Way Affordable:</b> 89-unit affordable development ranging from studios to two-bedrooms. <b>Berkeley Food and Housing Project Hope Center Permanent Supportive:</b> 53-unit affordable development of Permanent Supportive housing, all studios, restricted to max 15% AMI. Both are in Downtown Berkeley.			\$	13,517,642
Housing-Related Infrastructure:	n/a			\$	-
Sustainable Transportation Infrastructure:	<b>AC Transit Line F:</b> Increase frequency to every 15 min., fund one zero-emission bus and charging infrastructure. <b>Walking/biking:</b> separated two-way cycle tracks, curb ramps, pedestrian lighting; pedestrian crossing improvements and separated bikeway on Milvia St.; create Bicycle Boulevard on Addison St.			\$	5,000,000
Transportation-Related Amenities:	<b>Secure bicycle parking</b> at North Berkeley BART, <b>Bus Stop</b> far-side moves and upgrades at University Ave/Grant St and University Ave/Sacramento St.			\$	1,000,000
Programs:	<b>AC Transit passes</b> for housing residents.			\$	73,968
<b>Fruitvale Transit Village Phase IIB</b>	<b>BRIDGE Housing Corporation, City of Oakland, AC Transit</b>	<b>Oakland</b>	<b>Alameda</b>	<b>\$</b>	<b>20,000,000</b>
Affordable Housing:	<b>Fruitvale Transit Village Phase IIB:</b> 181-unit affordable development ranging from studios to three-bedrooms, near Fruitvale BART station.			\$	13,500,000
Housing-Related Infrastructure:	n/a			\$	-
Sustainable Transportation Infrastructure:	<b>Walking/biking:</b> Fruitvale Alive! Gap Closure project - cycle tracks along Fruitvale Ave.; East 12th St. Bikeway project - continuous bikeway across six miles; Fruitvale BART station sidewalk improvements. <b>AC Transit Lines 20 &amp; 21:</b> Transit signal priority and queue jump lanes along Fruitvale Ave.			\$	4,947,227
Transportation-Related Amenities:	<b>Lighting, landscaping, signage, bus shelters</b> as part of Fruitvale Alive! Gap Closure project.			\$	1,096,000
Programs:	<b>Clipper card value</b> at discounted prices for housing residents (first three years); <b>AC Transit passes</b> for following years.			\$	456,773



**Affordable Housing and Sustainable Communities Program -- Summary of Bay Area Applications**  
 (sorted alphabetically by County, City, Project Title)

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
<b>International Boulevard Affordable Housing Walkability Project</b>	<b>City of Oakland, Related Companies of California, Acts Community Development Corporation</b>	<b>Oakland</b>	<b>Alameda</b>	<b>\$ 15,402,208</b>
Affordable Housing:	<b>95th and International Affordable Housing:</b> 55-unit affordable development ranging from studios to two-bedrooms, on International Boulevard adjacent to under-construction AC Transit BRT station.			\$ 9,086,743
Housing-Related Infrastructure:	Enviromental remediation, water and electrical utility connections, street trees.			\$ 990,000
Sustainable Transportation Infrastructure:	<b>Walking/biking:</b> six miles of bike boulevards, retrofitting curb ramps, sidewalk gap closures, improved pedestrian access over UPRR.			\$ 4,300,000
Transportation-Related Amenities:	<b>Lighting, signage, enhanced street crossings</b> along International Blvd.			\$ 857,000
Programs:	Free <b>transit passes</b> and reloadable transit cards for each unit.			\$ 168,465
<b>Mandela Station</b>	<b>Strategic Urban Development Alliance</b>	<b>Oakland</b>	<b>Alameda</b>	<b>\$ 20,327,951</b>
Affordable Housing:	<b>West Oakland BART TOD Affordable Housing:</b> 240-unit development, 158 restricted affordable at 30% or 50% AMI, ranging from one- to three-bedrooms, part of a larger master planned development at West Oakland BART station.			\$ 9,000,000
Housing-Related Infrastructure:	Capital improvements required as a condition of approval of the affordable housing development.			\$ 5,178,588
Sustainable Transportation Infrastructure:	<b>Walking/biking:</b> new cycle tracks on 7th St. and Mandela Parkway, sidewalk and crosswalk improvements; dedicated bicycle signal phases at two intersections.			\$ 5,149,363
Transportation-Related Amenities:	<b>Bike station and repair facility, new bus stops, benches and awnings, loading zones.</b>			\$ 1,000,000
Programs:	One discounted <b>AC Transit pass</b> per unit (non-AHSC funded).			\$ -
<b>Manzanita Family Apartments</b>	<b>Satellite Affordable Housing Associates</b>	<b>Napa</b>	<b>Napa</b>	<b>\$ 8,150,000</b>
Affordable Housing:	<b>Manzanita Family Apartments:</b> 51-unit affordable development, ranging from one- to three-bedrooms, in city of Napa.			\$ 4,400,000
Housing-Related Infrastructure:	n/a			\$ -
Sustainable Transportation Infrastructure:	<b>NVTA Routes 10-Express &amp; 11-Express:</b> two electric buses to expand service through creation of two express lines; <b>Walking/biking:</b> crossing improvements at cross streets along Vine Trail, Pueblo Ave., and Soscol Ave.			\$ 3,300,000
Transportation-Related Amenities:	<b>Bus shelters; improved ADA accessibility; new EV charging stations</b> at Redwood Park and Ride.			\$ 300,000
Programs:	<b>Transit passes</b> for residents, <b>bicycle training.</b>			\$ 150,000

