



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Metropolitan Transportation Commission

Scott Haggerty, Chair    Alfredo Pedroza, Vice Chair

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Wednesday, October 23, 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. BAIFA meeting.

#### 1. Roll Call / Confirm Quorum

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

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

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

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

##### 4a. [19-1187](#) MTC ABAG Equity Platform

A presentation on the proposed MTC ABAG Equity Platform.

Action: Information

#### 5. Commissioner Comments

#### 6. Consent Calendar:

##### 6a. [19-1106](#) Minutes of the September 25, 2019 meeting

Action: Commission Approval

Attachments: [6a Commission Draft Meeting Minutes 09-25-2019.pdf](#)

#### Administration Committee

##### 6b. [19-1027](#) MTC Resolution No. 4358, Revised - ABAG Operational Advance for Liquidity and Cash Flow

Action: Commission Approval

Attachments: [6b Admin 3a Reso-4358 ABAG Operational Advance Liquidity-CashFlow.pr](#)

- 6c. [19-1126](#) MTC Resolution No. 4394. A request for authorization of a loan of up to \$1 million to ABAG for the BayREN Water Bill Savings Program.

Action: Commission Approval

Attachments: [6c Admin 3b Reso-4394 ABAG BayRen WaterBill Saving Program Loan.p](#)

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

- 6d. [19-1016](#) MTC Resolution No. 4202, Revised. Revision to the One Bay Area Grant 2 Program (OBAG 2) to redirect \$3 million within the Connected Bay Area regional program to establish the InterConnect Bay Area Program.

Action: Commission Approval

Attachments: [6d PAC 2c Reso-4202 Connected Bay Area.pdf](#)

- 6e. [19-1011](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-23.

Action: Commission Approval

Attachments: [6e PAC 2d Reso-4375 TIP Amendment 2019-23.pdf](#)

- 6f. [19-1024](#) MTC Resolution No. 4380, Revised. Allocation of \$7.9 million in FY 2019-20 Transportation Development Act (TDA) funds to Petaluma and Santa Rosa to support transit operations.

Action: Commission Approval

Attachments: [6f PAC 2e Reso-4380 Petaluma&SantaRosa TransitOps Support.pdf](#)

- 6g. [19-1012](#) MTC Resolution No. 4392. Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities FY2018 - FY2019 Project Lists for the Small Urbanized/Rural Areas and the Large Urbanized Areas of the San Francisco Bay Area.

Action: Commission Approval

Attachments: [6g PAC 2f Reso-4392 Urbanized Rural Urbanized Areas.pdf](#)

## Committee Reports

### 7. Programming and Allocations Committee (Josefowitz)

- 7a. [19-0703](#) MTC Resolution No. 3815, Revised. Reallocation of \$599,839 in RM2 funds to MTC for the Business Case for Transit Fare Integration Project.

A request to rescind approximately \$599,839 in residual RM2 funds from the Integrated Fare Structure Program, capital project number 34, and allocate the same amount to MTC to support the development of a Business Case for Transit Fare Integration in the Bay Area.

Action: Commission Approval

Attachments: [7a PAC 3a Reso-3815 Fare Coordination Integration.pdf](#)

- 7b. [19-1049](#) MTC Resolution Nos. 4348, Revised and 4202, Revised. Revisions to the Housing Incentive Pool (HIP) and One Bay Area Grant 2 (OBAG 2) programs to incorporate guidelines for the \$5 million sub-program within the Housing Incentive Pool (HIP) program; and programming of \$1 million to BART for implementation of AB2923 in support of the regional growth framework.

A presentation on the proposed guidelines for the Sub-HIP program, a \$5 million competitive program to fund transportation projects that support affordable housing for workers commuting long distances to serve regional employment centers. Staff will also present a proposal responding to a request for investment in support of BART and AB 2923 implementation.

Action: Commission Approval

Attachments: [7b PAC 4a Reso-4348-4202 Housing Incentive Pool.pdf](#)

### 8. Information

- 8a. [19-1108](#) Mega Transportation Revenue Initiatives

A presentation of the FASTER Bay Area proposal (<<https://fasterbayarea.org/>>).

Action: Information

### 9. Public Comment / Other Business

**10. Adjournment / Next Meetings:**

**The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, November 20, 2019 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105. Please note this November meeting date is scheduled to take place on the 3rd Wednesday instead of the 4th Wednesday due to the Thanksgiving holiday.**



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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1187      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/8/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 10/23/2019      **Final action:**  
**Title:** MTC ABAG Equity Platform

A presentation on the proposed MTC ABAG Equity Platform.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

MTC ABAG Equity Platform

*A presentation on the proposed MTC ABAG Equity Platform.*

**Presenter:**

Therese McMillan

**Recommended Action:**

Information



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1106      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Commission Consent  
**File created:** 9/19/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 10/23/2019      **Final action:**  
**Title:** Minutes of the September 25, 2019 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [6a Commission Draft Meeting Minutes 09-25-2019.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the September 25, 2019 meeting

**Recommended Action:**  
Commission Approval



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

## Meeting Minutes

### Metropolitan Transportation Commission

*Scott Haggerty, Chair    Alfredo Pedroza, Vice Chair*

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Wednesday, September 25, 2019

9:35 AM

Board Room - 1st Floor

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#### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, and Commissioner Spering

**Absent:** 4 - Commissioner Halsted, Commissioner Mackenzie, Commissioner Slocum, and Commissioner Worth

Non-Voting Commissioners Present: Commissioner Giacomini and Commissioner Stracner

Non-Voting Commissioner Absent: Commissioner Tavares

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

- 2a. [19-0972](#) MTC Resolution No. 4395 - Resolution of Appreciation for Anne Richman upon her departure after 12 years of service to the Metropolitan Transportation Commission.

**Action:** Commission Approval

**Upon the motion by Commission Vice Chair Pedroza and the second by Commissioner Spering, MTC Resolution No. 4395 - Resolution of Appreciation for Anne Richman was unanimously adopted. The motion carried by the following vote:**

**Aye:** 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen and Commissioner Spering

**Absent:** 5 - Commissioner Halsted, Commissioner Mackenzie, Commissioner Schaaf, Commissioner Slocum and Commissioner Worth

- 2b. [19-1073](#) MTC Resolution No. 4396 - Resolution of Appreciation for Ken Kirkey upon his departure after 13 years of service to the Metropolitan Transportation Commission.

**Action:** Commission Approval

Commissioner Schaaf arrived during agenda item 2b.

**Upon the motion by Commission Vice Chair Pedroza and the second by Commissioner Rabbitt, MTC Resolution No. 4396 - Resolution of Appreciation for Ken Kirley was unanimously adopted. The motion carried by the following vote:**

**Aye:** 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Spering

**Absent:** 4 - Commissioner Halsted, Commissioner Mackenzie, Commissioner Slocum and Commissioner Worth

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

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

[19-1134](#) Executive Director's Report

### 5. Commissioner Comments

### 6. Consent Calendar:

#### ***Administration Committee***

Approval of the Consent Calendar

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

**Aye:** 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Spering

**Absent:** 4 - Commissioner Halsted, Commissioner Mackenzie, Commissioner Slocum and Commissioner Worth

- 6a. [19-0961](#) Minutes of the July 24, 2019 meeting

**Action:** Commission Approval

- 6b. [19-0670](#) MTC Resolution No. 4391 - Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations

**Action:** Commission Approval

**Presenter:** Michael Brinton

- 6c. [19-0850](#) MTC Resolution No. 4370, Revised - FY 2019-20 Overall Work Program (OWP) - Amendment

A request for approval of an amendment to add two new grant awards and a final SB1 allocation.

**Action:** Commission Approval

**Presenter:** Brian Mayhew

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

- 6d. [19-0861](#) MTC Resolution Nos. 3989, Revised, 4035, Revised, and 4202, Revised. Revisions to the One Bay Area Grant 1 (OBAG 1), One Bay Area Grant 2 (OBAG 2), and MTC Exchange Program, including programming actions within the Freeway Performance, 511 NextGen, Transportation Management System/Connected Bay Area, Incident Management, Innovative Deployment to Enhance Arterials regional programs; and the San Francisco and Santa Clara County Programs.

**Action:** Commission Approval

**Presenter:** Mallory Atkinson

- 6e. [19-0865](#) MTC Resolution Nos. 4084, Revised; 4162, Revised; 4212, Revised; and 4272, Revised. Revisions to the FY2013-14 through FY2018-19 Transit Capital Priorities (TCP) Programs to reprogram approximately \$5.1 million of FTA Section 5307 and 5339 funds from Tri Delta Transit bus and related projects to provide funding for their Oakley Park & Ride Facility project consistent with the TCP Policies and Procedures.

**Action:** Commission Approval

**Presenter:** Rob Jaques

- 6f. [19-0856](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-21

**Action:** Commission Approval

**Presenter:** Adam Crenshaw

- 6g. [19-0870](#) MTC Resolution Nos. 4379, Revised, 4380, Revised, 4381, Revised. Allocation of \$45 million in FY2019-20 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to four operators and Solano Transportation Authority (TA) to support transit operations and planning projects in the region.

**Action:** Commission Approval

**Presenter:** Cheryl Chi

## Legislation Committee

- 6h. [19-0946](#) SB 277 (Beall): Local Partnership Program

**Action:** Support / MTC Commission Approval

**Presenter:** Rebecca Long

## Committee Reports

### 7. Programming and Allocations Committee (Josefowitz)

- 7a. [19-0934](#) MTC Resolution No. 4169, Revised.

Allocation of approximately \$46 million of BATA Project Savings funds to SFMTA to support their bus procurement project.

**Action:** Commission Approval

**Presenter:** Rob Jaques

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Ronen, the Commission unanimously adopted MTC Resolution No. 4169, Revised. The motion carried by the following vote:**

**Aye:** 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Spering

**Absent:** 4 - Commissioner Halsted, Commissioner Mackenzie, Commissioner Slocum and Commissioner Worth

- 7b. [19-0857](#) MTC Resolution No. 4398. Policies and Procedures for the 2020 Regional Transportation Improvement Program (RTIP).

Adoption of the Policies and Procedures for the 2020 RTIP, which includes approximately \$70 million in new programming capacity for the Bay Area.

**Action:** Commission Approval

**Presenter:** Karl Anderson

Rodney Nickens of Non-Profit Housing Association of Northern California was called to speak.

Justine Marcus of Enterprise Community Partners was called to speak.

Bob Allen of Urban Habitat was called to speak.

**Upon the motion by Commissioner Josefowitz and the second by Commissioner Dutra-Vernaci, the Commission unanimously adopted MTC Resolution No. 4398. The motion carried by the following vote:**

- Aye:** 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Spering
- Absent:** 4 - Commissioner Halsted, Commissioner Mackenzie, Commissioner Slocum and Commissioner Worth



## 8. Operations Committee (Cortese)

- 8a. [19-1059](#) MTC Resolution No. 4390 - Bay Bridge Forward: Commuter Parking Initiative - Commuter Parking Facility Regulations

Resolution to adopt regulations for parking activities at the commuter parking lots.

**Action:** Commission Approval

**Presenter:** Stefanie Hom

**Upon the motion by Commissioner Cortese and the second by Commissioner Connolly, the Commission unanimously adopted MTC Resolution No. 4390. The motion carried by the following vote:**

**Aye:** 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Spering

**Absent:** 4 - Commissioner Halsted, Commissioner Mackenzie, Commissioner Slocum and Commissioner Worth

## 9. Planning Committee (Spering)

- 9a. [19-0904](#) MTC Resolution No. 4393: Plan Bay Area 2050: Cross-Cutting Issues, Vision and Guiding Principles

Overview of the Plan Bay Area 2050 process and seek approval of the Cross-Cutting Issues, Vision and Guiding Principles previously developed in consultation with the public, stakeholders, and elected officials through Horizon.

**Action:** MTC Commission Approval

**Presenter:** Dave Vautin and Raleigh McCoy

**Upon the motion by Commissioner Spering and the second by Commissioner Rabbitt, the Commission unanimously adopted MTC Resolution No. 4393 to include the amendments as adopted by the ABAG Executive Board on September 19, 2019 and presented in the handout. The motion carried by the following vote:**

**Aye:** 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf and Commissioner Spering

**Absent:** 4 - Commissioner Halsted, Commissioner Mackenzie, Commissioner Slocum and Commissioner Worth

## 10. Legislation Committee (Mackenzie)

### 10a. [19-0916](#) 2019 Legislative Update on Priority Bills

Overview of the 2019 state legislative session, with a focus on bills for which MTC and ABAG have taken a position.

Action: Information

Presenter: Rebecca Long

## 11. Public Comment / Other Business

Jane Kramer was called to speak.

Laura Tolkoff of SPUR was called to speak.

Ian Griffiths was called to speak.

Bob Allen of Urban Habitat was called to speak.

## 12. Adjournment / Next Meetings:

**The next meeting of the Commission will be held on October 23, 2019 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1027      **Version:** 1      **Name:**

**Type:** Report      **Status:** Commission Approval

**File created:** 8/30/2019      **In control:** Administration Committee

**On agenda:** 10/9/2019      **Final action:**

**Title:** MTC Resolution No. 4358, Revised - ABAG Operational Advance for Liquidity and Cash Flow

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6b Admin 3a Reso-4358 ABAG Operational Advance Liquidity-CashFlow.pdf](#)  
[3a Reso-4358 ABAG Operational Advance Liquidity-CashFlow.pdf](#)

Date	Ver.	Action By	Action	Result
10/9/2019	1	Administration Committee		

**Subject:**  
MTC Resolution No. 4358, Revised - ABAG Operational Advance for Liquidity and Cash Flow

**Presenter:**  
Brian Mayhew

**Recommended Action:**  
Commission Approval

**Metropolitan Transportation Commission  
Administration Committee****October 9, 2019****Agenda Item 3a****MTC Resolution No. 4358, Revised –  
ABAG Operational Advance for Liquidity and Cash Flow**

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**Subject:** This item requests that the Committee authorize the referral of MTC Resolution No. 4358, Revised to the Commission for approval to extend the \$10 million ABAG Operational Advance for Liquidity and Cash Flow through December 2021 and allow up to \$2 million for longer term loans to Association of Bay Area Governments (ABAG) programs.

**Background:** Under the Contract for Services between ABAG and MTC, MTC provides administrative and financial services to ABAG. One unintended consequence of this structure was to create a mismatch between contract payments for grant-funded projects and reimbursement from the granting agencies. To remedy this cash flow mismatch and the subsequent account deficits, MTC Resolution No. 4358 authorized a \$10 million operational advance to be used to cover the contract payment and reimbursement period gap.

Since approval of the operational advance in December 2018 we have eliminated cash deficits in all of the ABAG operating and special revenue funds. Moreover, advances in accounts payable and billing have significantly reduced the timing between contract payment and reimbursement.

Staff recommends continuation of this operational advance at the same \$10 million funding level with two changes. The recommended changes are:

- Extend the period of the operational advance for two years, to expire in December 2021; and
- Allow up to \$2 million of the funding to be utilized for longer term program loans.

The multi-year structure will allow simple advances to carry over a single fiscal year. Further, the operational advance program has proven relatively easy to administer and given the fully secured nature of the advances, there is no need for more frequent review.

The second change recognizes that some ABAG programs need longer-term assistance. ABAG BayREN, for example, is developing a water-saving residential retrofit program to facilitate the installation of water saving devices into residential homes with the cost recovered through the

water utility billing process. The water utility would guarantee repayment of the retrofit costs, regardless of actual customer payment.

ABAG has grants to institute the program but not the cost of the improvements. The recommended revisions to MTC Resolution No. 4358, Revised would allow for up to \$2 million of the \$10 million advance to be used for longer term ABAG loans so long as the principal is fully protected in the same manner as the grant advances.

**Issues:** No Issues Identified

**Recommendation:** Staff recommends that the Committee refer MTC Resolution No. 4358, Revised to the Commission for approval to authorize extension of the ABAG operational advance program through December 2021 and to authorize up to \$2 million to be made available for longer term fully secured ABAG program loans.

**Attachments:** MTC Resolution No. 4358, Revised

  
Therese W. McMillan

Date: November 28, 2018  
W.I.: 1152  
Referred by: Administration  
Revised: 10/23/19-C

ABSTRACT

Resolution No. 4358, Revised

This resolution approves the terms and conditions to provide the Association of Bay Area Governments (ABAG) with an operational advance to meet liquidity and cash flow requirements.

This resolution was revised on October 23, 2019 to extend the ABAG Advance program to December 2021 and to authorize up to \$2 million to be used for multi-year loans.

Date: November 28, 2018  
W.I.: 1152  
Referred by: Administration

RE: ABAG Operational Advance

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4358

WHEREAS, MTC and ABAG extended a Contract for Services effective on May 30, 2017; and

WHEREAS, under the Contract for Services responsibility for ABAG financial services was transferred to MTC effective July 1, 2017; and

WHEREAS, in the process of administering ABAG finances, MTC determined that the volume of grants and contracts payable frequently exceeds the available cash to make timely payments; and

WHEREAS, the delay in processing ABAG payments potentially creates problems in project delivery and delays in reimbursement; and

WHEREAS, MTC proposes to resolve these issues through an advance of funds to be repaid by future grant reimbursements; now, therefore, be it

RESOLVED that MTC agrees to make an operational advance to ABAG not to exceed \$10 million; and be it further

RESOLVED the Executive Director or Chief Financial Officer is directed to set aside \$10 million from any available MTC undesignated reserve; and be it further

RESOLVED that ABAG will be allowed to draw on the advance to meet cash flow needs; and be it further

RESOLVED that MTC authorizes up to \$2 million of the operational advance for longer term project loans; and be it further

RESOLVED that repayment of all advances be secured by grant or other revenue reimbursement; and be it further

RESOLVED that ABAG will be charged the equivalent of 1.00% on any drawn amounts with no charge to be accrued on undrawn amounts; and be it further

RESOLVED that this advance shall be available until December 31, 2021, unless reauthorized in advance by MTC and ABAG subject to any outstanding longer-term project loans; and be it further

RESOLVED the Executive Director and Chief Financial Officer are directed to report on the status of the advance at least quarterly.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution, revising and superseding the resolution approved on November 28, 2018 was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on October 23, 2019.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	19-1126	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Commission Approval	
<b>File created:</b>	9/23/2019	<b>In control:</b>		Administration Committee	
<b>On agenda:</b>	10/9/2019	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution No. 4394. A request for authorization of a loan of up to \$1 million to ABAG for the BayREN Water Bill Savings Program.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">6c Admin 3b Reso-4394 ABAG BayRen WaterBill Saving Program Loan.pdf</a> <a href="#">3b HANDOUT Updated Presentation.pdf</a> <a href="#">3b Water Bill Savings Program Overview Presentation.pdf</a> <a href="#">3b Reso-4394 ABAG BayRen WaterBill Saving Program Loan.pdf</a>				

Date	Ver.	Action By	Action	Result
10/9/2019	1	Administration Committee		

### Subject:

*MTC Resolution No. 4394. A request for authorization of a loan of up to \$1 million to ABAG for the BayREN Water Bill Savings Program.*

### Presenter:

Brad Paul

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Administration Committee**

October 9, 2019

Agenda Item 3b

**MTC Resolution No. 4394 –  
\$1 million Loan for the BayREN Water Bill Savings Program**

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**Subject:** This item requests that the Committee authorize the referral of MTC Resolution No. 4394 to the Commission to authorize a loan of up to \$1 million for the Association of Bay Area Governments (ABAG) BayREN Water Bill Savings Program.