**Affordable Housing and Sustainable Communities Program -- Summary of Bay Area Applications**

(sorted alphabetically by County, City, Project Title)

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested	
<b>500 Turk Street TOD Partnership</b>	<b>Tenderloin Neighborhood Development Corporation, City and County of San Francisco</b>	<b>San Francisco</b>	<b>San Francisco</b>	<b>\$</b>	<b>20,000,000</b>
Affordable Housing:	<b>500 Turk Street:</b> 108-unit affordable development, ranging from studios to three-bedrooms, in Civic Center/Tenderloin.			\$	13,700,000
Housing-Related Infrastructure:	n/a			\$	-
Sustainable Transportation Infrastructure:	<b>SFMTA Geary Rapid Project Market-Van Ness Segment:</b> transit speed and reliability improvements, including transit-only lanes. <b>Walking/biking:</b> 6th St. pedestrian safety project; 5th St. bicycle facilities and crosswalk improvements.			\$	5,000,000
Transportation-Related Amenities:	<b>Canopy</b> at Civic Center BART/MUNI station entrance.			\$	1,000,000
Programs:	<b>Safe Passage</b> program - add four "corner captains" to Turk & Larkin intersection; <b>Muni passes</b> for each resident.			\$	300,000
<b>Balboa Park Upper Yard</b>	<b>Related Companies of California, Mission Development Housing Corporation, City and County of San Francisco</b>	<b>San Francisco</b>	<b>San Francisco</b>	<b>\$</b>	<b>19,907,520</b>
Affordable Housing:	<b>Balboa Park Upper Yard:</b> 131-unit development, 112 restricted affordable at 30% to 60% AMI, ranging from studios to three-bedrooms, near Balboa Park BART station.			\$	13,500,000
Housing-Related Infrastructure:	n/a			\$	-
Sustainable Transportation Infrastructure:	<b>Walking/biking:</b> Ocean Ave separated bikeways, Monterey St. bike facilities, Geneva Ave pedestrian enhancements. <b>Balboa Park BART</b> pedestrian and passenger drop-off reconfiguration.			\$	5,000,000
Transportation-Related Amenities:	<b>Lighting, urban greening, seating</b> enhancements on San Jose Avenue.			\$	1,000,000
Programs:	<b>Bicycle short-term loans, safety and education clinics</b> through PODER; <b>Muni passes</b> for each unit.			\$	407,520
<b>Treasure Island Parcel C3.1, Ferry Terminal, and Bay Bridge Connection</b>	<b>Mercy Housing California, Treasure Island Development Authority</b>	<b>San Francisco</b>	<b>San Francisco</b>	<b>\$</b>	<b>20,000,000</b>
Affordable Housing:	<b>Treasure Island Parcel C3.1:</b> 135-unit affordable development, 81 restricted affordable at 30-50% AMI, ranging from one- to four-bedrooms, on Treasure Island near planned ferry terminal.			\$	13,753,000
Housing-Related Infrastructure:	n/a			\$	-
Sustainable Transportation Infrastructure:	<b>Walking/biking:</b> linkage from Treasure Island to Bay Bridge/Bay Trail along Yerba Buena Island, including grading, paving, and drainage along Macalla Road, Treasure Island Road, and Southgate Road. <b>AC Transit Transbay Service:</b> procure five electric buses for new line connecting Downtown Oakland with Treasure Island.			\$	5,017,460
Transportation-Related Amenities:	<b>Ferry Plaza:</b> connecting new ferry terminal to Treasure Island, including connections to Muni and AC Transit buses.			\$	1,000,000
Programs:	<b>Muni passes</b> for each unit; <b>Bicycle safety education classes</b> by SF Bike Coalition.			\$	229,540

**Affordable Housing and Sustainable Communities Program -- Summary of Bay Area Applications**  
(sorted alphabetically by County, City, Project Title)