**Background:** In December 2018, MTC authorized a \$10 million operational advance for cash flow and liquidity to ABAG (MTC Resolution No. 4358). The advance was to manage the cash flow mismatch between contractor payments and grant reimbursement in the ABAG BayREN and Estuary Partnership programs. Assuming the Commission approves a proposed revision of MTC Resolution No. 4358, the operational advance will be extended for two years through December 2021.

Part of the proposed revision to MTC Resolution No. 4358 would authorize up to \$2 million for longer term loans to ABAG programs. The ABAG BayREN Water Bill Savings Program is requesting a loan of \$1 million to be used as startup funding for BayREN's new residential water saving program.

The loan would be secured by direct payment from the participating water utility. Basic proposed terms are:

- ABAG would sign a master participation agreement with a water utility;
- The water utility would perform outreach to its residential customers regarding the program;
- ABAG would reimburse the water utility for the device installation with funds drawn from the MTC loan;
- The customers would agree to pay an amortized cost through their regular water bills; and
- The utility would collect the amount due and forward monthly payments to ABAG.

Through the master agreement the utility would agree to pay amounts due to ABAG regardless of the residential customer payment. As such the ABAG repayment of advances made by MTC would be guaranteed by the water utility providing a fully secured loan.

Similar BayREN pilot programs in four utilities have seen residential water consumption reduced an average of 25%. BayREN staff believes

expanding the program will produce similar water and energy savings. BayREN staff hope to expand the program sufficiently to finance expansion and repay the initial MTC loan.

**Issues:** No Issues Identified

**Recommendation:** Staff recommends that the Committee refer MTC Resolution No. 4394 to the Commission for approval, to authorize a loan of up to \$1 million from the \$10 million ABAG cash flow advance as start-up funding for the ABAG BayREN Water Bill Savings Program, according to the terms set forth in Attachment A.

**Attachments:** Attachment A – Terms of the ABAG BayREN Loan  
MTC Resolution No. 4394

  
Therese W. McMillan

**ATTACHMENT A**

Terms of the loan to ABAG related to the BayREN Water Savings Program are as follows:

- Amount of the loan up to \$1 million to be drawn for eligible projects.
- Projects will be eligible for funding pursuant to a master agreement between ABAG and the utility guaranteeing repayment, regardless of customer payment status.
- ABAG shall pay 1% on all drawn amounts for up to two years and the MTC market book rate for all amounts outstanding after two years.
- Utilities will provide BayREN staff with a monthly list reconciling outstanding projects, payments to date, and remaining balance.

Date: October 23, 2019  
W.I.: 1152  
Referred by: Administration

ABSTRACT

Resolution No. 4394

This resolution approves the terms and conditions to provide the Association of Bay Area Governments (ABAG) a loan of up to \$1 million for the ABAG BayREN Water Bill Savings Program.

Further discussion of the terms and conditions to provide ABAG a loan of up to \$1 million for the ABAG BayREN Water Bill Savings Program is contained in the Administration Committee Summary Sheet dated October 9, 2019.

Date: October 23, 2019  
W.I.: 1152  
Referred by: Administration

RE: ABAG BayREN \$1 million Loan

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4394

WHEREAS, MTC and ABAG executed a Contract for Services effective on May 30, 2017; and

WHEREAS, under the Contract for Services responsibility for ABAG financial services was transferred to MTC effective July 1, 2017; and

WHEREAS, in the process of administering ABAG finances, MTC determined that the volume of grants and contracts payable frequently exceeds the available cash to make timely payments and extended a \$10 million advance to meet cash flow needs

WHEREAS, MTC Resolution – 4385 Revised, authorized use of up to \$2 million for longer term ABAG loans; now, therefore, be it

RESOLVED that MTC authorizes a loan of up to \$1 million for the ABAG BayREN Water Bill Savings Program; and be it further

RESOLVED that repayment of all advances be secured in accordance with the terms and conditions listed in Attachment A; and be it further

RESOLVED the Executive Director or Chief Financial Officer is directed to set aside \$1 million from any available MTC undesignated reserve; and be it further

RESOLVED that ABAG will be charged 1% on drawn amounts for up to two years and the MTC market book rate thereafter, with no charge to be accrued on undrawn amounts.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on October 23, 2019.

Date: October 23, 2019  
W.I.: 1152  
Referred by: Administration

Attachment A  
Resolution No. 4394  
Page 1 of 1

### **Attachment A**

Terms of the ABAG BayREN loan are as follows:

- Amount of the loan up to \$1 million to be drawn for eligible projects.
- Projects will be eligible for funding pursuant to a master agreement between ABAG and the utility guaranteeing repayment, regardless of customer payment status.
- ABAG shall pay 1% on all drawn amounts for up to two years and the MTC market book rate for all amounts outstanding after two years.
- Utilities will provide BayREN staff with a monthly list reconciling outstanding projects, payments to date, and remaining balance.





# BayREN Water Bill Savings Program

**MTC Administrative Committee** | October 9, 2019

**Brad Paul** | Deputy Executive Director, Local Government Services **Chris**

**Cone** | Sonoma County Regional Climate Protection Authority

**BayREN Lead, Water Bill Savings Program**



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# ABAG LOCAL GOVERNMENT SERVICES

- SF Estuary Partnership
- ABAG POWER
- **ABAG BayREN**
- ABAG Finance Authority (FAN/ACFA)



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION



ABAG's Bay Area Regional Energy Network (BayREN) is one of only three Regional Energy Networks in California.

As a collaboration involving nine Bay Area counties, BayREN implements a portfolio of regional energy efficiency programs that include:

**BAY  
AREA** Regional  
Energy  
Network





## Single Family

- Free step-by-step technical assistance to consumers & contractors for energy & water efficiency programs
- Rebates, education & outreach

## Multifamily

- Technical assistance to property owners for energy upgrades & rebates

## Codes & Standards

- Advocacy & support for green building codes
- Trainings to governments on standards & best practices

## Commercial

- Assistance to small and medium size businesses

**BAY AREA** Regional Energy Network





Local Governments Empowering Our Communities

# Water Bill Savings Program

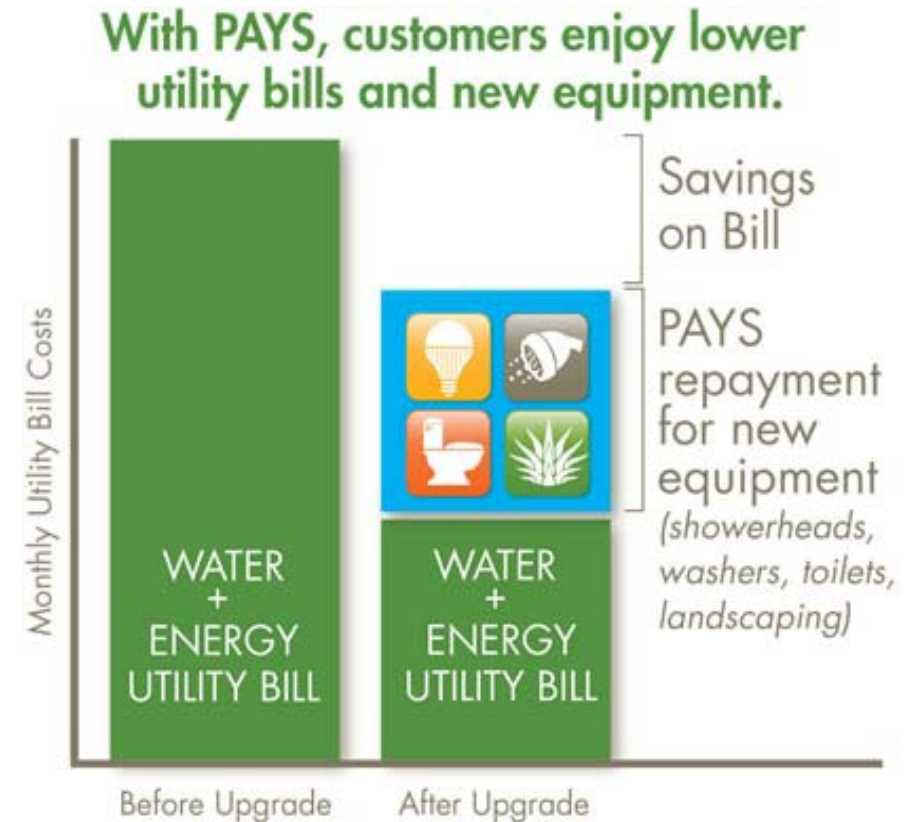
Chris Cone, WBSP Manager  
Sonoma County Regional Climate Protection Authority

October 9, 2019

# Program Offer

The BayREN Water Bill Savings Program allows water utilities to install eligible improvements in customers' buildings with program assurances field tested by BayREN's Pay-As-You-Save® (PAYS®) on-bill pilots:

- No up-front payments, it's a utility investment in customer-side water conservation infrastructure.
- A monthly on-bill charge that is significantly lower than estimated savings.
- Participants pay only while they are a utility customer at the project location.
- A guarantee that failed measures are repaired or the payment obligation is terminated.





# Current Programs

Features	Windsor Efficiency PAYS®	Green Hayward PAYS®	EBMUD WaterSmart On-Bill
Customer Class	Single Family Multifamily	Multifamily	Multifamily Commercial
Eligible Upgrades	Toilets (1.06/gpf) Showerheads/aerators  <u>Single Family:</u> Drought-tolerant landscaping	Toilets (1.06/gpf) Showerheads/aerators Weather-based irrigation controller Irrigation system repair Common area lighting Central hot water	Toilets (1.06/gpf) Showerheads/aerators Weather-based irrigation controller  <u>Commercial:</u> Improvements vary by customer
Started Operation	2012-2015	2014	2016
Program Operator	Third-party	Third-party	EBMUD
Capital Source	Self-funded	Self-funded	Self-funded

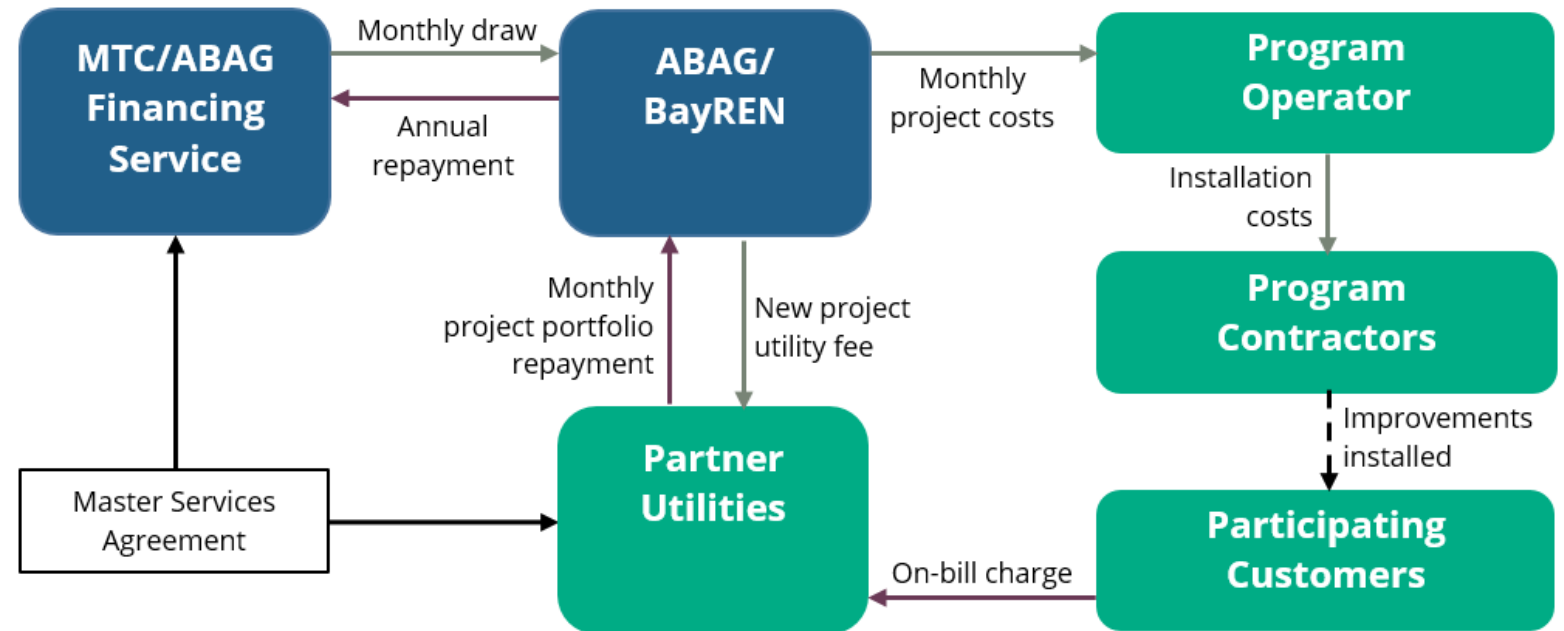
Projects as of January 2019 — 480 multi-family unit/247 single family projects  
Average water savings — 30% multi-family/20% single family



# Regional Program Model

Organized under MTC/ABAG, the regional Program:

- Facilitates low-cost capital.
- Centralizes administration.
- Streamlines service delivery.
- Simplifies program operation.





# Action Requested

That the Committee refer MTC Resolution No. 4394 to the Commission to authorize a loan of up to \$1 million from ABAG's \$10 million Operational Advance for startup funding for BayREN's new residential water saving program.

## Notes:

- Through contractual master agreements, water utilities agree to pay amounts due ABAG regardless of customer payments. ABAG's repayment of MTC advances is guaranteed by water utilities providing a fully secured loan.
- BayREN sees potential for program to become financially self-sufficient over time due to growing revenue from program fees, CPUC funding through 2025 and bond financing (e.g. ACFA).

## Questions and Comments





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1016      **Version:** 1      **Name:**

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

**File created:** 8/29/2019      **In control:** Programming and Allocations Committee

**On agenda:** 10/9/2019      **Final action:**

**Title:** MTC Resolution No. 4202, Revised. Revision to the One Bay Area Grant 2 Program (OBAG 2) to redirect \$3 million within the Connected Bay Area regional program to establish the InterConnect Bay Area Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6d PAC 2c Reso-4202 Connected Bay Area.pdf](#)  
[2c Reso-4202 Connected Bay Area.pdf](#)

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

MTC Resolution No. 4202, Revised. Revision to the One Bay Area Grant 2 Program (OBAG 2) to redirect \$3 million within the Connected Bay Area regional program to establish the InterConnect Bay Area Program.

**Presenter:**

Mallory Atkinson

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee****October 9, 2019****Agenda Item 2c****MTC Resolution No. 4202, Revised**

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**Subject:** Revision to the One Bay Area Grant 2 Program (OBAG 2) to redirect \$3 million within the Connected Bay Area regional program to establish the InterConnect Bay Area grant program.

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

This month, staff recommends the following changes to the regional program:

**Connected Bay Area**

Within the Connected Bay Area sub-program (previously known as the Transportation Management Systems), redirect \$3 million from the Detection Technology Pilot project to establish the InterConnect Bay Area Program. This new grant program is intended to support and incentivize local agencies to build out communications infrastructure for projects identified in MTC's Regional Communications Infrastructure Strategic Plan. Today's proposed action establishes the program; specific program guidelines and call for projects/project selection would occur at a later time.

The strategic plan and new InterConnect Bay Area grant program will also be presented for information at the Operations Committee on October 11, 2019.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4202, Revised to the Commission for approval. Because this resolution is proposed for revision under other agenda items, it is included once under Agenda Item 4a with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

**Attachments:** MTC Resolution No. 4202, Revised, can be found under Agenda Item 4a to this packet.



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Therese W. McMillan



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1011      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 8/27/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 10/9/2019      **Final action:**  
**Title:** MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-23.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6e PAC 2d Reso-4375 TIP Amendment 2019-23.pdf](#)  
[2d Reso-4375 TIP Amendment 2019-23.pdf](#)

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

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-23.

**Presenter:**

Adam Crenshaw

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

October 9, 2019

Agenda Item 2d

**MTC Resolution Nos. 4375, Revised**

**Subject:** 2019 Transportation Improvement Program (TIP) Amendment 2019-23.

**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 2019-23 makes revisions to six projects with a net funding increase of approximately \$185 million. Among other changes, this revision:

- Updates the funding plans of the Clipper and Clipper 2.0 Fare Payment System projects to reflect the allocations of funds between the two projects and to reflect the total cost of the Clipper 2.0 project as approved by the Commission in September 2018;
- Deletes one exempt project from the TIP;
- Adds one previously archived project back into the TIP; and
- Updates the funding plan and back-up listing of the Caltrans-managed State Highway Operation and Protection Program (SHOPP) – Minor Program grouped listing to reflect the latest programming decisions.

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 2019-23; and  
MTC Resolution No. 4375, Revised



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Therese W. McMillan

TIP Revision Summary  
2019-23

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
SCL170034	Los Altos	Los Altos: Miramonte Ave Bike and Ped Access Imps	Delete project as it will not move forward as a federal project and the funds have been redirected. The federal funds will be re-programmed through a future TIP revision	-\$4,081,200	-100.0%
SM-170042	Belmont	Ralston Avenue Corridor Bike-Ped Imps	Update the project description to include pavement maintenance as a federally non-participating element of the project scope and add \$300K in Local CON funds	\$300,000	20.0%
<b>System: State Highway</b>					
SM-090008	San Carlos	US101/Holly St I/C Mod and Bike/Ped Overcrossing	Amend a previously archived project back into the TIP and reprogram CON funds to FY19	\$0	0.0%
VAR190001	Caltrans	GL: Pvmr Resurf/Rehab State Hwy Sys - SHOPP Minor	Update the funding plan to reflect the latest information from Caltrans including the addition of \$7.54M in SHOPP funds	\$7,540,000	69.8%
<b>System: Transit</b>					
REG090045	Metropolitan Transportation Commission (MTC)	Clipper Fare Collection System	Update the funding plan to remove \$2.3M in STP and \$1.8M in CMAQ funds as they are being transferred to REG170022 to better align with the scope of the grants	-\$4,100,000	-3.1%
REG170022	Metropolitan Transportation Commission (MTC)	Clipper® 2.0 Fare Payment System	Update funding plan to add \$1.8M CMAQ and \$2.3M STP from REG090045, \$9.6M Bridge Tolls, \$3.8M LCTOP, \$398K Prop-1B, \$10.2M SB1-SGR, \$850K Local and \$156M RTP-LRP as approved by the Commission in September 2018, and reprogram existing funds between years	\$185,355,358	299.1%
<b>Total Funding Change:</b>				<b>\$185,014,158</b>	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
<b>Current:</b>	\$142,105,448	\$15,009,000	\$36,153,600	\$48,340,249	\$241,608,297	\$75,523,642
<b>Proposed:</b>	\$141,105,448	\$36,917,929	\$45,753,600	\$202,845,478	\$426,622,455	\$132,152,571
<b>Delta:</b>	-\$1,000,000	\$21,908,929	\$9,600,000	\$154,505,229	\$185,014,158	\$56,628,929

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 05/22/19-C  
 06/26/19-C 07/24/19-C  
 09/25/19-C 10/23/19-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, April 14, 2019, May 8, 2019, June 12, 2019, July 10, 2019, September 4, 2019, and October 9, 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.	19	\$11,050,370	3/28/2019	3/28/2019
2019-08	Amendment	12	-\$25,513,326	2/27/2019	4/3/2019
2019-09	Admin. Mod.	7	\$1,547,102	5/6/2019	5/6/2019
2019-10	Amendment	4	-\$18,724,000	3/27/2019	4/24/2019
2019-11	Admin. Mod.	46	-\$10,610,187	6/6/2019	6/6/2019
2019-12	Amendment	4	\$13,699,781	4/24/2019	6/6/2019
2019-13	Admin. Mod.	22	\$15,402,477	7/3/2019	7/3/2019



ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-14	Amendment	25	\$801,633,123	5/22/2019	6/27/2019
2019-15	Admin. Mod.	11	9,525,440	8/13/2019	8/13/2019
2019-16	Amendment	8	\$21,335,503	6/26/2019	8/26/2019
2019-17	Admin. Mod.	11	-\$7,160,690	8/29/2019	8/29/2019
2019-18	Amendment	9	\$115,165,869	7/24/2019	Pending
2019-19	Admin. Mod.	Pending	Pending	Pending	Pending
2019-20	Admin. Mod.	Pending	Pending	Pending	Pending
2019-21	Amendment	15	\$-141,949,908	9/25/2019	Pending
2019-22	Admin. Mod.	Pending	Pending	Pending	Pending
2019-23	Amendment	6	\$185,014,158	10/23/2019	Pending
Net Funding Change		318	\$1,213,616,305		
Absolute Funding Change			\$1,621,532,527		

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4375

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held in  
San Francisco, California, on September 26, 2018.

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

Attachment A  
Resolution No. 4375  
Page 1 of 1

## **2019 Transportation Improvement Program**

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

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

Date: September 26, 2018  
W.I.: 1512  
Referred by: PAC  
Revised: 12/19/18-C 01/23/19-C  
02/27/19-C 03/27/19-C  
04/24/19-C 05/22/19-C  
06/26/19-C 07/24/19-C  
09/25/19-C 10/23/19-C

Attachment B  
Resolution No. 4375, Revised  
Page 1 of 9

## 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 an administrative modification that revises 19 projects with a net funding increase of approximately \$11 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 28, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent Safety Barrier project to reflect the programming of approximately \$45.2 million in Federal Highway

Infrastructure Program (FHIP) funds in lieu of Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and One Bay Area Grant 2 (OBAG2) funds;

- Updates the funding plans of nine other STP/CMAQ funded projects and one High Priority Program Earmark (HPP) funded project to reflect planned obligations;
- Updates the funding plan of San Rafael's Francisco Blvd West Multi-Use Pathway project to reflect the programming of Regional Measure 2 (RM2) and Transportation Fund for Clean Air (TFCA) funds; and
- Updates the funding plans and back-up listings of the State Highway Operation and Protection Program (SHOPP) Collision Reduction, Local Highway Bridge Program (HBP) and FTA Section 5311 Fiscal Years 2018/19 and 2019/20 grouped listings 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 \$45.2 million in FHIP funds, \$2.4 million in HPP funds, \$248,400 in TFCA funds, \$6.3 million in SHOPP funds, and \$283,186 in FTA Section 5311f funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 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 was received on April 3, 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 an administrative modification that revises seven projects with a net funding increase of approximately \$1.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 6, 2019. Among other changes, this revision:

- Updates the funding plan of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules; and
- Updates the funding plans of two Road Repair and Accountability Act (SB1) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.77 million in SB1 funds and \$165,452 in CalRecycle funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 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 was received on April 5, 2019, and final federal approval was received on April 24, 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 an administrative modification that revises seven projects with a net funding decrease of approximately \$10.6 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 6, 2019. Among other changes, this revision:

- Updates the funding plans of 36 Transit Capital Priorities Program funded projects to reflect the latest programming decisions;
- Updates the funding plans of five Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules;
- Updates the funding plan of the Contra Costa Transportation Authority's New State Highway (SR-239) Study project to reflect the programming of unexpended High Priority Program and Transportation Improvement earmark funds; and
- Updates the Water Emergency Transportation Authority's San Francisco Ferry Terminal/Berthing Facilities project to reflect the programming of FHWA Ferry Boat Program (FBP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$597,635 in High Priority Program earmark funds, \$4.4 million in Transportation Improvement earmark funds, \$877,388 in FBP funds, \$311,764 in Low Carbon Transit Operations program funds, \$976,000 in Proposition 1B funds, and \$216,827 in SB1 funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-11, remains in conformity with the applicable State

Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 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 was received on May 8, 2019, and final federal approval was received on June 6, 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.

**Revision 2019-13** is an administrative modification that revises 22 projects with a net funding increase of approximately \$15.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 3, 2019. Among other changes, this revision:

- Updates the funding plans of 13 projects to reflect programming changes in the Active Transportation Program (ATP);
- Updates the funding plans of four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of the Caltrans-managed Pavement Resurfacing and Rehabilitation for the State Highway System grouped listing;
- Updates the funding plan of the Sonoma Marin Area Rail Transit corridor project to reflect the award of \$5 million in Federal Railroad Administration (FRA) Positive Train Control (PTC) funds; and
- Updates Bay Area Rapid Transit's Transbay Core Capacity Improvements project to reflect the award of \$300 million in Federal Transit Administration (FTA) Core Capacity grant funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$300 million in FTA Core Capacity funds, \$3.8 million in ATP funds, \$5 million in FRA PTC funds and \$24,540 in California Natural Resources Agency Urban Greening funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-13, 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 2019-14** is an amendment that revises 25 projects with a net funding increase of approximately \$802 million. The revision was referred by the Programming and Allocations Committee on May 8, 2019, and approved by the MTC Commission on May 22, 2019. Caltrans approval was received on June 12, 2019, and final federal approval was received on June 27, 2019. Most notable from a dollar standpoint is the addition of replacement and expansion vehicles as part of SFMTA's Light Rail Vehicle Procurement. Among other changes, this revision adds eight new exempt projects to the TIP, updates the funding plans of 13 existing projects and deletes three projects from the TIP to reflect changes in the Transit Capital Priorities (TCP) Program. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

**Revision 2019-15** is an administrative modification that revises 11 projects with a net funding increase of approximately \$9.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 13, 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 to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) – Mobility Program grouped listing to reflect the latest information from Caltrans including the addition of a total of \$9.5 million in SHOPP funds;
- Updates the funding plan of the Golden Gate Bridge Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$680,815 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plan of Solano County's Redwood – Fairgrounds Drive Interchange Improvements project to reflect the programming of \$26,573 in High Priority Program (HPP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$16.8 million in SHOPP funds, \$26,573 in HPP funds, and \$680,815 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 2019-16** is an amendment that revises eight projects with a net funding increase of approximately \$21.3 million. The revision was referred by the Programming and Allocations Committee on June 12, 2019, and approved by the MTC Commission on June 26, 2019. Caltrans approval was received on August 7, 2019, and final federal approval was received on August 26, 2019. Among other changes, this revision:

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) Collision Reduction program to reflect the latest information from Caltrans including the addition of \$11.7 million in SHOPP funds;

- Archives three projects as they have been completed or all federal funding for the project has been obligated; and
- Adds one new exempt project.

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

**Revision 2019-17** is an administrative modification that revises 11 projects with a net funding decrease of approximately \$7.2 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 29, 2019. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Active Transportation Program (ATP) funded project, and two earmark funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the Marin County - Traffic Operating Systems and Mobility grouped listing to reflect the latest information from Caltrans including the addition of \$97,649 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plans of two Solano County Transit (Soltrans) projects to reflect the programming of additional Transit Capital Priorities funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9 million in Highway Bridge Program earmark funds and \$97,649 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

**Revision 2019-18** is an amendment that revises nine projects with a net funding increase of approximately \$115 million. The revision was referred by the Programming and Allocations Committee on July 10, 2019, and approved by the MTC Commission on July 24, 2019. Caltrans approval was expected in mid-September 2019, and final federal approval was expected in late-September 2019. Among other changes, this revision:

- Amends four new exempt projects into the TIP and updates one existing project to reflect the recent CTC approval of Regional Active Transportation Program (rATP), Cycle 4;
- Amends San Jose's Better Bikeway San Jose – San Fernando Street project into the TIP to reflect the award of Statewide Competitive ATP funds; and
- Updates the funding plan of the Caltrans managed Highway Bridge Program grouped listing.

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

**Revision 2019-19 and Revision 2019-20** are pending administrative modifications.

**Revision 2019-21** is an amendment that revises 15 projects with a net funding decrease of approximately \$142 million. The revision was referred by the Programming and Allocations Committee on September 4, 2019, and approved by the MTC Commission on September 25, 2019. Caltrans approval is expected in late October 2019, and final federal approval is expected in mid-November 2019. Among other changes, this revision:

- Amends two new exempt projects and the preliminary engineering phase of one non-exempt project into the TIP and updates the funding plans of four existing Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects to reflect the latest programming decisions;
- Deletes two existing projects as they will not move forward as federal projects; and
- Updates the funding plans and back-up listings of four State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans including the addition of \$107 million in SHOPP funds.

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

**Revision 2019-22** is a pending administrative modification.

**Revision 2019-23** is an amendment that revises six projects with a net funding increase of approximately \$185 million. The revision was referred by the Programming and Allocations Committee on October 9, 2019, and approved by the MTC Commission on October 23, 2019. Caltrans approval is expected in late November 2019, and final federal approval is expected in mid-December 2019. Among other changes, this revision:

- Updates the funding plans of the Clipper and Clipper 2.0 Fare Payment System projects to reflect the allocations of funds between the two projects and to reflect the total cost of the Clipper 2.0 project;
- Deletes one exempt project from the TIP;
- Adds one previously archived project back into the TIP; and
- Updates the funding plan and back-up listing of the Caltrans-managed State Highway Operation and Protection Program (SHOPP) – Minor Program funded grouped listing to reflect the latest programming decisions.

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





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-1024      **Version:** 1      **Name:**

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

**File created:** 8/29/2019      **In control:** Programming and Allocations Committee

**On agenda:** 10/9/2019      **Final action:**

**Title:** MTC Resolution No. 4380, Revised. Allocation of \$7.9 million in FY 2019-20 Transportation Development Act (TDA) funds to Petaluma and Santa Rosa to support transit operations.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6f PAC 2e Reso-4380 Petaluma&SantaRosa TransitOps Support.pdf](#)  
[2e Reso-4380 Petaluma&SantaRosa TransitOps Support.pdf](#)

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

MTC Resolution No. 4380, Revised. Allocation of \$7.9 million in FY 2019-20 Transportation Development Act (TDA) funds to Petaluma and Santa Rosa to support transit operations.

### Presenter:

Cheryl Chi

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee****October 9, 2019****Agenda Item 2e****MTC Resolution No. 4380, Revised**

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**Subject:** Allocation of \$7.9 million in FY2019-20 Transportation Development Act (TDA) funds to Petaluma and Santa Rosa to support transit operations.

**Background:** This month's proposed action continues the annual allocation process of TDA funds for FY2019-20. Petaluma and Santa Rosa request \$1.4 million and \$6.5 million, respectively, to support transit operations. Santa Rosa's request also included a request for \$2.1 million in State Transit Assistance (STA) County Block Grant Funds. The STA funds will be allocated later this fiscal year after the FY 2019-20 Fund Estimate is updated to include final revenue for FY 2018-19 and the revenue forecast for FY 2019-20 is updated, expected in November.

Information regarding the operating budgets and major initiatives of the above operators is provided in Attachment A. One item of note is that the Sonoma County Junior College District (SCJCD) has an agreement with all Sonoma County operators to provide free rides for their students. SCJCD funds the program through a student transportation fee and pays transit operators a reduced fare for each ride. In contrast to many Bay Area operators, Petaluma Transit and Santa Rosa CityBus have experienced ridership increases and are forecasting another increase this fiscal year. The program with SCJCD contributes to this increase.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 4380, Revised to the Commission for approval.

**Attachments:** Attachment A – Transit Operator Budget Summary  
MTC Resolution No. 4380, Revised

  
Therese W. McMillan

**Attachment A - Budget Summary of Operators**

Operator	FY2018-19 Operating Budget	FY2019-20 Operating Budget	% Change	Revenue Vehicle Hours % Increase	FY2019-20 Operating Request <sup>1</sup>	Allocation Request as a % of Operating Budget	Highlight of FY2019-20 Budgets
<b>Petaluma</b>	\$ 2,918,890	\$2,931,421	0.4%	3.0%	\$ 2,212,566	75.5%	<ul style="list-style-type: none"> <li>The operating budget is anticipated to increase less than 1%, due to standard cost increases in the operations contract that were off-set by budget cuts in other areas. Last year, purchased transportation costs increased 13% due to the start of a new contract, creating an 8% overall budget increase.</li> <li>The capital budget includes paratransit vehicle replacements and upgrades to the Automated Vehicle Location (AVL) / Real-Time Signage System.</li> <li>The budget includes funding for a small service increase to allow for some adjustments to fixed route service and potential increases in paratransit ridership. Paratransit ridership increased last year after years of decline.</li> </ul>
<b>Santa Rosa</b>	\$ 13,706,839	\$ 14,420,465	5.1%	0%	\$ 9,103,355	62.1%	<ul style="list-style-type: none"> <li>Labor and fringe costs are expected to increase due to driver shortages and higher one-time costs associated with projected retirements.</li> <li>Santa Rosa will assess service levels over the next year with the goal of reducing costs to a more sustainable level.</li> <li>Santa Rosa will begin to advertise on buses to generate more revenue.</li> </ul>

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

Date: June 26, 2019  
W.I.: 1514  
Referred by: PAC  
Revised: 07/24/19-C 09/25/19-C  
10/23/19-C

### ABSTRACT

#### Resolution No. 4380, Revised

This resolution approves the allocation of fiscal year 2019-20 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

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

This resolution was revised on July 24, 2019 to allocate funds to AC Transit, Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, and WestCAT (WCCTA).

This resolution was revised on September 25, 2019 to allocate funds to Golden Gate Bridge, Highway, and Transportation District (Golden Gate), Marin Transit, Napa Valley Transportation Authority (NVTa), and Solano County Transit (SolTrans).

This resolution was revised on October 23, 2019 to allocate funds to Petaluma and Santa Rosa.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, July 10, 2019, September 4, 2019, and October 9, 2019.

Date: June 26, 2019  
W.I.: 1514  
Referred by: PAC

Re: Allocation of Fiscal Year 2019-20 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4380

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

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

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

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2019-20 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2019-20 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

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

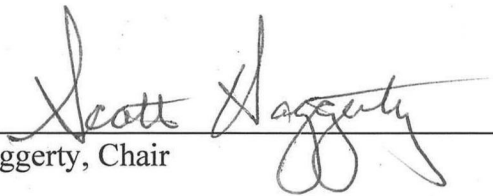
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2019-20 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 26, 2019.

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS  
 DURING FISCAL YEAR 2019-20

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
<b>5801 - 99233.7, 99275 Community Transit Service - Operations</b>						
VTA	Paratransit Operations	5,533,550	01	06/26/19	Santa Clara County	
CCCTA	Paratransit Operations	1,056,604	02	06/26/19	Contra Costa County	
AC Transit	Paratransit Operations	4,272,694	06	07/24/19	Alameda County	
	<b>Subtotal</b>	<b>10,862,848</b>				
<b>5802 - 99260A Transit - Operations</b>						
VTA	Transit Operations	105,137,458	03	06/26/19	VTA	
CCCTA	Transit Operations	17,880,362	04	06/26/19	CCCTA	
AC Transit	Transit Operations	56,458,618	07	07/24/19	AC Transit Alameda D1	
AC Transit	Transit Operations	15,134,949	08	07/24/19	AC Transit Alameda D2	
AC Transit	Transit Operations	7,960,285	09	07/24/19	AC Transit Contra Costa	
LAVTA	Transit Operations	9,692,625	10	07/24/19	LAVTA	
WCCTA	Transit Operations	2,942,039	11	07/24/19	WCCTA	
Sonoma County	Transit Operations	6,946,567	12	07/24/19	Sonoma County	
Sonoma County	Transit Operations	234,607	12	07/24/19	Petaluma	
SFMTA	Transit Operations	47,403,407	13	07/24/19	SFMTA	
SFMTA	Transit Operations	2,494,916	14	07/24/19	San Francisco County	1
ECCTA	Transit Operations	8,403,327	15	07/24/19	ECCTA	
SolTrans	Transit Operations	3,919,470	19	09/25/19	Vallejo/Benicia	
NVTA	Transit Operations	3,451,536	20	09/25/19	NVTA	
GGBHTD	Transit Operations	8,596,924	21	09/25/19	GGBHTD (Marin)	
GGBHTD	Transit Operations	6,479,603	22	09/25/19	GGBHTD (Sonoma)	
Marin Transit	Transit Operations	5,784,078	23	09/25/19	Marin Transit	
Santa Rosa	Transit Operations	6,478,955	25	10/23/19	Santa Rosa	
Petaluma	Transit Operations	1,434,447	26	10/23/19	Petaluma	
	<b>Subtotal</b>	<b>316,834,173</b>				
<b>5803 - 99260A Transit - Capital</b>						
CCCTA	Transit Capital	2,584,265	05	06/26/19	CCCTA	
LAVTA	Transit Capital	1,274,000	16	07/24/19	LAVTA	
WCCTA	Transit Capital	1,202,564	17	07/24/19	WCCTA	
	<b>Subtotal</b>	<b>5,060,829</b>				

**5807 - 99400C General Public - Operating**

Sonoma County	Transit Operating	2,118,981	18	07/24/19	Sonoma County
Sonoma County	Transit Operating	46,291	18	07/24/19	Petaluma
	<b>Subtotal</b>	<b>2,165,272</b>			

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

NVTA	Planning and Administration	1,481,900	24	09/25/19	NVTA
	<b>Subtotal</b>	<b>1,481,900</b>			

**TOTAL 336,405,022**

**Note:**

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



Date: June 26, 2019  
Referred by: PAC

Attachment B  
Resolution No. 4380  
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2019-20  
TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8  
FUNDS TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

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

**Transportation Development Act Article 4 Funds**

Public Utilities Code § 99268 et seq.