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
<b>Light Tree</b>	<b>Eden Housing, East Palo Alto Community Alliance &amp; Neighborhood Development Organization, City of East Palo Alto</b>	<b>East Palo Alto</b>	<b>San Mateo</b>	<b>\$ 20,000,000</b>
Affordable Housing:	<b>Light Tree Apartments:</b> 128-unit affordable development, ranging from studios to three-bedrooms in East Palo Alto adjacent to the Light Tree Rehabilitation project.			\$ 13,651,295
Housing-Related Infrastructure:	n/a			\$ -
Sustainable Transportation Infrastructure:	<b>Walking/biking:</b> citywide bikeway improvements connecting to existing trails and bikeways, pedestrian improvements along Addison Ave. and Clarke Ave. <b>SamTrans new Express Route:</b> new limited-stop express route between East Palo Alto and San Bruno, including acquisition of three electric buses.			\$ 5,000,000
Transportation-Related Amenities:	<b>Bus Stops</b> replacement and improvement throughout city.			\$ 1,000,000
Programs:	<b>SamTrans transit passes, on-site transportation coordinator, bicycle safety education programs and clinics, subsidized resident bicycle and equipment purchasing program.</b>			\$ 348,705
<b>Gateway at Millbrae, 6A TOD</b>	<b>Core Affordable Housing</b>	<b>Millbrae</b>	<b>San Mateo</b>	<b>\$ 18,042,459</b>
Affordable Housing:	<b>Gateway at Millbrae, 6A:</b> 80-unit affordable development, studios and one-bedrooms, at Millbrae BART/Caltrain.			\$11,809,959
Housing-Related Infrastructure:	n/a			\$0
Sustainable Transportation Infrastructure:	<b>Millbrae BART Tail Tracks Extension:</b> extend existing tail tracks to accommodate 10-car BART train on all three tracks, allowing BART to increase number of serviceable trains on SF/Millbrae to Richmond line. <b>Walking/biking:</b> 101 overcrossing improvements at East Millbrae Ave.; Taylor Middle School Safe Routes to School and Green Infrastructure Project.			\$5,000,000
Transportation-Related Amenities:	<b>Millbrae Station Safety and Security Enhancements:</b> security cameras added to station			\$1,000,000
Programs:	<b>Bike Ambassador program</b> - Silicon Valley Bicycle Coalition; <b>SamTrans transit passes</b> for residents.			\$232,500
<b>Downtown South City: TOD Affordable Housing and Transportation Project</b>	<b>City of South San Francisco, ROEM Development Corporation</b>	<b>South San Francisco</b>	<b>San Mateo</b>	<b>\$ 15,400,000</b>
Affordable Housing:	Two affordable buildings in downtown South San Francisco, ranging from studios to three-bedrooms: <b>201 Grand Ave</b> , a 46-unit affordable development, and <b>418 Linden Ave</b> , a 37-unit affordable development.			\$ 9,000,000
Housing-Related Infrastructure:	n/a			\$ -
Sustainable Transportation Infrastructure:	<b>South San Francisco Caltrain Station Improvement Project:</b> improvements to the west plaza, pedestrian and bike underpass, and additional shuttle stop. <b>Walking/biking:</b> gap closure of bikeway and path from Caltrain station to E Grand Ave. bike lane project.			\$ 6,400,000
Transportation-Related Amenities:	n/a			\$ -
Programs:	n/a			\$ -

**Affordable Housing and Sustainable Communities Program -- Summary of Bay Area Applications**  
 (sorted alphabetically by County, City, Project Title)

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested	
<b>Page Street</b>	<b>Charities Housing Development Corporation of Santa Clara County, City of San Jose</b>	<b>San Jose</b>	<b>Santa Clara</b>	<b>\$</b>	<b>10,846,509</b>
Affordable Housing:	<b>Page Street Apartments:</b> 82-unit affordable development, studio apartments, in San Jose.			\$	4,434,560
Housing-Related Infrastructure:	Site preparation work, shared public/private paseo, parking lifts, storm drainage.			\$	2,905,393
Sustainable Transportation Infrastructure:	<b>Walking/biking:</b> elements including new signals, curb extensions, bike lanes, bike ramps, and traffic calming at several locations including Douglas St., O'Conner Park, Scott St., and Shasta Ave.			\$	3,417,971
Transportation-Related Amenities:	n/a			\$	-
Programs:	<b>Bike programs:</b> workshops, clinics, Bike Ambassadors - Silicon Valley Bicycle Coalition; <b>VTA transit passes</b> for apartment residents.			\$	88,585
<b>Roosevelt Park Apartments</b>	<b>First Community Housing, City of San Jose</b>	<b>San Jose</b>	<b>Santa Clara</b>	<b>\$</b>	<b>12,637,770</b>
Affordable Housing:	<b>Roosevelt Park Apartments:</b> 80-unit affordable development, 69 units restricted from 30-60% AMI, ranging from studios to three-bedrooms, at Roosevelt Park in San Jose.			\$	8,623,532
Housing-Related Infrastructure:	n/a			\$	-
Sustainable Transportation Infrastructure:	<b>Walking/biking:</b> protected bike lanes along Las Plumas Ave. and Lenfest Rd., bike lanes along E. Julian St., 18th St., and 19th St. Intersection safety improvements, access ramp upgrades at several sites. <b>VTA Route 77:</b> two new electric buses to serve on the route and increase frequencies.			\$	3,180,142
Transportation-Related Amenities:	<b>Bikeway urban greening</b> along San Antonio Street corridor.			\$	820,846
Programs:	<b>VTA transit passes</b> for apartment residents.			\$	13,250
<b>San Jose Market-Almaden TOD</b>	<b>Satellite Affordable Housing Associates, City of San Jose</b>	<b>San Jose</b>	<b>Santa Clara</b>	<b>\$</b>	<b>18,908,818</b>
Affordable Housing:	<b>226 Balbach:</b> 87-unit affordable development, ranging from studios to two-bedrooms, in San Jose.				\$12,777,880
Housing-Related Infrastructure:	n/a				\$0
Sustainable Transportation Infrastructure:	<b>Walking/biking:</b> protected bike lanes along Woz Way and S. Almaden Blvd., bike lanes along Auzerai Ave, trail access to Guadalupe River Trail. Intersection safety improvements at several sites. <b>VTA Route 66:</b> two new electric buses to serve on the route and increase frequencies.				\$4,995,262
Transportation-Related Amenities:	<b>Bikeway access ramps, lighting enhancements, urban greening, wayfinding.</b>				\$975,176
Programs:	<b>VTA transit passes</b> for apartment residents, <b>Ford GoBike</b> passes for each unit, <b>mural installations</b> through Viva CalleSJ.				\$160,500