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

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

**Transportation Development Act Article 4.5 Funds**

**Public Utilities Code § 99275**

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

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

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

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

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

**Transportation Development Act Article 8 Transit Funds**

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1012      **Version:** 1      **Name:**

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

**File created:** 8/27/2019      **In control:** Programming and Allocations Committee

**On agenda:** 10/9/2019      **Final action:**

**Title:** MTC Resolution No. 4392. Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities FY2018 - FY2019 Project Lists for the Small Urbanized/Rural Areas and the Large Urbanized Areas of the San Francisco Bay Area.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6g PAC 2f Reso-4392 Urbanized Rural Urbanized Areas.pdf](#)  
[2f Reso-4392 Urbanized Rural Urbanized Areas.pdf](#)

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

MTC Resolution No. 4392. Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities FY2018 - FY2019 Project Lists for the Small Urbanized/Rural Areas and the Large Urbanized Areas of the San Francisco Bay Area.

**Presenter:**

Drennen Shelton

**Recommended Action:**

Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

October 9, 2019

Agenda Item 2f

### MTC Resolution No. 4392

**Subject:** Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities FY 2017-18 and FY 2018-19 Project Lists for the Small Urbanized/Rural Areas and the Large Urbanized Areas of the San Francisco Bay Area

**Background:** The Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program provides capital and operating support to private nonprofit and public agencies for the safe, efficient, and coordinated transportation services for seniors and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate. Funds are apportioned by formula to large urbanized areas (UAs), small UAs, and rural areas. Caltrans is the designated recipient of Section 5310 funds for the Bay Area's large urbanized areas, as well as the state's small urbanized and non-urbanized areas (see Attachment 1, map of the Bay Area's Large UAs). In July 2019, Caltrans issued a call for projects to the state's Metropolitan Planning Organizations (MPOs)/Regional Transportation Planning Agencies (RTPAs). In the Bay Area, MTC forwarded the call for projects to over 875 interested individuals, agencies and organizations, and provided technical assistance to approximately 40 agencies and organizations. Shown in Figure 1 below, approximately \$10 million is available for projects in the Bay Area's Large UAs, and nearly \$15 million is available for projects in the State's Small UAs and rural areas.

**Figure 1. Section 5310 Apportionments**

Urbanized Area	FY 2018	FY 2019	Total
<b>Statewide Small UAs and Rural Areas</b>	<b>7,405,008</b>	<b>7,593,092</b>	<b>14,998,100</b>
<b>Bay Area Large UAs</b>	<b>\$4,897,193</b>	<b>\$5,005,537</b>	<b>\$9,902,730</b>
Antioch	\$237,145	\$239,811	\$476,956
Concord	\$526,172	\$542,548	\$1,068,720
San Francisco-Oakland	\$2,698,271	\$2,757,901	\$5,456,172
San Jose	\$1,157,237	\$1,178,002	\$2,335,239
Santa Rosa	\$278,368	\$287,275	\$565,643

Caltrans is also making available an additional \$5 million, specifically in the San Jose Urbanized Area, due to a canceled VTA project from the last round of funding.

### **Project Evaluation**

In the Bay Area, applications were submitted from 45 sponsors for 160 projects, totaling \$25.5 million, including an application from MTC requesting approximately \$248,000 for implementation of mobility management and

coordination activities. Consistent with the process set forth by Caltrans, MTC reviewed applications for eligibility and used CTC-established quantitative criteria to score vehicles and equipment projects. Attachments B and C to Resolution No. 4392 list the applications received and requested funding amounts. If approved by the Commission, the projects lists will be transmitted to Caltrans. A Caltrans-led statewide review committee will make a final determination of all project scores, and the final program of projects for the Bay Area's Large UAs will be determined and approved by Caltrans in December 2019. The final program of projects for the State's Small UAs/Rural Areas will be approved by Caltrans and the CTC in early 2020.

**Issues:**

In 2013, after a statewide, collaborative planning process with MPOs, RTPAs, and Section 5310 stakeholders, Caltrans began offering a jointly administered program, whereby Caltrans continued as designated recipient of funds, oversaw grant administration, funding agreements, and vehicle procurement. MTC oversaw project selection based on local priorities. This arrangement took advantage of the respective strengths of each agency, and two cycles of funding were successfully implemented under this model. However, in early 2019, Caltrans unilaterally eliminated joint administration (see Attachment 2, Caltrans Letter to MTC). MTC staff requested reinstatement of the joint administration option, but was ultimately unsuccessful.

For this current cycle, Caltrans (as the designated recipient) will be prioritizing and selecting all projects. MTC's role is limited to concurring that the projects are consistent with regional plans.

In early July, Caltrans released the draft 2019 State Management Plan (SMP). The SMP, which is required of states by FTA, outlines the State's procedures and guidelines for how the State manages the FTA programs for which they are designated recipient (Section 5307 [small UAs]; Section 5310; Section 5311; and Section 5339 [small UAs]). In response to the draft, MTC sent a comment letter (see attachment 4, MTC Comment Letter to Caltrans) that included issues related to the administration of the Section 5310 and the elimination of the joint administration.

**Recommendation:**

Refer Resolution No. 4392 to the Commission for approval.

**Attachments:**

Attachment 1 – Map of the Bay Area's Large Urbanized Areas

Attachment 2 – Caltrans Letter to MTC, Eliminating Joint Program Administration 1/7/2019

Attachment 3 – MTC letter to Caltrans, Designated Recipient Status 1/16/2019

Attachment 4 - MTC Comment Letter to Caltrans, Draft State Management Plan 8/8/19

MTC Resolution No. 4392



Therese W. McMillan

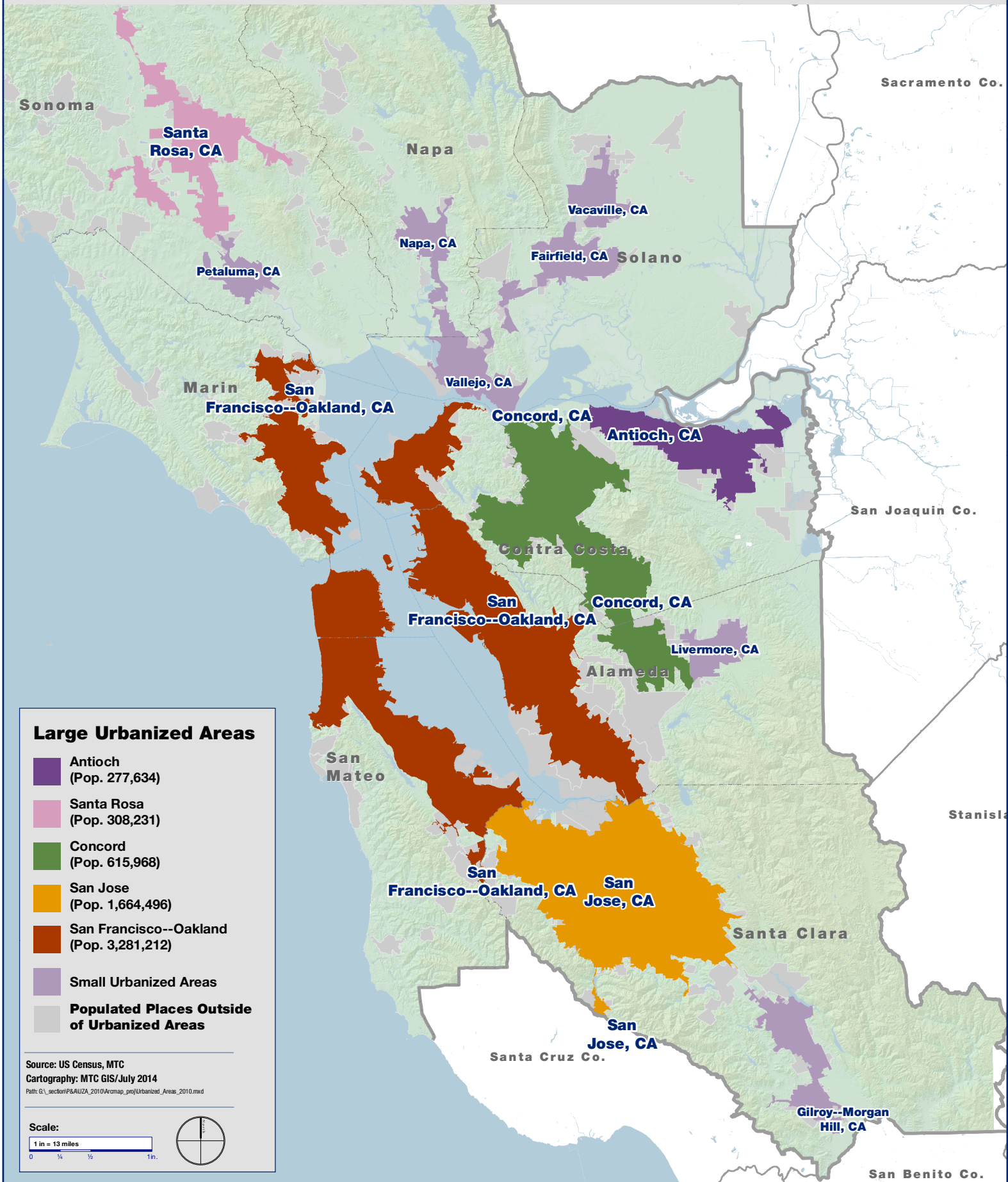
# SF Bay Area Urbanized Areas



Metropolitan Transportation Commission  
Planning, Financing and Coordinating  
Transportation for the nine-county  
San Francisco Bay Area

Analytical Services

Geographic Information Systems





**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5368  
FAX (916) 653-5776  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

January 7, 2019

Ms. Alix Bockelman  
Deputy Executive Director, Policy  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Dear Ms. Bockelman:

Thank you for your recent letter explaining your continued interest in maintaining the Hybrid Administrative Option (Hybrid) for the Federal Transit Administration (FTA), Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (Program).

We understand your position and desire to continue with the Hybrid administration model and appreciate your commitment to continue working with the California Department of Transportation (Caltrans). As expressed in the October 30, 2018, conference call between the Metropolitan Transportation Commission (MTC) and Caltrans and our previous correspondence, Caltrans will not offer the Hybrid in the next Program funding cycle. Caltrans has found the Hybrid resulted in an inefficient use of administrative resources and the exclusion of some subrecipients from the call for projects. MTC has the option to become the designated recipient or permit Caltrans to be the direct recipient.

If MTC chooses to be the designated recipient, MTC will have full authority over the region's apportionment, control over the project selection process, and administration of the Program. MTC would also have access to resources such as the California Association for Coordinated Transportation and FTA guidance for grant administration and monitoring.

If MTC chooses Caltrans as the direct recipient, MTC will continue to have a strong role in the project selection process since FTA requires that projects be selected with consideration from a regionally-developed Coordinated Public Transit-Human Service Transportation Plan. Project scoring and selection would utilize the same methodology currently used in the Small Urban and Rural project selections, which has been approved by the California Transportation Commission.

Caltrans is considering reconvening the Program Advisory Committee (Committee) that was formed during the implementation of MAP-21. The benefit and goal of the Committee will be to



Ms. Alix Bockelman  
January 7, 2019  
Page 2

increase coordination and Program efficiency. If Caltrans does proceed with reconvening, MTC and all RTPAs and MPOs will be invited to participate.

This letter fulfills the Memorandum of Understanding requirement for notification of cancellation of the Hybrid, effective with the next Program funding cycle. Please notify Caltrans in writing whether MTC opts to be the designated recipient or prefers that Caltrans be the direct recipient of Program funds.

If you have any questions or concerns, please contact me at (916) 654-5368, or Mark Barry, Chief, FTA Section 5310 Program Branch, Division of Rail and Mass Transportation, at (916) 651-8243 or by e-mail sent to [mark.barry@dot.ca.gov](mailto:mark.barry@dot.ca.gov).

Sincerely,



COCO BRISENO  
Deputy Director  
Planning and Modal Programs

c: Dara Wheeler, Chief, Division of Rail and Mass Transportation  
Tracy Harrison, Chief (acting) Office of Transit Grants and Contracts  
Mark Barry, Chief, FTA Section 5310 Program Branch



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
www.mtc.ca.gov

January 16, 2019

*Jake Mackenzie, Chair*  
Sonoma County and Cities

*Scott Haggerty, Vice Chair*  
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*Alicia C. Aguirre*  
Cities of San Mateo County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*Jeannie Bruins*  
Cities of Santa Clara County

*Damon Connolly*  
Marin County and Cities

*Dave Cortese*  
Santa Clara County

*Carol Dutra-Vernaci*  
Cities of Alameda County

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
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*Nick Josefowitz*  
San Francisco Mayor's Appointee

*Jane Kim*  
City and County of San Francisco

*Sam Liccardo*  
San Jose Mayor's Appointee

*Alfredo Pedraza*  
Napa County and Cities

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Association of Bay Area Governments

*Libby Schaaf*  
Oakland Mayor's Appointee

*Warren Shucum*  
San Mateo County

*James P. Spiering*  
Solano County and Cities

*Tony Tavares*  
California State  
Transportation Agency

*Amy R. Worth*  
Cities of Contra Costa County

*Steve Heminger*  
Executive Director

*Alix Bockelman*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

*Brad Paul*  
Deputy Executive Director,  
Local Government Services

Ms. Coco Briseno  
Deputy Director, Planning & Modal Programs  
Department of Transportation  
Division of Transportation Planning  
MS #32  
P. O. Box 942874  
Sacramento, CA 94274-0001

RE: Hybrid Administration of FTA Section 5310 Program in the Bay Area

Dear Ms. <sup>Coco</sup>Briseno:

We are in receipt of your letter, dated January 7, 2019. It is our understanding that you are eliminating the hybrid administrative option for the Federal Transit Administration, Section 5310 program for the Bay Area's Large Urbanized Areas.

MTC continues to believe that the hybrid model is best suited for successful collaboration and coordination between MTC and Caltrans on the Section 5310 program. MTC understands the local conditions and needs, and is therefore best positioned to engage local stakeholders and select priority projects for funding. Caltrans has the capacity, expertise and experience with procurement, grant administration and ongoing monitoring. Hybrid administration of the program took appropriate advantage of the respective strengths of each agency.

With regret and concern based on the hybrid option being eliminated, MTC chooses Caltrans to be the direct recipient for 5310 funds for the Bay Area's Large Urbanized Areas. It is our sincere hope that Caltrans staff reconvene the Program Advisory Committee and include MTC as a participant and will be open to suggestions for changing scoring criteria to reflect priorities as laid out in the Coordinated Public Transit-Human Services Transportation Plan for the Bay Area.

The Section 5310 program is the most vital funding program in the Bay Area for addressing the needs of seniors and people with disabilities. While MTC continues to request that Caltrans reinstate hybrid administration, we remain committed to working with Caltrans to design a program of projects that will benefit those who need these specialized services in the Bay Area. Please contact me at 415.778.5250 with any questions.

Sincerely,

Alix A. Bockelman  
Deputy Executive Director, Policy

cc: Mr. Ted Matley, FTA Region IX

J:\PROJECT\Funding\FTA\Section 5310\FY2018Future cycles\Letter\_MTC\_Bockelman to Caltrans\_Briseno\_01162019.docx



## ATTACHMENT 4

METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
www.mtc.ca.gov

August 8, 2019

Sharon Beasley  
Senior Transportation Planner  
Division of Rail & Mass Transportation, MS 39  
1120 N Street  
Sacramento, CA 95814  
VIA EMAIL: sharon.beasley@dot.ca.gov

RE: Comments on June 2019 Draft Caltrans State Management Plan Federal Transit Programs

Dear Ms. Beasley,

We appreciate the opportunity to comment on the draft 2019 State Management Plan. As the metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area, MTC works with stakeholders in large urban, small urban, and rural areas in our region who receive assistance through the federal transit programs identified in the draft State Management Plan (SMP). Below are MTC's comments on the draft SMP.

### New Structure of Draft SMP

MTC appreciates the new structure of the draft SMP. This draft document is well organized by each federal transit program. The structure of the Draft 2019 SMP is clear and easy to follow.

### Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program

MTC remains committed to working in partnership with Caltrans to administer the Section 5310 Program. As the draft SMP cites, Caltrans may opt to “establish alternative arrangements to administer and conduct the competitive selection. For example, the MPO could be the lead agency for the competitive selection, even if it is not the designated recipient” (3.1.3: Role of the Designated Recipient). MTC is encouraged to see this language in the draft SMP, as this allows Caltrans to incorporate a local project selection process. Although recently Caltrans 5310 staff have stated they will not be exploring this option, MTC continues to favor a local selection process in order to incorporate the local context and priorities that are identified in the required locally-adopted Coordinated Public Transit - Human Services Transportation Plan. MTC is hopeful that in future cycles, Caltrans will include a local project selection process allowing MPOs/RTPAs to be the lead agency for project selection.

**Eligible Traditional (Capital 55 percent award funding minimum) projects** – The draft SMP does not list mobility management projects as eligible under the “traditional (capital)” category, which is contrary to the *FTA Circular 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions*, which states that mobility management projects are eligible in the 55 percent award requirement (Page III-10 and Page III-11). The policy of limiting mobility management to the “expanded” side

*Scott Haggerty, Chair*  
Alameda County

*Alfredo Pedroza, Vice Chair*  
Napa County and Cities

*Jeannie Bruins*  
Cities of Santa Clara County

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*Alix Bockelman*  
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*Andrew B. Fremier*  
Deputy Executive Director, Operations

*Brad Paul*  
Deputy Executive Director,  
Local Government Services

Sharon Beasley, Caltrans  
Comments on June 2019 Draft Caltrans State Management Plan Federal Transit Programs  
August 8, 2019  
Page 2

of the program is contrary to federal guidance, overly rigid, and does not allow for project selection to reflect local priorities.

In practice, Caltrans 5310 staff have funded some mobility management projects on the “traditional” side, but only when funds were left unspent in the 55 percent category. In the last cycle, mobility management projects with a score of 86 and higher were awarded. In contrast, vehicle projects with a score of 72 and higher were awarded. This resulted in lower scoring projects receiving funding ahead of higher scoring projects. MTC requests that Caltrans list mobility management as eligible under the traditional 55 percent award funding category.

Additionally, we have several technical comments on the SMP 5310 sections, included in Attachment A. These comments generally concern the SMP’s sections on public outreach, grants and agreements, and project types, criteria, and eligibility.

#### **Section 5311 – Formula Grants for Rural Areas Program**

MTC requests Caltrans include an appropriate, and clearly defined schedule for application review and approval for the 5311 program. While Section 3.3.5 of the SMP refers to a schedule, no such schedule is included in the body of draft SMP. The SMP should include a schedule that provides sufficient time for a regional project selection process and Board approvals from the time the regional allocation is distributed and the date by which applications are due. We suggest not less than 75 days (2.5 months) for those steps.

#### **Section 5339 – Bus and Bus Facilities Program**

It is unclear in the draft SMP that portions related to the FTA Section 5339 program refers to the funds apportioned to the State, and not to the small urbanized areas. MTC requests Caltrans clarify that 3.6.1 through 3.6.12 of the draft SMP refers to the Section 5339 Program funds apportioned to the state, and not the small UZA apportionment.

#### **Transit Asset Management**

Under 49 CFR part 65, Tier II agencies may develop their own plans or participate in a group TAM plan, which is compiled by an eligible group TAM plan sponsor. In the San Francisco Bay Area, MTC sponsored a single group TAM plan for all Tier II operators in the region including Section 5307 only direct recipients. The draft SMP implies that all Section 5307 direct recipients must complete their own, individual TAM plans. With respect to how TAM plans are managed in California, the language in the draft SMP under section 9.3.4 should be revised to state: “FTA Section 5307 Direct Recipients ~ develop and manage their own TAM Plans or participate in a group TAM plan compiled by an eligible group TAM plan sponsor (applicable only to Tier II agencies) and report to the National Transit Database (NTD).”

Sharon Beasley, Caltrans

Comments on June 2019 Draft Caltrans State Management Plan Federal Transit Programs

August 8, 2019

Page 3

MTC looks forward to working with Caltrans on program refinements and is appreciative for this opportunity to comment on the draft State Management Plan. Please contact Anne Richman with any question regarding our letter ([arichman@bayareametro.gov](mailto:arichman@bayareametro.gov), or 415-778-6722).

Sincerely,



Alix A. Bockelman

Deputy Executive Director, Policy

cc: Mark Barry, Caltrans 5310

Cesley Nixon, Caltrans 5311

Michael Lange Caltrans 5339



## Appendix A – Additional Comments

### **5310 Program**

- 1) Mobility Management Project Types** – The draft SMP lists Travel Training as a separate project type, distinct from eligible mobility management projects. It is important that travel training be included as a project type under mobility management so that it can be considered an eligible capital expense, per guidance in the FTA Section 5310 circular. MTC requests that the SMP lists travel training under eligible mobility management project types, and, by extension, and as discussed above, be eligible under the traditional 55 percent award funding category.
- 2) Make Section 5310 committees public and incorporate stakeholder feedback.** Throughout the draft SMP there are references to both an “advisory committee” and a “State Review Committee”. For the past several years, MTC has requested that Caltrans be more transparent with these advisory committees, providing notices of committee meetings and memberships as well as a venue for subrecipients and other stakeholders to submit feedback to Caltrans about the program. MTC suggests that the SMP provide additional information about these committees, or state in the SMP that membership can be found on the Caltrans Section 5310 website, and to make these advisory meetings public. MTC further suggests that Caltrans collect stakeholder feedback regularly, and incorporate a provision for such in the SMP.
- 3) Provide two-year standard agreements.** Currently, Caltrans 5310 staff executes operating and mobility management agreements for one year at a time, and states that if the project is progressing sufficiently (which is undefined), the agreement will be extended. The draft SMP states, “Eligible operating assistance expenses include maintenance of existing service, introduction of new transit service, and expansion of existing service, and is available for one year only.” Given the number of projects and agreements, this is a somewhat burdensome process which requires subrecipients to request extensions from Caltrans 5310 staff, as they are not automatic. Additionally, there may be a backlog of contract extensions waiting to be executed, which results in subrecipients operating at some risk without a properly executed agreement. MTC suggests that Caltrans revise the draft SMP to allow for two-year standard agreements.
- 4) Allow FTA grantees to submit their own 5310 projects grants.** Caltrans currently requires all 5310 awardees to become Caltrans subrecipients. As a result, 5310 awardees who are also FTA grantees are required to submit their Title VI and DBE programs to Caltrans, and are subject to the Caltrans procurement process, even though they are already required to comply with FTA and federal regulations. Allowing FTA grantees to submit their own projects/grants to FTA directly would reduce the administrative burden for the program. MTC requests that the SMP allow FTA grantees to submit their projects/grants directly to FTA.

**Appendix A – Additional Comments (continued)**

- 5) Include project scoring criteria to the SMP and evaluate project scoring criteria regularly.** The Section 5310 project scoring criteria is not included in the SMP, and currently cannot be found on the Caltrans website. And, while the scoring criteria for vehicles and equipment is quantitative, and easily understood, the scoring criteria for operations and mobility management projects is more subjective. MTC requests that the SMP either include criteria or include a requirement for Caltrans to publish the project scoring criteria, and to evaluate the scoring criteria after each funding cycle to determine effectiveness.
- 6) Eliminate maximum grant amounts for CTSAs.** Grant maximum per agency can reduce the effectiveness of Consolidated Transportation Service Agencies (CTSAs) and other agencies who coordinate grant applications and projects in their area. These agencies, by design, are applying for funds on behalf of other agencies, in order to lessen the administrative burden for smaller agencies. A relatively low funding cap can serve as a disincentive to coordinate. MTC urges Caltrans to eliminate or substantially increase per agency funding caps for CTSAs.
- 7) Clarifications to draft SMP on requirements for vehicle and equipment projects:**
  - a. 3.1.4 Eligible Subrecipients, Government Authority section: please clarify that the certification that “no non-profits organizations are readily available” refers to vehicle and equipment projects only.
  - b. 3.1.6 Project Section Criteria and Method of Distributing Funds, Project Application and Scoring Process section: please clarify that after the application period closes, “MPOs/RTPAs objectively review and evaluate local project applications” refers to vehicle and equipment projects only.
  - c. 3.1.11 Requirements Specific to 5310 section: please clarify that these requirements apply to vehicle and equipment projects only.

Date: October 23, 2019  
W.I.: 1310  
Referred by: PAC

ABSTRACT  
Resolution No. 4392

This resolution adopts the Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities FY 2017-18 and FY 2018-19 Project Lists for the Small Urbanized/Rural Areas and the Large Urbanized Areas of the San Francisco Bay Area.

The following attachments are provided with this resolution:

Attachment A – Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program MTC’s FY 2017-18 and FY 2018-19 Application and Evaluation Process for the Large Urbanized Areas and the Small Urbanized/Rural Areas of the San Francisco Bay Area;

Attachment B – Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program FY 2017-18 and FY 2018-19 Project List for the Small Urbanized/Rural Areas of the San Francisco Bay Area; and

Attachment C – Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area.

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated October 9, 2019.



Date: October 23, 2019  
W.I.: 1310  
Referred by: PAC

Re: Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities FY 2017-18 and FY 2018-19 Project Lists for the Small Urbanized/Rural Areas and the Large Urbanized Areas of the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4392

WHEREAS, Title 49 United States Code (U.S.C.) Section 5310 (49 U.S.C. 5310) authorizes and sets forth the provisions for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which makes capital and operating grants to recipients for public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.); public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and alternatives to public transportation projects that assist seniors and individuals with disabilities; and

WHEREAS, 49 U.S.C. §5310 apportions funds by formula to Large Urbanized Areas, Small Urbanized Areas, and Rural Areas; and

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

WHEREAS, the California Transportation Commission (CTC) must consider all project applications received for the Small Urbanized/Rural Areas of the state prior to submittal to the Federal Transit Administration (FTA) for funding approval; and

WHEREAS, Caltrans is the designated recipient of the FY 2017-18 and FY 2018-19 Section 5310 funds for the Large Urbanized Areas of the San Francisco Bay Area region, and the state’s Small Urbanized Areas, and Rural Areas; and

WHEREAS, MTC is responsible for certifying that each project was included in the locally developed, coordinated public transit-human services transportation plan; and certifying that the plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers and participation by the public; and

WHEREAS, MTC, as the Regional Transportation Planning Agency, is responsible for objectively reviewing all project applications for eligibility, and scoring vehicle and equipment projects; these recommendations are to be considered by Caltrans and the CTC in its preparation of the San Francisco Bay Area's Large Urbanized Areas program of projects, and the statewide Small Urbanized/Rural areas program of projects; now, therefore, be it

RESOLVED, that MTC has followed the FY 2017-18 and FY 2018-19 Application and Evaluation Process for the Large Urbanized Areas and the Small Urbanized/Rural Areas of the San Francisco Bay Area set forth in Attachment A, attached hereto and incorporated herein as though set forth in full; and, be it further

RESOLVED, that MTC adopts the Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program FY 2017-18 and FY 2018-19 Project Lists for the Small Urbanized/Rural Areas and the Large Urbanized Areas of the San Francisco Bay Area, as provided in Attachment B and Attachment C; and be it further

RESOLVED, that the Executive Director of MTC or her designee shall transmit the adopted Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities FY 2017-18 and FY 2018-19 Project Lists for the Large Urbanized Areas and the Small Urbanized/Rural Areas of the San Francisco Bay Area to Caltrans to be submitted to FTA for consideration under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachment B and C to conform to sponsor requests and Caltrans and California Transportation Commission actions; and, be it further

RESOLVED, that the Executive Director is authorized to accept Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

funds on behalf of MTC for Coordinated Public Transit-Human Services Transportation Plan implementation activities; and, be it further

RESOLVED, that a copy of this resolution shall also be transmitted to each county Paratransit Coordinating Council and to other organizations as shall be appropriate; and, be it further

RESOLVED, that MTC will amend its Transportation Improvement Program (TIP) when appropriate to incorporate those projects approved at the state level.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at the regular meeting  
of the Commission held in San Francisco,  
California, on October 23, 2019.

Date: October 23, 2019  
W.I.: 1310  
Referred by: PAC

Attachment A  
MTC Resolution No. 4392  
Page 1 of 1

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
MTC's FY 2017-18 and FY 2018-19 Application and Evaluation Process for the Large  
Urbanized Areas and the Small Urbanized/Rural Areas of the San Francisco Bay Area**

1. MTC notified prospective applicants of the statewide Call for Projects. Outreach activities included: 1) emails to prospective applicants, the nine county Paratransit Coordinating Councils, and the nine county transportation authorities; 2) announcements to the Partnership Accessibility Committee, the Transit Finance Working Group, and the Regional Mobility Management Group.
2. MTC staff reviewed each application to determine that the proposed project was included in MTC's Coordinated Public Transit—Human Services Transportation Plan. Staff developed a Coordinated Plan Certification Lead Agency List, which will be submitted to Caltrans.
3. MTC staff compiled information from all applications and developed two applications lists:
  - Attachment B, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program FY 2017-18 and FY 2018-19 Project List for the Small Urbanized/Rural Areas of the San Francisco Bay Area, and
  - Attachment C, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area.
4. Each eligible Traditional 5310 vehicle and equipment project application will be scored using the Caltrans developed scoring criteria, which has been approved by the California Transportation Commission (CTC).
5. If approved by the Commission, MTC staff will transmit the Coordinated Plan Certification Lead Agency List and the application lists to Caltrans. Caltrans will score and consider each application for funding.

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Small Urbanized/Rural Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
1	Becoming Independent	Small/Rural	Sonoma	Replacement Vehicle	Medium bus	\$76,700
2	Becoming Independent	Small/Rural	Sonoma	Replacement Vehicle	Medium bus	\$76,700
3	Becoming Independent	Small/Rural	Sonoma	Replacement Vehicle	Small bus	\$71,200
4	Becoming Independent	Small/Rural	Sonoma	Replacement Vehicle	Small bus	\$71,200
5	Becoming Independent	Small/Rural	Sonoma	Replacement Vehicle	Small bus	\$71,200
6	City of Petaluma	Small/Rural	Sonoma	Mobility Management	Petaluma Transit Travel Training	\$96,840
7	City of Rio Vista	Small/Rural	Solano	Operating	Dial-A-Ride and deviated fixed-route services	\$400,000
8	County of Sonoma, Human Services Department, Adult and Aging Division	Small/Rural	Sonoma	Mobility Management	Rural Intercity Feeder Shuttle Expansion	\$142,200
9	County of Sonoma, Human Services Department, Adult and Aging Division	Small/Rural	Sonoma	Operating	Rural Intercity Feeder Shuttle Expansion Project	\$160,000
10	Faith in Action	Small/Rural	Solano	Operating	Faith in Action Volunteer Driver Program	\$469,115
11	Milestones of Development INC	Small/Rural	Solano	Replacement Vehicle	Small bus	\$71,200
12	Milestones of Development INC	Small/Rural	Solano	Replacement Vehicle	Small bus	\$71,200
13	Milestones of Development INC	Small/Rural	Solano	Replacement Vehicle	Small bus	\$71,200
14	Milestones of Development INC	Small/Rural	Solano	Replacement Vehicle	Minivan	\$56,000
15	Milestones of Development INC	Small/Rural	Solano	Service Expansion Vehicle	Minivan	\$56,000
16	Milestones of Development INC	Small/Rural	Solano	Service Expansion Vehicle	Minivan	\$56,000

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
17	Milestones of Development INC	Small/Rural	Solano	Equipment	Two (2) Computers	\$1,400
18	Milestones of Development INC	Small/Rural	Solano	Equipment	Forty (40) Wheelchair tie downs	\$16,200
19	Napa Valley Transportation Authority	Small/Rural	Napa	Replacement Vehicle	Medium bus	\$76,700
20	Napa Valley Transportation Authority	Small/Rural	Napa	Replacement Vehicle	Medium bus	\$76,700
21	Napa Valley Transportation Authority	Small/Rural	Napa	Replacement Vehicle	Medium bus	\$76,700
22	Napa Valley Transportation Authority	Small/Rural	Napa	Replacement Vehicle	Medium bus	\$76,700
23	Napa Valley Transportation Authority	Small/Rural	Napa	Replacement Vehicle	Medium bus	\$76,700
24	Outreach and Escort, Inc.	Small/Rural	Santa Clara	Mobility Management	MM for South Rural Santa Clara County	\$220,308
25	Outreach and Escort, Inc.	Small/Rural	Santa Clara	Operating	Above and Beyond through Coordination for South Rural Santa Clara County	\$179,692
26	Pace Solano	Small/Rural	Solano	Replacement Vehicle	Small bus	\$71,200
27	Solano Transportation Authority	Small/Rural	Solano	Mobility Management	Solano Mobility Management	\$400,000
Total						\$3,289,055

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
1	Ability Now Bay Area, Inc.	Concord, SFO	Alameda, Contra Costa	Service Expansion Vehicle	Small bus	\$71,200
2	Ability Now Bay Area, Inc.	Concord, SFO	Alameda, Contra Costa	Service Expansion Vehicle	Small bus	\$71,200
3	Alameda-Contra Costa Transit District (AC Transit)	Antioch, Concord, SFO, San Jose, Santa Rosa	Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Sonoma	Mobility Management	Regional Paratransit Program	\$368,092
4	Alegria Community Living	Concord, SFO	Alameda, Contra Costa	Replacement Vehicle	Small bus	\$71,200
5	Alegria Community Living	Concord, SFO	Alameda, Contra Costa	Replacement Vehicle	Small bus	\$71,200
6	Alegria Community Living	Concord, SFO	Alameda, Contra Costa	Replacement Vehicle	Small bus	\$71,200
7	Alegria Community Living	Concord, SFO	Alameda, Contra Costa	Replacement Vehicle	Small bus	\$71,200
8	Alegria Community Living	Concord, SFO	Alameda, Contra Costa	Replacement Vehicle	Small bus	\$71,200
9	Avenidas	San Jose	Santa Clara	Operating	Avenidas Door to Door Rides	\$441,475
10	Bay Area Outreach & Recreation Program, Inc	SFO	Alameda	Replacement Vehicle	Large bus	\$81,200

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
11	Casa Allegra Community Services	SFO	Marin	Replacement Vehicle	Minivan	\$56,000
12	Casa Allegra Community Services	SFO	Marin	Replacement Vehicle	Minivan	\$56,000
13	Casa Allegra Community Services	SFO	Marin	Replacement Vehicle	Minivan	\$56,000
14	Center for Elders' Independence	SFO	Alameda, Contra Costa	Equipment	Eight (8) mobile radios	\$7,000
15	Center for Elders' Independence	SFO	Alameda, Contra Costa	Replacement Vehicle	Medium bus	\$76,700
16	Center for Elders' Independence	SFO	Alameda, Contra Costa	Replacement Vehicle	Medium bus	\$76,700
17	Center for Elders' Independence	SFO	Alameda, Contra Costa	Replacement Vehicle	Medium bus	\$76,700
18	Center for Elders' Independence	SFO	Alameda, Contra Costa	Replacement Vehicle	Medium bus	\$76,700
19	Center for Elders' Independence	SFO	Alameda, Contra Costa	Replacement Vehicle	Medium bus	\$76,700
20	Center for Elders' Independence	SFO	Alameda, Contra Costa	Service Expansion Vehicle	Medium bus	\$76,700
21	Center for Elders' Independence	SFO	Alameda, Contra Costa	Service Expansion Vehicle	Medium bus	\$76,700