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

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

Regional Bid Target

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

Project Prioritization Process

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

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

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

## Agenda Item 3a – Attachment D

### Affordable Housing and Sustainable Communities Program Round 3 Evaluation Issues and Highlights

- *Significant Greenhouse Gas Reduction:* The emissions reduction results reported by applicants total over 385,000 metric tons of CO<sub>2</sub> equivalent. Results have not yet been verified by Air Resources Board and are subject to correction. GHG reductions are calculated through three methods, the first based primarily on anticipated reductions as a result of housing units provided, the second based primarily on transportation improvements funded through the application, and the third (new this year) based on solar power. Several proposed housing developments are located near very high capacity rail stations (including BART and Caltrain stations) and have the opportunity to reduce vehicle miles traveled and increase opportunity in a way that is not fully captured in the program's greenhouse gas reduction analysis. Another housing development would leverage a high-capacity transit project scheduled to open by the time housing is constructed (AC Transit East Bay BRT). These transit stations are noted in the right-most column of Attachment A, "Transit Station Emphasis".
- *Supporting Plan Bay Area's Focused Growth Investment Strategies:* All projects provide affordable housing and invest within Priority Development Areas (PDAs). Thirteen of fifteen proposed housing sites are within PDAs, and the remaining two projects provide direct transit links to and direct transportation enhancements within PDAs. MTC's regional criteria states that additional priority may be given to projects providing a higher total number of affordable units, including consideration of unit size – this is displayed through staff's calculation of a "housing score" that averages the number of affordable units for a project and the number of bedrooms in those units. This metric and a further calculation comparing housing score to AHSC funds requested, in keeping with the region's criteria to prioritize projects providing greater amounts of housing at lower costs, are shown in Attachment A.
- *Level of Housing Affordability:* In general, the region's applications would increase the accessibility and affordability of housing. In total, Bay Area projects would help construct 1,452 units of restricted affordable housing, at an average of 43% of Area Median Income. The units range from studios to three-bedroom units. All are rental units.
- *Communities of Concern/Disadvantaged Communities:* The program has a 50% set-aside for projects located in and benefitting Disadvantaged Communities. Seven Bay Area projects totaling 49% of the region's funding request are located in Disadvantaged Communities, while all applications benefit Communities of Concern through the location of affordable housing development, transportation improvements, or both. In considering applications, staff gave equal weight to projects benefitting Disadvantaged Communities, Communities of Concern, and/or providing affordable housing.
- *Support for the Region's Adopted Transit Priorities:* In general, the region's applications support the region's priorities (Regional Transit Expansion program of projects, Plan Bay Area's Next Generation Transit program, etc.)
- *Funding Leverage/Cost Effectiveness:* Funding leverage for this program is calculated by dividing the total non-AHSC project costs (as submitted by the applicant) by the AHSC request amount. Applications in the region have a funding leverage range of 179%-642%. Cost effectiveness may be considered by assessing housing "bang for the buck" – amount of AHSC dollars requested compared to provision of housing, calculated as the average of affordable units and number of bedrooms.
- *OBAG Policy:* All projects are located in jurisdictions that adhere with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0227      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 3/6/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 4/10/2019      **Final action:** 4/10/2019  
**Title:** Sales Tax Policy in California and Transportation Development Act Reform

Discussion of the impacts of the South Dakota v. Wayfair, Inc. decision on the sales tax in California as well as information on the Transportation Development Act (TDA) Reform Task Force recently established by the State Legislature.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a Sales Tax Policy TDA Reform.pdf](#)

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

Sales Tax Policy in California and Transportation Development Act Reform

*Discussion of the impacts of the South Dakota v. Wayfair, Inc. decision on the sales tax in California as well as information on the Transportation Development Act (TDA) Reform Task Force recently established by the State Legislature.*

**Presenter:**

William Bacon

**Recommended Action:**

Information



**Metropolitan Transportation Commission  
Programming and Allocations Committee**

April 10, 2019

Agenda Item 4a

**Sales Tax Policy in California and Transportation Development Act Reform**

**Subject:** Discussion of the impacts of the *South Dakota v. Wayfair, Inc.* decision on the sales tax in California as well as information on the Transportation Development Act (TDA) Reform Task Force recently established by the State Legislature. This item follows up to a request by the Committee for more information.

**Background:** **Sales and Use Tax Remittance from Out of State Retailers:** The June 2018 U.S. Supreme Court decision in *South Dakota v. Wayfair Inc.* represents the most significant change to federal policy governing sales and use tax policy in decades. In the 5-4 ruling the Court held that states are allowed to require retailers with no physical presence (e.g. store, office, or warehouse) in their state to collect and remit sales and use taxes on behalf of customers located in that state.

In December 2018, the California Department of Tax and Fee Administration (CDTFA) announced that as of April 1, 2019 all retailers making sales of at least \$100,000 through a minimum of 200 separate transactions in a calendar year to customers in California, regardless of the retailer's physical location, will be required to collect and remit all statewide and local option sales and use taxes.

In 2018 an estimated 23% of the state's e-commerce retail purchases were from retailers not required to collect sales and use tax at the time of sale, placing the burden of remitting use tax wholly on the consumer (through their California state income tax filing). Not surprisingly, consumer reporting rates are incredibly low, which has resulted in a multimillion dollar "tax gap" from unreported out-of-state retailer e-commerce transactions. This "tax gap" is expected to significantly decrease following the *South Dakota vs. Wayfair, Inc.* ruling.