**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
22	Center for Elders' Independence	SFO	Alameda, Contra Costa	Service Expansion Vehicle	Medium bus	\$76,700
23	Choice in Aging	Antioch and Concord	Contra Costa	Operating	CiA Transportation (MDC/Beford) and Escort Program	\$255,836
24	Choice in Aging	Antioch	Contra Costa	Service Expansion Vehicle	Small bus	\$71,200
25	City of Lafayette	Concord	Contra Costa	Operating	Lamorinda Sprit Van Program	\$321,558
26	City of Santa Rosa	Santa Rosa	Sonoma	Replacement Vehicle	Small bus	\$71,200
27	City of Santa Rosa	Santa Rosa	Sonoma	Replacement Vehicle	Small bus	\$71,200
28	City of Santa Rosa	Santa Rosa	Sonoma	Replacement Vehicle	Small bus	\$71,200
29	City of Santa Rosa	Santa Rosa	Sonoma	Replacement Vehicle	Small bus	\$71,200
30	City of Santa Rosa	Santa Rosa	Sonoma	Replacement Vehicle	Small bus	\$71,200
31	City of Santa Rosa	Santa Rosa	Sonoma	Replacement Vehicle	Small bus	\$71,200

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
32	City of Santa Rosa	Santa Rosa	Sonoma	Replacement Vehicle	Large bus	\$81,200
33	Contra Costa ARC	Antioch, Concord	Contra Costa	Service Expansion Vehicle	Minivan	\$56,000
34	Contra Costa ARC	Antioch, Concord	Contra Costa	Service Expansion Vehicle	Minivan	\$56,000
35	Contra Costa ARC	Antioch, Concord	Contra Costa	Service Expansion Vehicle	Minivan	\$56,000
36	Contra Costa ARC	Antioch, Concord	Contra Costa	Service Expansion Vehicle	Minivan	\$56,000
37	Contra Costa Transportation Authority (CCTA)	Antioch, Concord, SFO	Contra Costa	Mobility Management	Contra Costa Transit Travel Training	\$399,157
38	County of Sonoma, Human Services Department, Adult and Aging Division	Santa Rosa	Sonoma	Mobility Management	Sonoma Access Information & Referral Outreach Expansion	\$251,720
39	County of Sonoma, Human Services Department, Adult and Aging Division	Santa Rosa	Sonoma	Operating	Volunteer Driver Program Expansion	\$420,000
40	County of Sonoma, Human Services Department, Adult and Aging Division	Santa Rosa	Sonoma	Equipment	Two (2) Computer software	\$8,800
41	Drivers for Survivors, Inc	SFO	Alameda	Operating	Drivers For Survivors Volunteer Driver Program	\$430,600

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
42	Eastern Contra Costa County Transit Agency (Tri Delta Transit)	Antioch	Contra Costa	Operating	Mobility On Demand	\$616,791
43	Eden I&R	SFO	Alameda County	Mobility Management	Expanded Mobility Management in Alameda County	\$351,249
44	Friends of Children with Special Needs	San Jose	Santa Clara	Operating	Service Expansion in San Jose Large Urbanized Area	\$576,313
45	Friends of Children with Special Needs	SFO	Alameda	Operating	Service Expansion in Fremont (SF-Oak Large Urbanized Area)	\$552,618
46	Friends of Children with Special Needs	San Jose	Santa Clara	Service Expansion Vehicle	Minivan	\$56,000
47	Friends of Children with Special Needs	San Jose	Santa Clara	Service Expansion Vehicle	Minivan	\$56,000
48	Friends of Children with Special Needs	SFO	Alameda	Service Expansion Vehicle	Minivan	\$56,000
49	Friends of Children with Special Needs	SFO	Alameda	Service Expansion Vehicle	Minivan	\$56,000
50	Friends of Children with Special Needs	SFO, San Jose	Alameda, Santa Clara	Equipment	Four (4) Dispatch Systems	\$564

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
51	Friends of Children with Special Needs	SFO, San Jose	Alameda, Santa Clara	Equipment	Four (4) Dash Camera Systems	\$1,744
52	Friends of Children with Special Needs	SFO, San Jose	Alameda, Santa Clara	Equipment	Four (4) Routing & Dispatch Software	\$4,091
53	Friends of Children with Special Needs	SFO, San Jose	Alameda, Santa Clara	Equipment	Four (4) Safety Alert Software	\$5,454
54	Futures Explored, Inc.	Antioch, Concord	Contra Costa	Service Expansion Vehicle	Small bus	\$71,200
55	Futures Explored, Inc.	Antioch, Concord	Contra Costa	Service Expansion Vehicle	Small bus	\$71,200
56	Golden Rain Foundation of Walnut Creek	Concord	Contra Costa	Service Expansion Vehicle	Medium bus	\$76,700
57	Golden Rain Foundation of Walnut Creek	Concord	Contra Costa	Replacement Vehicle	Large bus	\$81,200
58	Golden Rain Foundation of Walnut Creek	Concord	Contra Costa	Replacement Vehicle	Large bus	\$81,200
59	Golden Rain Foundation of Walnut Creek	Concord	Contra Costa	Replacement Vehicle	Large bus	\$81,200
60	Institute on Aging	SFO	San Francisco	Replacement Vehicle	Medium bus	\$76,700
61	Institute on Aging	SFO	San Francisco	Replacement Vehicle	Medium bus	\$76,700

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
62	Institute on Aging	SFO	San Francisco	Replacement Vehicle	Medium bus	\$76,700
63	Institute on Aging	SFO	San Francisco	Replacement Vehicle	Medium bus	\$76,700
64	Kimochi, Inc.	SFO	San Francisco	Replacement Vehicle	Large bus	\$81,200
65	Kimochi, Inc.	SFO	San Francisco	Replacement Vehicle	Large bus	\$81,200
66	Kimochi, Inc.	SFO	San Francisco	Replacement Vehicle	Large bus	\$81,200
67	Lighthouse for the Blind and Visually Impaired	SFO	Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara	Mobility Management	Bay Area Blind Travel Training	\$592,205
68	Lighthouse for the Blind and Visually Impaired	Antioch, Concord, SFO, San Jose	Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara	Equipment	Twenty (20) tactile BART Station maps	\$55,496
69	Marin County Transit District	SFO	Marin	Mobility Management	Marin Access Mobility Management Staff	\$162,800
70	Marin Senior Coordinating Council, Inc	SFO	Marin	Operating	Carepool Volunteer Driver Program	\$267,384
71	Marin Senior Coordinating Council, Inc	SFO	Marin	Replacement Vehicle	Medium bus	\$76,700

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
72	Marin Senior Coordinating Council, Inc	SFO	Marin	Replacement Vehicle	Medium bus	\$76,700
73	Marin Senior Coordinating Council, Inc	SFO	Marin	Replacement Vehicle	Medium bus	\$76,700
74	Marin Senior Coordinating Council, Inc	SFO	Marin	Replacement Vehicle	Large bus	\$81,200
75	Marin Senior Coordinating Council, Inc	SFO	Marin	Replacement Vehicle	Large bus	\$81,200
76	Marin Senior Coordinating Council, Inc	SFO	Marin	Replacement Vehicle	Large bus	\$81,200
77	Marin Senior Coordinating Council, Inc	SFO	Marin	Service Expansion Vehicle	Large bus	\$81,200
78	Marin Senior Coordinating Council, Inc	SFO	Marin	Service Expansion Vehicle	Large bus	\$81,200
79	Marin Senior Coordinating Council, Inc	SFO	Marin	Service Expansion Vehicle	Large bus	\$81,200
80	Marin Senior Coordinating Council, Inc	SFO	Marin	Service Expansion Vehicle	Large bus	\$81,200
81	Marin Senior Coordinating Council, Inc	Santa Rosa	Sonoma	Service Expansion Vehicle	Large bus	\$81,200
82	Marin Senior Coordinating Council, Inc	Santa Rosa	Sonoma	Service Expansion Vehicle	Large bus	\$81,200

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
83	Marin Senior Coordinating Council, Inc	Santa Rosa	Sonoma	Service Expansion Vehicle	Large bus	\$81,200
84	Marin Senior Coordinating Council, Inc	Santa Rosa	Sonoma	Service Expansion Vehicle	Large bus	\$81,200
85	Marin Senior Coordinating Council, Inc	Santa Rosa	Sonoma	Service Expansion Vehicle	Large bus	\$81,200
86	Marin Senior Coordinating Council, Inc	Santa Rosa	Sonoma	Service Expansion Vehicle	Large bus	\$81,200
87	Marin Senior Coordinating Council, Inc	Santa Rosa	Sonoma	Service Expansion Vehicle	Large bus	\$81,200
88	Marin Senior Coordinating Council, Inc	Santa Rosa	Sonoma	Service Expansion Vehicle	Large bus	\$81,200
89	Metropolitan Transportation Commission	Antioch, Concord, SFO, San Jose, Santa Rosa	Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Sonoma	Mobility Management	Bay Area Mobility Management/Coordination Implementation	\$247,568
90	Mobility Matters	Concord	Contra Costa	Mobility Management	Matching Riders to Transportation Providers	\$244,052
91	Mobility Matters	Concord	Contra Costa	Operating	Volunteer Driver Programs for Seniors and Disabled Veterans	\$157,826

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
92	Mobility Matters	Antioch	Contra Costa	Mobility Management	Matching Riders to Transportation Providers	\$102,896
93	Mobility Matters	Antioch	Contra Costa	Operating	Volunteer Driver Programs for Seniors and Disabled Veterans	\$144,852
94	Mobility Matters	SFO	Contra Costa	Mobility Management	Matching Riders to Transportation Providers	\$87,004
95	Mobility Matters	SFO	Contra Costa	Operating	Volunteer Driver Programs for Seniors and Disabled Veterans	\$66,970
96	On Lok Senior Health Services	SFO	Alameda, San Francisco	Replacement Vehicle	Minivan	\$56,000
97	On Lok Senior Health Services	SFO	Alameda, San Francisco	Replacement Vehicle	Small bus	\$71,200
98	On Lok Senior Health Services	SFO	Alameda, San Francisco	Replacement Vehicle	Small bus	\$71,200
99	On Lok Senior Health Services	SFO	Alameda, San Francisco	Replacement Vehicle	Small bus	\$71,200
100	On Lok Senior Health Services	SFO	Alameda, San Francisco	Replacement Vehicle	Small bus	\$71,200
101	On Lok Senior Health Services	SFO	Alameda, San Francisco	Replacement Vehicle	Small bus	\$71,200



**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
102	On Lok Senior Health Services	SFO	Alameda, San Francisco	Replacement Vehicle	Small bus	\$71,200
103	On Lok Senior Health Services	SFO	Alameda, San Francisco	Replacement Vehicle	Small bus	\$71,200
104	On Lok Senior Health Services	San Jose	Santa Clara	Replacement Vehicle	Small bus	\$71,200
105	On Lok Senior Health Services	San Jose	Santa Clara	Replacement Vehicle	Small bus	\$71,200
106	On Lok Senior Health Services	San Jose	Santa Clara	Replacement Vehicle	Small bus	\$71,200
107	On Lok Senior Health Services	San Jose	Santa Clara	Replacement Vehicle	Small bus	\$71,200
108	On Lok Senior Health Services	San Jose	Santa Clara	Replacement Vehicle	Small bus	\$71,200
109	On Lok Senior Health Services	San Jose	Santa Clara	Replacement Vehicle	Small bus	\$71,200
110	On Lok Senior Health Services	San Jose	Santa Clara	Replacement Vehicle	Small bus	\$71,200
111	On Lok Senior Health Services	San Jose	Santa Clara	Replacement Vehicle	Small bus	\$71,200
112	On Lok Senior Health Services	San Jose	Santa Clara	Service Expansion Vehicle	Small bus	\$71,200

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
113	On Lok Senior Health Services	San Jose	Santa Clara	Service Expansion Vehicle	Small bus	\$71,200
114	On Lok Senior Health Services	San Jose	Santa Clara	Service Expansion Vehicle	Small bus	\$71,200
115	On Lok Senior Health Services	San Jose	Santa Clara	Service Expansion Vehicle	Small bus	\$71,200
116	On Lok Senior Health Services	San Jose	Santa Clara	Service Expansion Vehicle	Small bus	\$71,200
117	On Lok Senior Health Services	San Jose	Santa Clara	Service Expansion Vehicle	Small bus	\$71,200
118	Outreach and Escort, Inc.	San Jose	Santa Clara	Mobility Management	Mobility Management for San Jose UZA	\$971,088
119	Outreach and Escort, Inc.	San Jose	Santa Clara	Operating	Above and Beyond through Coordination for San Jose UZA	\$967,540
120	Peninsula Family Service	SFO	San Mateo	Operating	Got Wheels Transportation Program	\$631,637
121	Peninsula Jewish Community Center	SFO	San Mateo	Operating	PJCC's Get Up & Go Program	\$312,000
122	Pomeroy Recreation & Rehabilitation Center	SFO	San Francisco, San Mateo	Replacement Vehicle	Small bus	\$71,200

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
123	San Francisco Municipal Transportation Agency	SFO	San Francisco	Operating	Expanding Paratransit Plus and CHOICE programs	\$1,239,785
124	San Francisco Municipal Transportation Agency	SFO	San Francisco	Mobility Management	Mobility Management Center	\$1,090,596
125	Satellite Affordable Housing Associates (SAHA)	SFO	Alameda, Contra Costa	Operating	SAHA Transportation Program - Enhancement of Services	\$104,200
126	Satellite Affordable Housing Associates (SAHA)	SFO	Alameda, Contra Costa	Service Expansion Vehicle	Small bus	\$71,200
127	Satellite Affordable Housing Associates (SAHA)	SFO	Alameda, Contra Costa	Service Expansion Vehicle	Small bus	\$71,200
128	Satellite Affordable Housing Associates (SAHA)	SFO	Alameda, Contra Costa	Replacement Vehicle	Medium bus	\$76,700
129	Satellite Affordable Housing Associates (SAHA)	SFO	Alameda, Contra Costa	Service Expansion Vehicle	Medium bus	\$76,700
130	Self-Help for the Elderly	SFO	San Francisco	Service Expansion Vehicle	Small bus	\$71,200
131	Self-Help for the Elderly	SFO	San Francisco	Replacement Vehicle	Medium bus	\$76,700
132	Self-Help for the Elderly	SFO	San Francisco	Replacement Vehicle	Large bus	\$81,200

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
FY 2017-18 and FY 2018-19 Project List for the Large Urbanized Areas of the San Francisco Bay Area**

#	Applicant	UZA	County	Project Type	Project Name	Federal Amount Requested
133	Self-Help for the Elderly	SFO	San Francisco	Replacement Vehicle	Large bus	\$81,200
134	Self-Help for the Elderly	SFO	San Francisco	Equipment	Three (3) mobile radios	\$2,998
135	The Center for Independent Living (TheCIL)	SFO	Alameda	Mobility Management	Community Connections Online Tutorials/Resources Project	\$400,000
136	The Respite Inn	SFO	Alameda, Contra Costa	Service Expansion Vehicle	Minivan	\$56,000
137	West Valley Community Services	San Jose	Santa Clara	Operating	Reach Your Destination Easily (RYDE)	\$2,273,873
Total						\$22,270,332



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-0703      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 6/6/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 10/9/2019      **Final action:**  
**Title:** MTC Resolution No. 3815, Revised. Reallocation of \$599,839 in RM2 funds to MTC for the Business Case for Transit Fare Integration Project.

A request to rescind approximately \$599,839 in residual RM2 funds from the Integrated Fare Structure Program, capital project number 34, and allocate the same amount to MTC to support the development of a Business Case for Transit Fare Integration in the Bay Area.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7a PAC 3a Reso-3815 Fare Coordination Integration.pdf](#)  
[3a HANDOUT SPUR Support Letter.pdf](#)  
[3a Reso-3815 Fare Coordination Integration.pdf](#)

Date	Ver.	Action By	Action	Result
10/9/2019	1	Programming and Allocations Committee		

**Subject:**

MTC Resolution No. 3815, Revised. Reallocation of \$599,839 in RM2 funds to MTC for the Business Case for Transit Fare Integration Project.

*A request to rescind approximately \$599,839 in residual RM2 funds from the Integrated Fare Structure Program, capital project number 34, and allocate the same amount to MTC to support the development of a Business Case for Transit Fare Integration in the Bay Area.*

**Presenter:**

William Bacon (and Michael Eiseman, BART)

**Recommended Action:**

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

October 9, 2019

Agenda Item 3a

**MTC Resolution No. 3815, Revised**

**Subject:** A request to rescind \$599,839 in residual RM2 funds from the Integrated Fare Structure Program, capital project number 34, and allocate an equal amount to support the development of a Fare Coordination and Integration Study and Business Case.

**Background:** On February 8, 2019, MTC hosted a Fare Integration Seminar for transit agency board members, MTC Commissioners, and transit agency staff at the San Francisco Ferry Building. The goal of the seminar was to create a forum for board members and staff to learn about fare integration models from other regions, to consider possible benefits and obstacles to more fare integration in the Bay Area, and to provide direction to staff on possible next steps.

At the seminar, a general consensus emerged to move forward to explore the value of improved integration of the region's complicated transit fare structure to make it more intuitive, affordable, and attractive to existing and potential passengers. Attendees also supported taking action now in anticipation of opportunities presented by the Next Generation Clipper system.

Since the February Fare Integration Seminar, transit operator and MTC staff have developed a draft scope of work and project management structure for a study and business case for fare integration in the Bay Area. In addition, transit operator and MTC staff have presented updates on their work to the Clipper Executive Board, consisting of the general managers/executive directors of AC Transit, BART, Caltrain/SamTrans, CCCTA, Golden Gate, SFMTA, VTA, WETA, and MTC.

**Project Scope of Work:** The Fare Coordination and Integration Study and Business Case project seeks to improve the passenger experience and grow transit ridership across the Bay Area. A summary of the scope is included as Attachment 1. This scope was endorsed by the Clipper Executive Board on September 16, 2019. Key objectives of the project include:

- Developing goals for the regional fare system that will support an improved user experience, increased transit ridership and build on robust public outreach;
- Identifying barriers, especially barriers related to fares and the user experience, that are impeding increased ridership;
- Identifying opportunities to increase transit ridership by improving the regional fare system through regional fare coordination and integration strategies; and
- Developing a detailed implementation plan, including funding plan, for recommended improvements.

Because the proposed project has access to a finite amount of resources, the proposed scope is narrowly focused on how the Bay Area's fare system can be improved from a customer experience standpoint with the goal of facilitating increased ridership. Staff understand that a broader range of issues impacts the user experience apart from fares.

The project timeline envisions seeking support from a consultant team through a procurement process in the fall of 2019 and producing final recommendations within

12-18 months. Staff will provide updates to the Commission on the study at key study milestones.

**Project Oversight - Fare Integration Task Force:** The Clipper Executive Board has established a Fare Integration Task Force consisting of the members of the Clipper Executive Board as well as the Chair and Vice Chair of the Bay Area County Transportation Agencies (BACTA) group, currently the executive directors of the Solano Transportation Authority (STA) and the Napa Valley Transportation Authority (NVTa). Both STA and NVTa also manage and/or operate bus services in their counties which utilize both the Express Lanes network and local streets. The Fare Integration Task Force will have project oversight responsibilities for all aspects of the project, and will be chaired by Caltrain/SamTrans CEO Jim Hartnett with AC Transit's General Manager Michael Hursh serving as Vice Chair.

**Project Management:** Staff from BART and MTC will serve as Co-Project Managers and will manage the consultant team and collaborate closely with a Staff Working Group consisting of staff with a range of focuses (planning, finance, payments, and government affairs) from Bay Area transit operators.

**Public and Stakeholder Engagement:** The project scope includes user research and public engagement elements. These may be limited due to budget constraints but staff believe robust user/non-user research is critical to developing recommendations. Staff also plan to host several stakeholder seminars, similar to the February 2019 Fare Integration Seminar, to keep policymakers and transit agency board members informed of the project and seek their input and guidance.

**Regional Measure 2 Funds for Business Case:** To fund the development of the Study and Business Case, MTC staff are proposing to use \$599,839 in residual funds available from the RM2 Integrated Fare Structure Program (RM2 project #34). As the successor body to the TransLink Consortium – the project sponsor identified in RM2 legislation – on September 16, 2019 the Clipper Executive Board authorized MTC staff to request that the MTC Commission allocate these funds for the Business Case work.

**Issues:** At the September 25, 2019 Commission meeting, we received Commissioner and public input that Board member participation and a customer-based survey approach could be beneficial to this effort.

**Recommendation:** Refer MTC Resolution No. 3815, Revised to the Commission for approval.

**Attachments:**

1. Attachment 1 – Summary of Fare Coordination and Integration Study and Business Case Scope of Work
2. Presentation slides
3. MTC Resolution No. 3815, Revised

  
Therese W. McMillan

## **Increasing Transit Ridership by Developing a Customer-Centered Fare System: A Bay Area Regional Fare Coordination and Integration Study**

### **Draft Scope of Work – Summary – September 2019**

#### **Background and Introduction**

Similar to many other metropolitan areas in the United States, the Bay Area is currently experiencing a trend of transit ridership flattening or decreasing across many of the region's transit operators. As independent agencies, each of the Bay Area's 27 transit operators is governed by its own board and is responsible for its business model, service, and performance. While each operates independently, however, the Bay Area's transit agencies share a concern about this recent ridership trend. Together with many other stakeholders in the region, including the Metropolitan Transportation Commission (MTC), the transit operators have a strong interest in addressing this concerning trend by better understanding the challenges and opportunities associated with increasing transit ridership in the region.

To better understand this ridership trend, MTC is currently working with transit operators and UCLA to examine recent ridership data and generate possible explanations through the Bay Area Transit Use Study Project. The results of this study will illuminate how and where transit use and service are changing in the Bay Area. To complement this effort, however, this new project aims to begin developing potential measures that could be implemented to increase transit ridership. In particular, this study aims to focus on the region's current disparate fare system and the roles it could be playing in transit ridership trends. The study will identify potential barriers to increased transit ridership, including but not limited to possible impediments in the current disparate fare system, and it will also investigate potential changes to the fare system that would help achieve the goal of increased transit ridership.

To ensure that this study can be efficiently conducted and produce meaningful results for implementation, the types of fare system changes that should be developed should range from regional fare coordination opportunities to strategies that move towards regional fare integration. It will be important to have a full understanding of each strategy's range of potential impacts on operators and on the region, including impacts to ridership, finances, operations, governance, and economics. In particular, the analysis of the alternative strategies should demonstrate that existing operating revenue and transit service levels would not be adversely impacted. If a new operating subsidy would be required to prevent adverse impacts, it should be enumerated and funding source(s) should be identified. Ultimately, this study should result in a set of recommendations to improve the region's fare system to increase ridership, as well as a detailed implementation plan that includes a funding plan.

#### **Scope Overview**

##### **Task 1: Project's Problem Statement and Regional Fare System Goals**

The project team will develop and document a brief statement of the problem that this study is addressing. The project team will develop goals for the regional fare system towards the desired outcome of increased transit ridership; the proposed changes that are developed through this planning process will aim to achieve these goals.



### **Task 2: Existing Conditions and Background Research**

The purpose of this task is to document the existing conditions on key topics for transit agencies in the Bay Area today (including passenger travel patterns, transit fare systems, etc.), summarize any findings from previous regional fare-related studies and efforts (focused on integration and coordination), and provide information on best practices for regional fare policy and successful examples of regional coordination and integration from a peer review.

### **Task 3: Barriers to Transit Ridership**

The purpose of this task is to identify barriers to transit ridership, drawing on findings from existing transit operator surveys of riders and the reports from Task 2. This is expected to result in identification of broad barriers to transit ridership and not be limited to fares alone (for example, it could identify other impediments to transit ridership, such as service and scheduling issues). It is anticipated that this task will result in identification of top barriers to transit ridership, with a focus on fare system-related issues.

### **Task 4: Alternatives Development**

Drawing on the results from Task 3, this task will focus on developing alternative strategies that provide solutions to the problem statement identified in Task 1 and are anticipated to lead to outcomes that support this study's goals. The development of alternative solutions should be informed by Task 3's top barriers to transit ridership and should focus on improvements to the regional fare system that could enhance regional fare coordination and/or move the region towards regional fare integration. After public outreach to solicit input and feedback on the alternative solutions, a selection of the strategies will be selected for analysis in Task 5.

### **Task 5: Alternatives Analysis**

The purpose of Task 5 is to analyze the alternatives selected in Task 4 and develop a business case for each. A methodology for completing the business cases will first be developed, focused on the categories of ridership, finances, operations, governance, economics, and implementation feasibility. Then, the methodology will be implemented to develop a business case for each of the selected alternatives. The results of each business case will be compared to the goals developed in Task 1.

### **Task 6: Develop Recommendations and Implementation Plan**

Drawing on outcomes and discussions from Task 5, the purpose of Task 6 is to develop recommendations that achieve the study's goals, as well as a detailed plan for implementation. It is important to note that the recommended strategies should not adversely impact existing operating revenue and transit service levels. If a new operating subsidy would be required to prevent adverse impacts, it should be enumerated and one or more funding sources should be identified. The implementation plan should include a detailed list of next steps to achieve implementation, including defined actors, roles, responsibilities, and a funding plan.

# Transit Fare Integration

## RM 2 Allocation to Support a Fare Coordination and Integration Study and Business Case

October 9, 2019

Programming and Allocations Committee





# Fares Today in the Bay Area

**9 different local bus fares on Clipper® from \$1.50 to \$2.50**

**Trips of the same distance and mode can vary dramatically in price**

**16 different discount rates for youth, 14 different rates for seniors**

**19,463 fare policy business rules are needed in Clipper® to implement our current system**



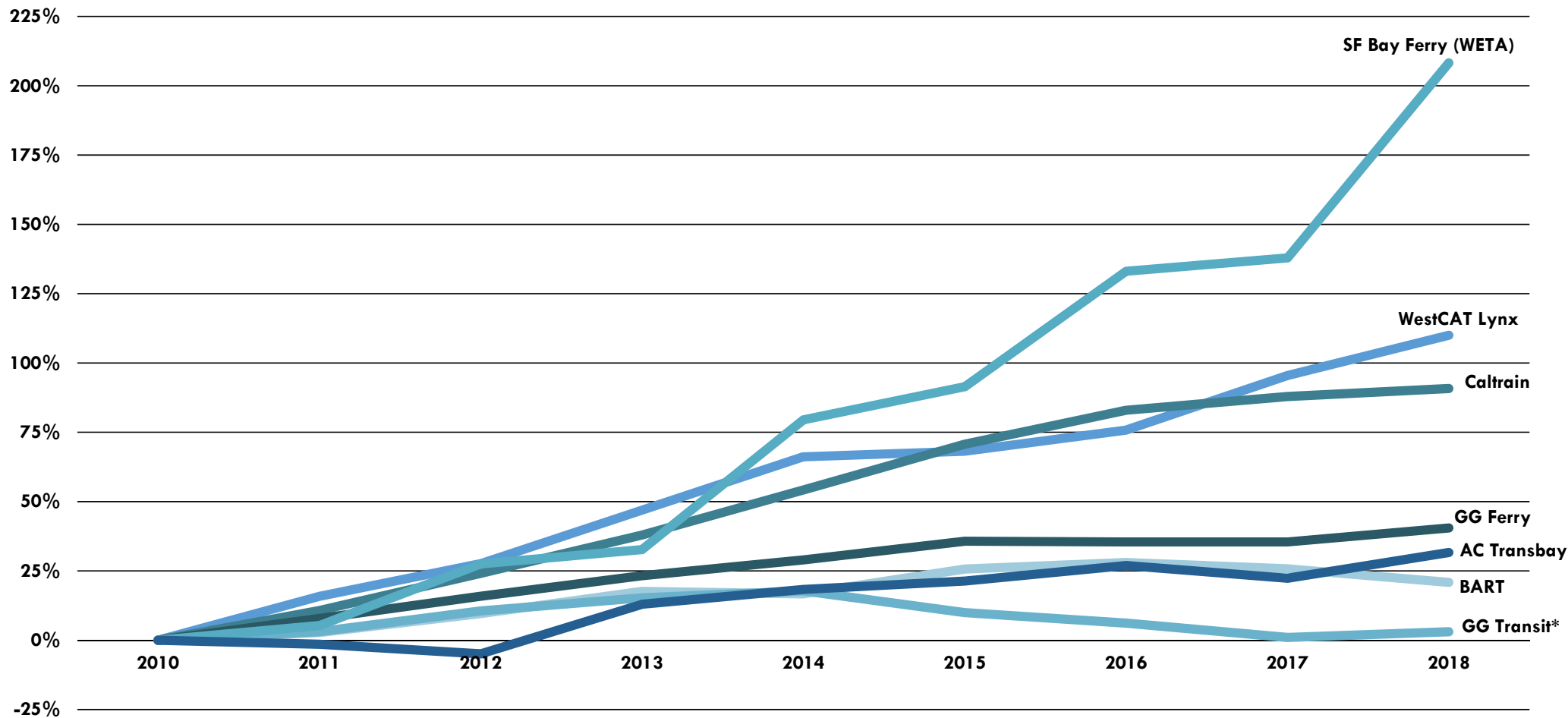
# Work Completed To Date

**Fare Integration Seminar on Feb. 8, 2019**

**Agreement to develop a Fare Coordination and Integration Study and Business Case, with transit operator GMs + MTC as the project owner**


**Development of a scope of work for the study by transit operator and MTC staff**

# % Change in Average Weekday Ridership since 2010



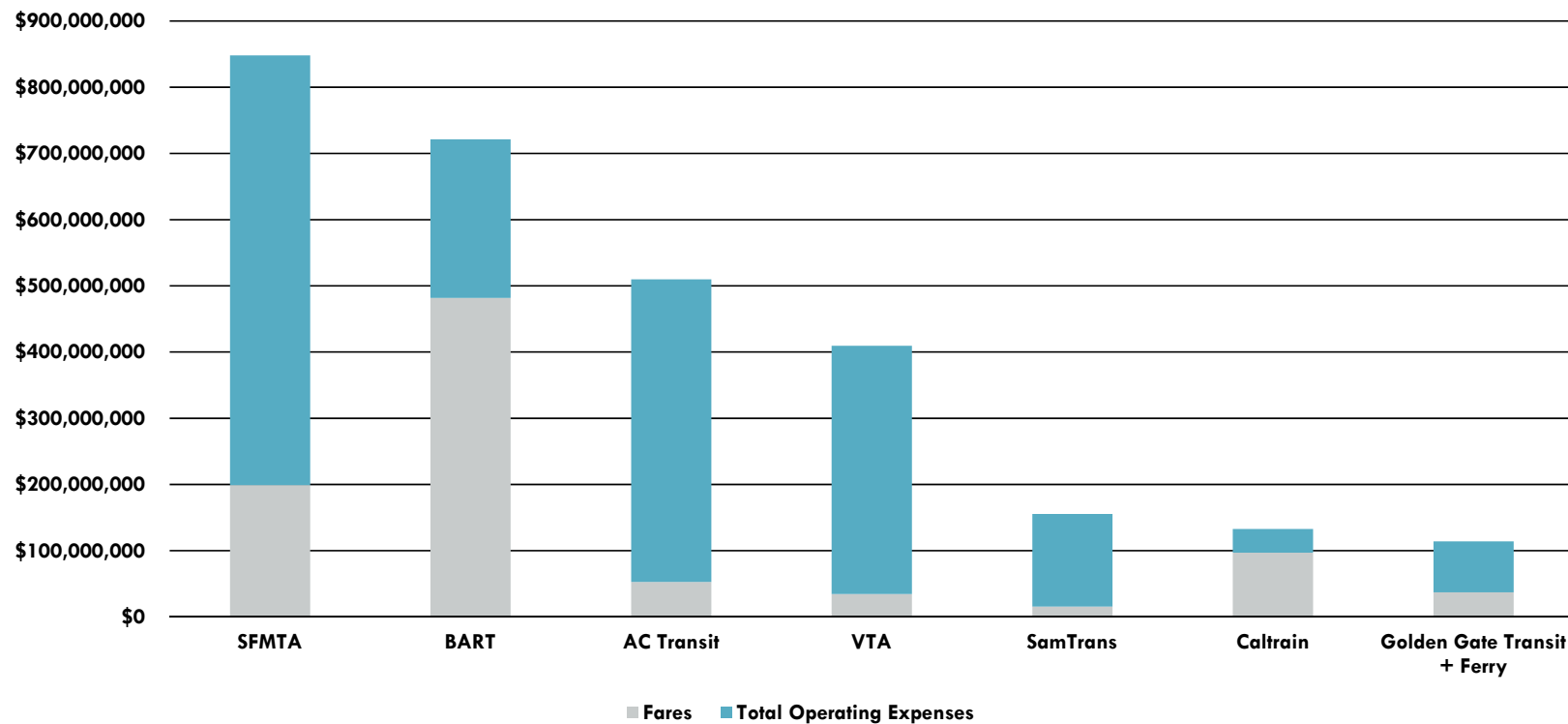
Source: NTD, Operators    Note: Golden Gate Transit data is for average weekday ridership across the Golden Gate Bridge between SF and Marin/Sonoma.





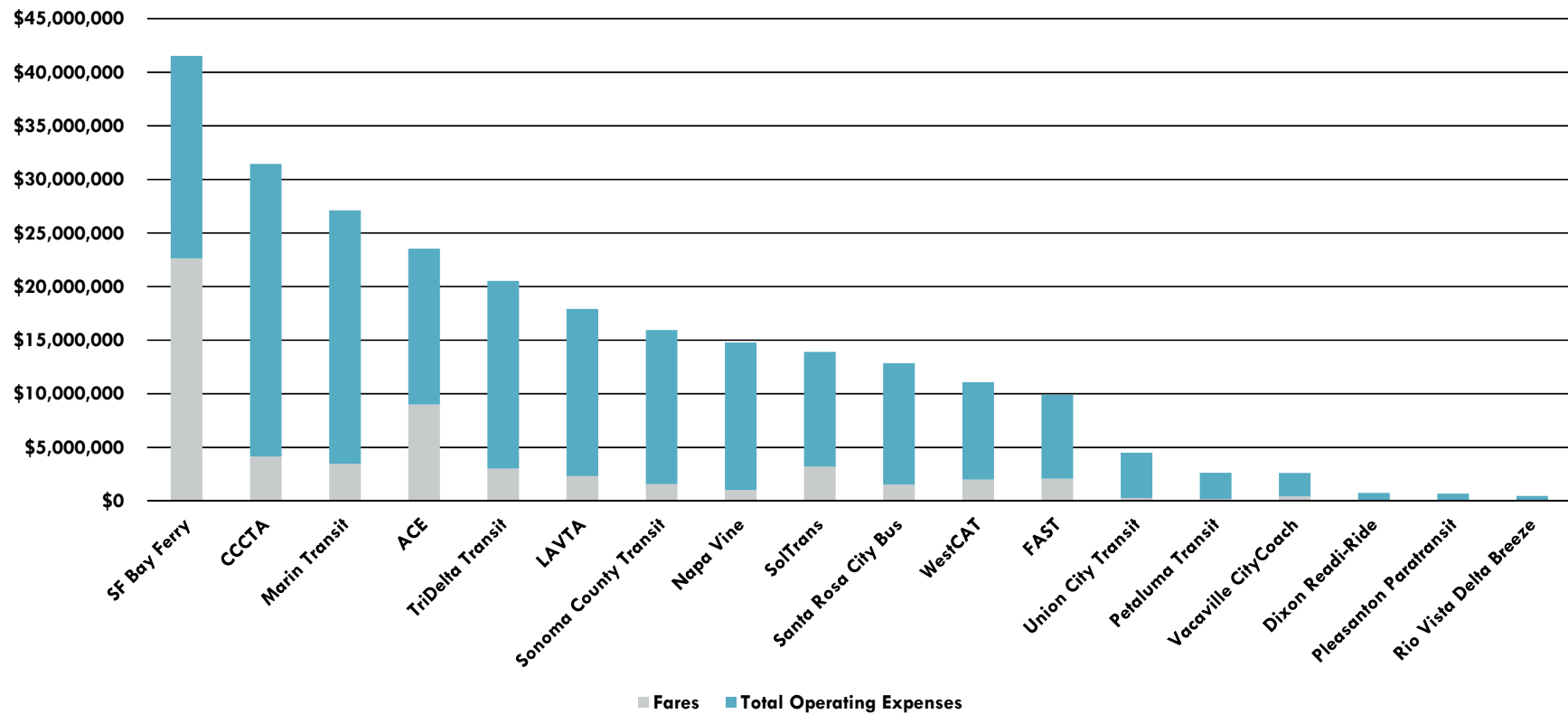
**40% (500,000+) of Clipper® Cards in active use during a month are used on more than one operator**