The CDTFA and Board of Equalization estimate that e-commerce transactions could generate \$3.4 billion annually in additional sales and use tax revenue, including \$925 million annually in revenues for local jurisdictions, with approximately \$210-\$215 million in additional revenue for the Bay Area. This estimate is based on the statewide 1.25% Bradley-Burns tax, of which 1% is allocated by the state to cities and counties to use at their discretion. The other 0.25% is distributed to counties to support transportation programs in accordance with the Transportation Development Act (TDA). Special district tax revenues and additional local add-on sales taxes, such as local self-help county sales tax revenues, vary by local jurisdiction and an average special district rate of 0.96% is used in this estimate. Details are included in Table 1 below.

*Table 1. State & Local Shares of E-Commerce Retail Sales & Use Tax (in Millions of \$)*

<b>E-Commerce Revenue Type</b>	<b>Estimated Revenue</b>
California Taxable E-Commerce Retail Sales	\$ 41,839
California 2016 E-Commerce Retail Tax Revenue	\$ 3,435
<b>Local Share (Bradley-Burns plus special district taxes)</b>	<b>\$ 925</b>
City and County Bradley-Burns Share (1% tax rate)	\$ 418
Transportation Development Act (0.25% tax rate)	\$ 105
Special District Share (0.96% weighted average tax rate)	\$ 402
<b>Bay Area Share (23% of statewide sales tax revenue)</b>	<b>\$ 213</b>
<b>State Share (6.00% tax rate)</b>	<b>\$ 2,510</b>

Source: MTC, based on analysis of CDTFA/Board of Equalization data

While the CDTFE policy went into effect on April 1, 2019, the State Legislature is currently considering modifications to California's policy on requiring out-of-state retailers to collect sales and use tax. One bill currently in the State Legislature is Assembly Bill (AB) 147 (Burke) which the Commission took a support position on in March 2019. AB 147 would increase the sales threshold to trigger out-of-state retailers to collect sales and use tax from \$100,000 to \$500,000 among other changes.

**E-Commerce Tax Revenue Allocation (Point of Sale Issue):** The state's current allocation structure for e-commerce sales and use tax revenues rewards jurisdictions with large numbers of warehouses, distribution centers, or other sales offices over jurisdictions with large numbers of residents making e-commerce purchases. State law directs California retailers to assign local (Bradley-Burns) tax revenues based on the "point of sale" for a transaction. However, this gives retailers that make Internet sales or ship goods to customers across jurisdictional borders discretion to allocate sales to various locations, including warehouses, distribution centers or sales offices. The "point of sale" is not identified as the destinations to which goods are shipped, thus depriving jurisdictions with large numbers of residents making e-commerce purchases the benefit of the tax revenue associated with those purchases.

The "point of sale" distribution of Bradley-Burns sales tax disproportionately benefits certain counties that have high concentrations of warehouses and industrial facilities. The California State Auditor conducted an analysis in 2017 which examined the share of a county's Bradley-Burns sales tax revenues which were attributed to goods shipped to a California customer outside the county. San Bernardino County, San Joaquin County, and Alameda County all have high concentrations of warehouses and industrial facilities. As a result they receive a significant 21%, 16%, and 20% respectively of their Bradley-Burns sales tax revenues from the sale of goods shipped to other counties. By contrast, the average percentage of Bradley-Burns sales tax revenues a county receives from the sale of goods shipped to other California counties is only 10-14% (there has been some variation over the last decade). In the Bay Area, counties in the North Bay and along the Peninsula with smaller warehousing and industrial sectors likely receive a disproportionately small share of their Bradley-Burns sales tax revenues from the sale of goods shipped to other counties. These counties would likely see additional revenue should the state move to a "point of delivery" (where the customer is located) system for distributing Bradley-Burns sales tax revenues (see next section).

***South Dakota vs. Wayfair Inc. is a Win for Every Jurisdiction, Point of Sale Issue Creates Winners and Losers:*** *South Dakota v. Wayfair Inc.* will result in additional sales tax revenue for every California jurisdiction as the ruling requires sales and use tax revenues to be remitted for nearly all transactions involving a California customer. Prior to the *South Dakota v. Wayfair Inc.* ruling, State Senator Steve Glazer introduced SCA 20 (2018) and SB 1466 (2018), which would have affected retailers that have a physical presence in California but ship/deliver their goods to customers in a different California jurisdiction from where they are located. This bill would have affected a different set of retailers than those impacted by *South Dakota v. Wayfair Inc.* and as such addresses a different issue than *South Dakota v. Wayfair Inc.* SB 1466 died in the State Legislature last year based on opposition from the Inland Empire and Central Valley and concern from the League of California Cities.

SCA 20 (2018) and SB 1466 (2018) would have created “winners” and “losers” by requiring the CDTFA to redefine how it distributes Bradley-Burns sales tax revenues from a “point of sale” (where the warehouse is located) system to a “point of delivery” (where the customer is located) system. Such a shift would likely result in a decrease in sales tax revenues to jurisdictions with concentrations of warehouses for online retailers (primarily in the Inland Empire and Central Valley) and an increase in revenue for jurisdictions with high populations or wealthier populations (primarily in the Bay Area, Los Angeles County, Orange County, and San Diego County). In 2019 State Senator Glazer introduced SB 531 which would prohibit local governments from agreeing to offer economic incentives to retailers shipping goods (mostly warehouses) in exchange for that retailer attributing their sales tax for shipped goods to that local jurisdiction. MTC staff expect the “point of sale” vs. “point of delivery” issue to remain controversial and likely to reappear in the State Legislature in the future.

**Transportation Development Act Reform Task Force:** In August 2018 Assemblymember Jim Frazier and State Senator Jim Beall, the chairs of the transportation committees in each house of the State Legislature, wrote to the California Transit Association (CTA) calling for the establishment of a “Task Force of stakeholders . . . to thoroughly examine the current TDA performance measures for both LTF and STA and propose new, updated standards for the Legislature to consider.” A copy of the letter is included with this item as Attachment 1. A key area of focus for the Task Force is whether the TDA statutes’ focus on farebox recovery ratio (transit fare revenue divided by transit operating costs) is the appropriate measure for evaluating a transit operator’s performance in 2019. Farebox recovery ratio does little to encourage transit ridership or improvements in service focused on increasing ridership. Given the state’s emphasis on public transit as a key plank in strategies to reduce greenhouse gas emissions, reduce congestion, and promote economic opportunity, an alternative measure may be more appropriate. Over the nearly five decades since the TDA statutes were first written, dozens of exceptions and special sections have been amended into the TDA statutes, and Assemblymember Frazier and Senator Beall have expressed an interest in reducing the need for special one-off bills in the State Legislature to address performance challenges in an individual area of the state.

MTC is a member of the Task Force along with a number of other transit operators from the Bay Area and around the state including Santa Clara VTA, SamTrans/Caltrain, and the Central Contra Costa County Transit Authority. The Task Force has met twice to date, in February and March, and will continue its work throughout 2019, with the goal of drafting legislation to modernize the TDA program and its performance measures. Ideally this legislation would be considered by the Legislature in 2020.

**Recommendation:** Information item.

**Attachments:** Attachment 1 – Letter from Assemblymember Jim Frazier and State Senator Jim Beall to the California Transit Association  
Presentation slides

# California Legislature

August 8, 2018

Mr. Joshua W. Shaw, Executive Director  
California Transit Association  
1415 L Street, Suite 1000  
Sacramento, CA 95814

Re: Request for Review of the Transportation Development Act

Dear Mr. Shaw:

On behalf of the transportation policy committees of the California State Legislature, we are writing to request the California Transit Association (CTA) spearhead a Transportation Development Act Policy Task Force to fully examine performance measures for our state's public transportation system and produce a legislative recommendation for any reforms or changes to the current programs.

As you are aware, the Transportation Development Act (TDA) was crafted in the 1970s to provide a funding scheme for the state's public transportation system. TDA governs the expenditure of billions of dollars of funding for a wide variety of transit services in California. Specifically, TDA is funded by a ¼ cent statewide sales tax known as the Local Transportation Fund (LTF), and the sales tax on diesel fuel known as State Transit Assistance (STA). These funding streams are distributed to transit operators and regional transportation planning agencies (RTPAs) through long held statutory formulas. Additionally, there are different performance requirements attached to the two programs and the programs are linked, so performance outcomes in one can affect the other.

It has come to our attention in recent years that the performance measures developed in TDA law, including farebox recovery ratio, may not be adequate to meet the needs and overall transportation goals of our state. Additionally, it is our understanding that other states, and even our own California State Transportation Agency (CalSTA), have revised measurements and moved to newer standards.

As the state and regions continue to work toward the goal of reducing greenhouse gas emissions, as well as cutting other forms of air pollution, increasing the mode shift from single occupant car trips to public transportation is critical for success. Additionally, providing alternative modes of transportation helps relieve congestion on our highways, increasing the quality of life for commuters and assisting with the movement of goods throughout our state. The state remains committed to providing funding for public transit. In fact, with the recent passage of SB 1 (Beall), Chapter 5, Statutes of 2017, STA funding increased by roughly 130 percent.

Mr. Joshua Shaw  
August 8, 2018  
Page 2

As funding partners in these systems, the state must be able to measure performance outcomes to help guide future state policies. If the current system is not adequate, then the Legislature must consider alternatives.

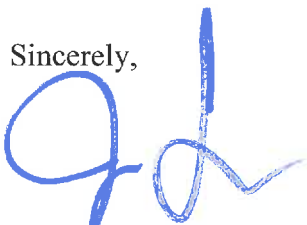
To that end, we are requesting that CTA convene a Task Force of stakeholders, including but not limited to, transit operators from both urban and rural areas; RTPAs from both urban and rural areas; the Administration; and relevant academics to thoroughly examine the current TDA performance measures for both LTF and STA and propose new, updated standards for the Legislature to consider. The Task Force should consider, but not be limited to, the following:

- Issues of overall service of transit agencies, e.g. providing reliable service to commuting populations while also providing service for the elderly and disabled;
- Issues of population and population density differences, such urban versus rural service areas;
- Issues of funding, including federal, state, and local sources;
- Issues of capital and operations, e.g how do we measure performance of both capital assets and the operation of the systems;
- Issues of state oversight, e.g. which state department or agency should be responsible for transit system oversight and reporting; and,
- General issues of TDA law that should be examined, e.g. whether LTF funds should be spent on local streets and roads.

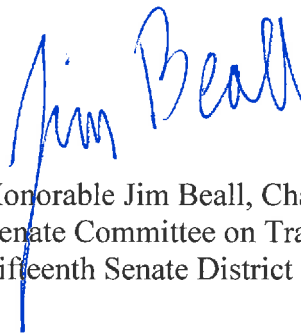
We would request that the Task Force complete their work by the Fall of 2019, so that any legislative recommendations could have full consideration during the 2020 legislative year.

We thank you in advance for taking on this monumental task and partnering with the Legislature to update TDA. Please contact Melissa White, with Assembly Transportation Committee, at [melissa.white@asm.ca.gov](mailto:melissa.white@asm.ca.gov), or Manny Leon, with Senate Transportation and Housing Committee, at [manny.leon@sen.ca.gov](mailto:manny.leon@sen.ca.gov), with any questions.

Sincerely,



Honorable Jim Frazier, Chair  
Assembly Committee on Transportation  
Eleventh Assembly District



Honorable Jim Beall, Chair  
Senate Committee on Transportation and Housing  
Fifteenth Senate District





Photo: TJX



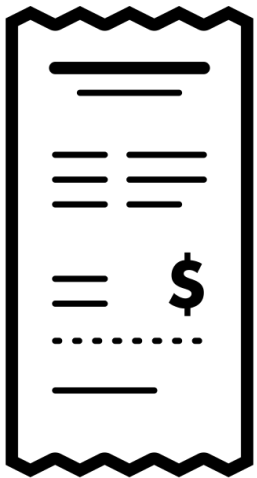
# Sales Tax Policy in California and Transportation Development Act (TDA) Reform

Programming and  
Allocations Committee  
April 10, 2019  
Item 4a

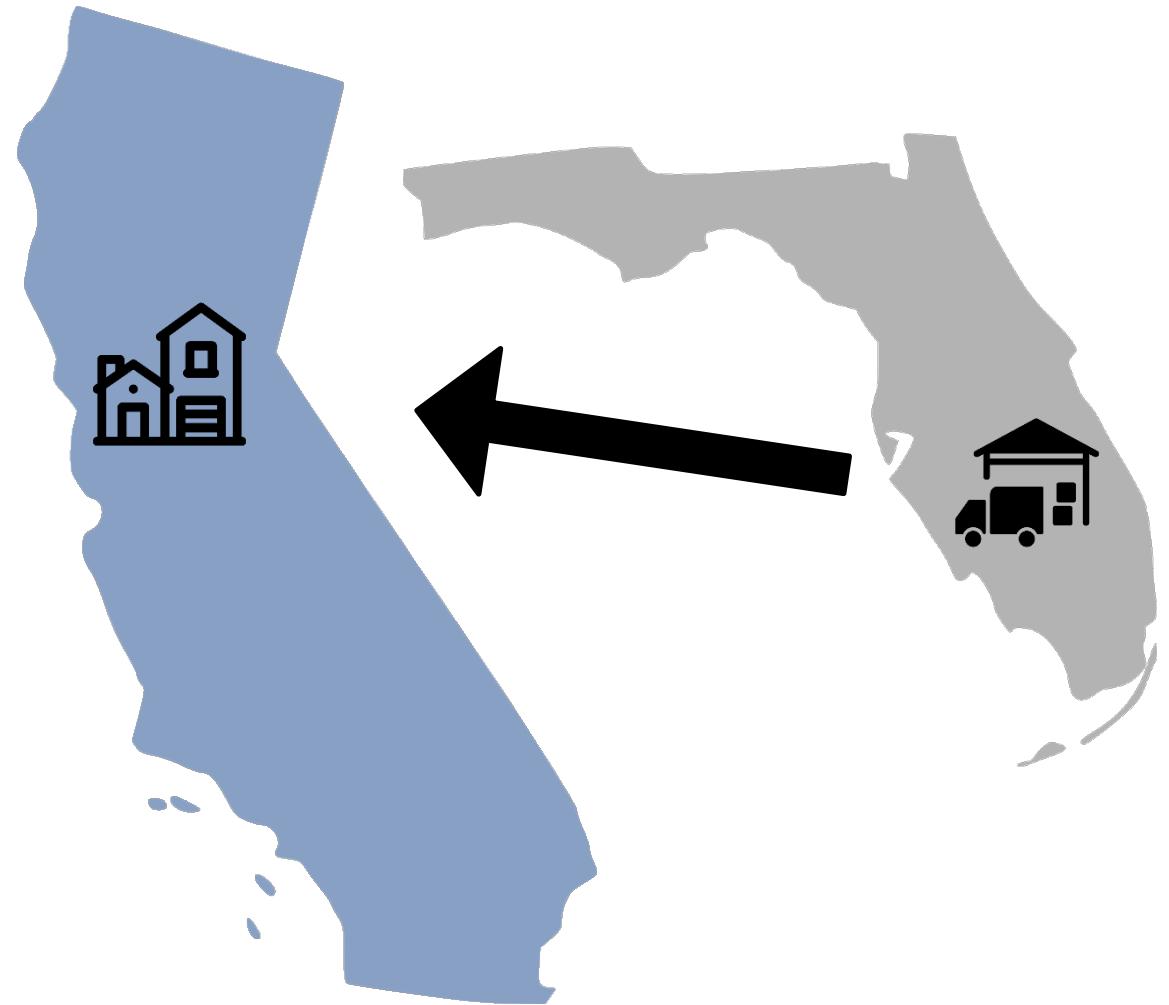


# ***South Dakota v. Wayfair Inc.***

U.S. Supreme Court ruling allowing **states to require out of state retailers to collect and remit sales taxes** for sales made to their state, overturned *Quill Corp. v. North Dakota* (1992)



In this example, under the *South Dakota v. Wayfair Inc.* ruling a retailer in Florida that sells a product to a customer in San Francisco could be **required to collect the 8.5% sales tax applicable in the City and County of SF.**



# ***South Dakota v. Wayfair* Inc. = More Revenue for Every Jurisdiction**

Approx. **\$3.4 Billion** in new revenue statewide

Approx. **\$213 Million** in new revenue for  
Bay Area local jurisdictions and special districts



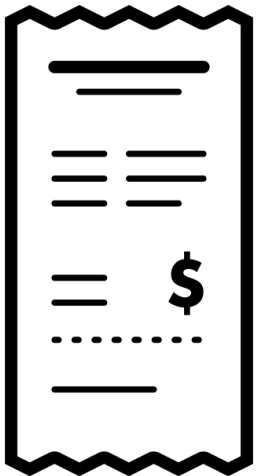


# “Point of Sale” vs. “Point of Delivery”

## Retailers with a physical presence in California

delivering goods to another California jurisdiction have the choice to attribute the sales tax they collect, to the “point of sale” (e.g. warehouse) or to the “point of delivery” (e.g. location of the purchaser)

Some local jurisdictions have offered businesses **subsidies** in exchange for the business attributing sales tax to their jurisdiction.



In this example a business located in Concord that is shipping a product to a customer in San Jose can decide whether to collect and attribute Concord’s 8.75% sales tax rate or San Jose’s 9.25% sales tax rate.

Depending on the decision of the business either Concord or San Jose will receive sales tax revenues



# Transportation Development Act Reform Task Force

TDA law governs the use of over \$4 billion a year in funding for transit in California through several programs:

- Local Transportation Fund ¼ Cent Sales Tax - *\$430 million in the Bay Area*
- State Transit Assistance - *\$284 million in the Bay Area*
- State of Good Repair Program - *\$40 million in the Bay Area*
- Low Carbon Transit Operations Program - *\$44 million in the Bay Area*

**August 2018 letter from the Legislature** to the California Transit Association (CTA) calling for a TDA Reform Task Force to determine if the performance measures and qualification standards in TDA law, which focus on farebox recovery still make sense in 2019.

Task Force consists of regional agencies (including MTC) and transit operators from around the state

Goal is to make a proposal to the Legislature towards the end of the year





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0289      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 3/7/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 4/10/2019      **Final action:**  
**Title:** California Transportation Commission Update  
Update on the March 13 and 14, 2019 CTC meetings

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4b CTC Update Summary Sheet.pdf](#)

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

California Transportation Commission Update

*Update on the March 13 and 14, 2019 CTC meetings*

**Presenter:**

Kenneth Kao

**Recommended Action:**

Information

# Metropolitan Transportation Commission Programming and Allocations Committee

April 10, 2019

Agenda Item 4b

## California Transportation Commission Update

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**Subject:** Updates on the March 13-14, 2019 California Transportation Commission meeting and Senate Bill 1 (SB 1) Programs.

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

### **March CTC Meeting (March 13-14, Los Angeles, CA)**

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

**US-101 Marin-Sonoma Narrows Segment C2 Allocation.** The CTC allocated \$85 million in Senate Bill 1 (SB1) funds to close the High-Occupancy Vehicle (HOV) lane gap on US-101 in Petaluma (Sonoma County). The allocation completes the funding plan for this segment, which allows construction to begin this summer and completion in 2022. Segment C2 is the final segment of the US-101 HOV lane program in Sonoma County.

**US-101 Presidio Parkway Supplemental Allocation.** The CTC allocated \$34 million in additional funds to address contractor close out claims and complete the Presidio Parkway project in San Francisco. The Presidio Parkway project is the first Public-Private Partnership (P3) in California. Both San Francisco and Caltrans will retain third-party experts to evaluate the project and report on lessons learned from the Presidio Parkway P3 project.

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

- **SB 1 Cycle 2 Update.** CTC held workshops in March to kick off the next competitive programming cycle of SB 1 programs, including the Solutions for Congested Corridors Program (\$250 million per year), Trade Corridor Enhancement Program (TCEP) (\$300 million per year), and Local Partnership Competitive Program (\$100 million per year). Workshop topics included project benefit reporting and cycle timing. CTC will hold more workshops leading up to the Guidelines adoption in the Fall

(Winter for TCEP), with applications due in late Winter 2020. CTC plans to adopt the competitive programs in June 2020.

- Local Partnership Formula Program Amendment. The Local Partnership Program includes a bonus incentive of up to \$5 million for agencies that successfully approve new or renew tax and fee measures dedicated solely to transportation. Both the San Mateo County Transit District and Transportation Authority of Marin will receive \$5 million each, thanks to successful ballot measures in November. These funds are available in FY 2019-20.
- SB 1 Project Allocation. The CTC approved \$200,000 in Local Partnership Formula Program funds to one project in El Cerrito (Contra Costa County).

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

**Other Actions.** CTC approved other allocations and extensions, including funding allocations for two Bay Area Active Transportation Program (ATP) projects. Caltrans also presented the draft assumptions for the 2020 State Transportation Improvement Program (STIP) Fund Estimate, kicking off the 2020 STIP cycle. MTC must submit its Regional Transportation Improvement Program (RTIP) – part of the 2020 STIP – to the CTC by December 2019. Staff expects the 2020 STIP will provide about \$200 million in new funding to the Bay Area.

The next CTC meeting is scheduled for May 15-16, 2019 in San Diego, CA.

**Issues:** None.

**Recommendation:** Information. No action required.

**Attachments:** None.