# Fare Revenue as a Component of Total Operating Expenses, FY 2017-18



Source: Preliminary Audited Financial Statements, FY 2017-18

# Fare Revenue as a Component of Total Operating Expenses, FY 2017-18, cont.



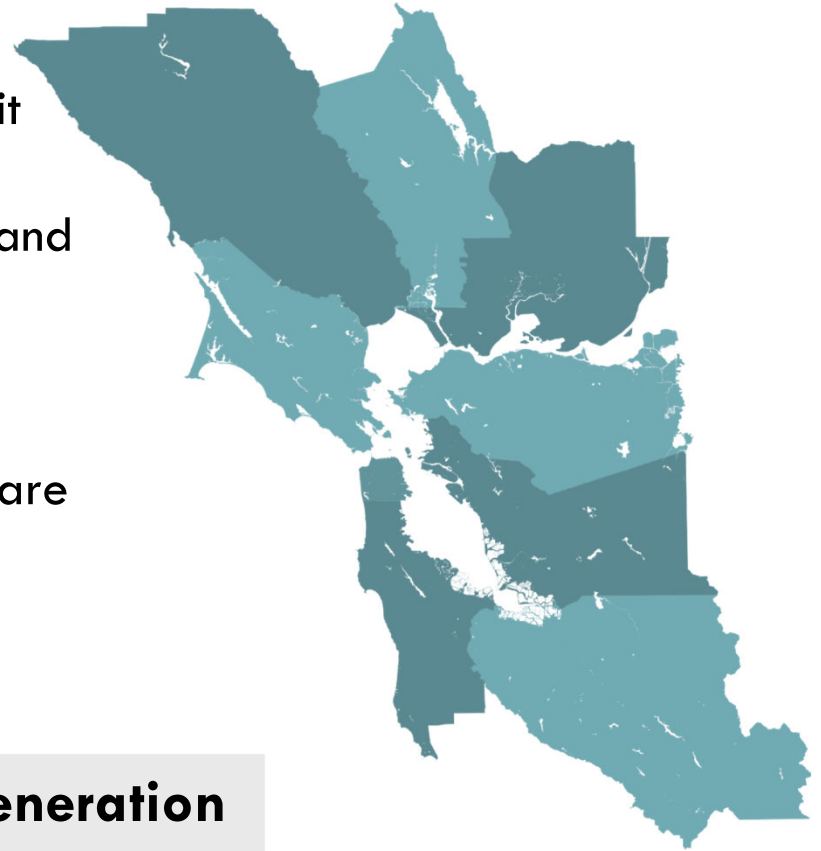
Source: Preliminary Audited Financial Statements, FY 2017-18



# Objectives of Fare Integration Study

- Develop goals for the regional fare system that will support an improved user experience, increased transit ridership and build on robust public outreach;
- Identify barriers, especially barriers related to fares and the user experience, that are impeding increased ridership;
- Identify opportunities to increase transit ridership by improving the regional fare system through regional fare coordination and integration strategies; and
- Develop a detailed implementation plan, including funding plan, for recommended improvements.

**... And we have an opportunity with Next Generation Clipper to make transit work better for our customers**



# Business Case for Fare Integration Operators and MTC Working Together

Fare Integration Task Force – Project Ownership

Co-Project Managers – BART & MTC staff

Staff Working Group – Operator staff advise  
Co-Project Managers

Business Case Consultant – Performs  
analysis with support from Operator/MTC  
Staff

## Fare Integration Task Force



METROPOLITAN  
TRANSPORTATION  
COMMISSION



# Requested Action

**Approve MTC Resolution No. 3815, Revised, to allocate \$599,839 in RM 2 funds (from capital project #34) to support the development of a Fare Coordination and Integration Study and Business Case.**

**The Clipper Executive Board (the project sponsor for this RM2 capital project) voted on Sept. 16, 2019 to support this allocation request.**

Date: May 23, 2007  
W.I.: 1255  
Referred by: PAC  
Revised: 07/28/10-DA 10/23/19-C

### ABSTRACT

#### MTC Resolution No. 3815, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Integrated Fare Structure Study sponsored by the TransLink® Consortium and implemented by the San Francisco Municipal Transportation Agency (SFMTA) and the Metropolitan Transportation Commission.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

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

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised by Delegated Authority on July 28, 2010 to rescind a total of \$404,813.15 from a prior allocation to the Regional Integrated Fare Structure Study as the project has been closed out and reallocate this amount along with a additional allocation of \$500,000 to the Clipper<sup>SM</sup> Period Pass Accumulator project.

This resolution was revised through Commission action on October 23, 2019 to rescind a total of \$599,839 in savings from the Clipper Period Pass Accumulator Project and reallocate the same amount to the Business Case for Transit Fare Integration Project.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated May 9, 2007 and October 9, 2019.

Date: May 23, 2007  
Revised: July 28, 2010 – DA  
W.I.: 1255  
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the Integrated Fare Collection Study

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION No. 3815

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

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

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

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

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

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

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and



WHEREAS, Integrated Fare Structure Study is identified as capital project number 34 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, TransLink® Consortium is the project sponsor and has designated implementing agencies eligible to receive funds under capital project number 34; and

WHEREAS, each implementing agency will submit an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval for each project allocation request; and

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

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

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

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

RESOLVED, that MTC approves MTC staff’s review of review of each implementing agency’s Initial Project Report (IPR) for this project as set forth in Attachment C; and be it further

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

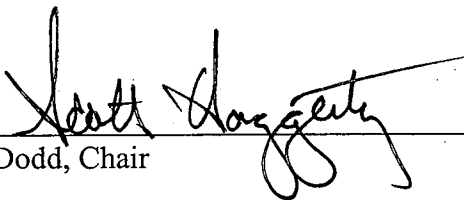
RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon review of each implementing agency complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Bill Dodd, 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 23, 2007.

## REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Business Case for Transit Fare Integration Project  
Sponsor: Clipper Executive Board  
Implementing Agency: MTC  
RM2 Project Number: 34.3

	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	TOTAL
<b>RM2 Funds Total</b>	-	449,879	149,960	-	-	-	-	-	599,839
<b>Planning</b>	0	449,879	149,960	0	0	0	0	0	0
RM2		449,879	149,960						
<b>Final Design (PS&amp;E)</b>	0	0	0	0	0	0	0	0	0
									0
									0
									0
<b>Right of Way</b>	0	0	0	0	0	0	0	0	0
									0
									0
									0
<b>Construction</b>	0	0	0	0	0	0	0	0	0
									0
									0
<b>TOTAL FUNDING</b>									
Planning	0	449,879	149,960	0	0	0	0	0	599,839
Final Design (PS&E)	0	0	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
<b>PROJECT TOTAL</b>	0	449,879	149,960	0	0	0	0	0	599,839





# Regional Measure 2 Regional Traffic Relief Plan

October 23, 2019  
Attachment C-3  
MTC Resolution No. 3815

RM2 Project Number: 34.3

## Business Case for Transit Fare Integration Project

<b>Lead Sponsor</b> Clipper Executive Board	<b>Other Sponsors(s)</b> N/A	<b>Implementing Agency</b> (if applicable) MTC
<b>Legislated Project Description</b> Provide planning funds for the development of zonal monthly transit passes pursuant to subdivision (e) of Section 30914.5.		
<b>RM2 Legislated Funding</b> \$1,500,000		<b>Total Estimated Project Cost</b> \$599,839
<b>Project Purpose and Description</b> To develop a Business Case for Transit Fare Integration which will lay out the various strategic, economic, financial, and operational cases for creating an integrated transit fare system across the Bay Area's over two dozen transit operators.  The Business Case will be used to inform policymakers about the Bay Area's opportunities for fare integration in the short term, before the Next Generation Clipper® system launches in 2022, and in the longer term over the years following the launch of the new system.  MTC staff plan to hire a consultant to work with MTC staff as well as transit agency and advocacy stakeholders on the development of a Business Case.		
<b>Funding Description</b> Committed Funds: This project is fully funded with RM2 funds. Uncommitted Funds: None.  Operating Capacity: N/A		

### Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Planning/Environmental	10/2019	09/2020	\$599,839
2	Plans, Specifications and Estimates	N/A	N/A	
3	Right-of-Way	N/A	N/A	
4	Construction	N/A	N/A	
Total:				\$599,839

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Business Case for Transit Fare Integration Project					Project No. 34.3				
Lead Sponsor	Metropolitan Transportation Commission									
Fund Source	Phase	Prior	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Future	Total
Committed										
RM2	Planning			599,839						599,839
										0
Total:		0	0	599,839	0	0	0	0	0	599,839
Uncommitted										
										-
										0
										0
Total:		0	0	0	0	0	0	0	0	-
Total Project Committed and Uncommitted										
		Prior	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Future	Total
Total:		0	0	599,839	0	0	0	0	0	599,839

**REGIONAL MEASURE 2 PROGRAM**  
**Project Specific Conditions**

Project Title: Business Case for Transit Fare Integration  
Sponsor: Clipper Executive Board  
Implementing Agency: MTC  
Project Number: 34.3

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

None

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Business Case for Fare Integration Project  
Sponsor: Clipper Executive Board  
Implementing Agency: MTC  
Project Number: 34.3

Allocation No. 1					
Activities to be funded with Allocation #1:					
A consultant to work with MTC staff as well as transit agency and advocacy stakeholders on the development of a Business Case for Fare Integration, which will lay out the various strategic, economic, financial, and operational cases for creating an integrated transit fare system for the Bay Area.					
Funding Information for Allocation #1:					
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
20381503	23-Oct-19	\$ 599,839	Planning	FY 2019-20	\$ 599,839

## REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Clipper<sup>SM</sup> Period Pass Accumulator Project  
Sponsor: MTC  
Project Number: 34.2

Allocation No. 1						
Activities to be funded with Allocation #1:						
Design, engineering, testing and deployment towards implementation of a universal period pass accumulator (PPA) template for the Clipper system. (Project savings rescinded 10/23/19)						
Funding Information for Allocation #1:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
11381502	28-Jul-10	\$ 904,813	CON	FY 2010-11	\$	904,813
11381502	23-Oct-19	\$ (599,839)	CON	FY 2019-20	\$	304,974

October 4, 2019

Programming and Allocations Committee  
Metropolitan Transportation Commission  
375 Beale St, Suite 800  
San Francisco, CA 94105

Re: Item 3a: Business Case for Transit Fare Integration Project

Dear Chair Josefowitz and Programming and Allocations Committee Members:

SPUR is a member-supported non-profit organization that promotes good planning and good government in the San Francisco Bay Area through research, education and advocacy. Improving public transportation and increasing public transportation use in cities are core SPUR priorities.

As detailed in our recently published report *Solving the Bay Area's Fare Policy Problem*, disparate and disjointed fares create customer confusion, inhibit people from using more than one transit service and undermine the benefits the region should derive from the significant investments it is making in new transit infrastructure and fare payment technology. The region's fragmented approach to fares pushes people to make inefficient and often costly transit decisions — or to get behind the wheel and drive themselves, adding to traffic congestion, pollution and carbon emissions.

A solution to the Bay Area's fare policy problem is long overdue. Other regions around the globe have streamlined fares across transit operators to improve user experience and grow transit use. The Clipper upgrade offers a rare window of opportunity to reimagine regional fare policy.

We commend the Clipper Executive Board for approving an allocation of funding for a business case to study regional fare integration. This is a major step forward. The potential impacts of regional fare integration are not well understood; the issue has not been studied for over a decade. The business case can help uncover how strategic changes to the region's fare policy can make transit more convenient to use and affordable for more people.

At the same time, we are mindful of the fact that the 2008 Fare Integration study was a failed effort. It was a staff-led process that did not include non-transit stakeholders, nor any user research. The shortcomings of that study are evident in the fact that its findings were dismissed for their infeasibility and that it did not build a constituency willing to work through the complexity. Given the current draft business case for fare integration scope of work, we are concerned about repeating that study's mistakes.

**SPUR strongly supports the business case and we recommend that as a condition for MTC allocating funding, the study include the following elements:**

**1. Prioritize user research to identify fare barriers.**

The business case scope of work proposes using existing transit agency studies to identify what transit riders perceive as issues with the current fare system and what should be the priorities for a future integrated and coordinated regional fare system. Transit operator customer satisfaction

surveys were suggested as a source for this information; however, these surveys do not ask questions about fares from a regional perspective. (See Attachment 1 for the fare related questions included in select transit operator customer satisfaction surveys).

Furthermore, existing studies provide no insight into how fares are a barrier for non-riders, nor do they identify what institutional customers, such as employers and cities, want from the region's fare policy.

Using existing agency studies is likely to be insufficient to identify the problems integrated fares should solve for. We urge you to ensure the study prioritizes comprehensive user research and seeks to understand what all potential customers -- including current regular riders, occasional riders, non-riders from all parts of the region and visitors -- as well as institutional customers such as employers and cities, need, want and expect from the region's fare policy. Examples of ethnographic style user research could include, customer narrative workshops, one-on-one interviews, focus groups, customer intercept surveys at transit hubs, observational research, journey mapping workshops, and ride-alongs. We believe this research should seek to unearth the following:

- Legibility of the current fare system and what information matters to different customer types for the purposes of their trip.
- Customers' decision-making process leading to and during the trip, including how and why fares impact choices between transit and other transportation modes.
- Awareness of existing transfer discounts and their behavior shift potential.
- Value of existing transit operator passes; challenges to accessing and using transit passes.
- Meaning of fares and its relationship to customer experience.

## **2. Create a stakeholder advisory group to help guide and inform the study.**

Fare policy is a regional equity, funding and customer experience issue. As such, the study would benefit significantly from the input of stakeholders who represent the interests of groups of riders, in addition to the perspective of transit agencies.

We urge you to ensure the study has a stakeholder advisory group, comprised of representatives from the business community, nonprofits and community groups, to provide guidance and input about the study periodically during the process. This group can help ensure the study is meeting customer needs and is a way to build and grow support for the study and its outcomes.

Convening an advisory group is standard practice for complex transportation studies conducted in the Bay Area. For example, the 101 Managed Lane Mobility Action Plan and the Caltrain Business Plan both convened advisory groups to provide counsel and direction. For each, a broad set of stakeholders provided valuable insights that resulted in additions and changes to the proposals of staff and consultants.

## **3. Create a steering committee of transit agency board members and MTC Commissioners.**

Many transit agency board members and MTC Commissioners participated in the fare integration seminar MTC held earlier this year and emerged from the session with a shared enthusiasm to solve the region's fare policy problem. As the ultimate decision-makers whose approval will be required for new a regional fare policy, their support is critical. We are concerned that the study process does not include opportunities for them to be engaged, informed

and cultivated as champions. We urge you to ensure that a steering committee made up of transit agency board members and MTC commissioners is created to advise this study.

**4. Include transit affordability as a study goal.**

MTC staff developed seven draft principles for an integrated fare system. SPUR strongly supported these principles which included, among others, a principle that transit should be affordable for all. Future iterations of the scope of work no longer included these principles; instead, the study goals shifted to improving the passenger experience and growing transit ridership across the Bay Area. While we think these are good goals, we also think the study should hold as a value transit affordability.

The Means-Based Fare Pilot is seeking to improve transit affordability, yet the options recommended did not include regional inter-agency passes, fare caps, or more affordable transfers. This means that how and in what ways integrated fares could especially benefit riders with low incomes has yet to be assessed.

While the business case for fare integration has the potential to impact transit affordability by removing penalties for transferring between systems and making the transit network work as one system, pursuing these outcomes through a ridership growth lens could produce different results than if they were pursued through an affordability lens. For these reasons, we urge you to ensure transit affordability is explicitly included as a study goal.

Integrating transit fares will not be easy, but it is our responsibility as leaders to delve into the complexity so that we can create simplicity for riders. We ask that you pursue regional fare integration and move forward with the business case, with a focus on affordability and with the involvement of Bay Area cities, transit riders and others who care.

Thank you for your leadership on this crucial issue for the Bay Area.

Sincerely,



Arielle Fleisher  
Transportation Policy Director



Attachment 1: Fare related questions included in transit operator Customer Satisfaction Surveys

[Muni 2016 Customer Satisfaction Survey](#)

- How do you usually pay your Muni fare?
- What aspects of Muni would you most like to see improved? (overall) (*“Fares” is a choice.*)
- Finally, what is one thing Muni could do to get you to ride more often? (*“Cheaper fares/longer time transfers/ other fare complaints” are choices.*)

[BART 2018 Customer Satisfaction Survey](#)

- What type of fare did you pay for this BART trip?
- Please help BART improve service by rating each of the following attributes (*“Reliability of fare gates; enforcement against fare evasion” are choices.*)

[Caltrain 2018 Customer Satisfaction Survey](#)

- How did you pay for this train trip (today)?

[AC Transit 2017 On-Board Transit Survey](#)

- What kind of fare did you pay for this trip?
- What fare category did you pay?

[SamTrans 2017 Customer Experience Survey](#)

- What is your fare category?
- How do you typically pay for your trip when taking SamTrans?



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-1049      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 9/3/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 10/9/2019      **Final action:**  
**Title:** MTC Resolution Nos. 4348, Revised and 4202, Revised. Revisions to the Housing Incentive Pool (HIP) and One Bay Area Grant 2 (OBAG 2) programs to incorporate guidelines for the \$5 million sub-program within the Housing Incentive Pool (HIP) program; and programming of \$1 million to BART for implementation of AB2923 in support of the regional growth framework.

A presentation on the proposed guidelines for the Sub-HIP program, a \$5 million competitive program to fund transportation projects that support affordable housing for workers commuting long distances to serve regional employment centers. Staff will also present a proposal responding to a request for investment in support of BART and AB 2923 implementation.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [7b PAC 4a Reso-4348-4202 Housing Incentive Pool.pdf](#)  
[4a HANDOUT AB 2923 Bay Area Delegation Letter to MTC re BART funding10.7.19.pdf](#)  
[4a Reso-4348-4202 Housing Incentive Pool.pdf](#)

Date	Ver.	Action By	Action	Result
10/9/2019	1	Programming and Allocations Committee		

### Subject:

MTC Resolution Nos. 4348, Revised and 4202, Revised. Revisions to the Housing Incentive Pool (HIP) and One Bay Area Grant 2 (OBAG 2) programs to incorporate guidelines for the \$5 million sub-program within the Housing Incentive Pool (HIP) program; and programming of \$1 million to BART for implementation of AB2923 in support of the regional growth framework.

*A presentation on the proposed guidelines for the Sub-HIP program, a \$5 million competitive program to fund transportation projects that support affordable housing for workers commuting long distances to serve regional employment centers. Staff will also present a proposal responding to a request for investment in support of BART and AB 2923 implementation.*

### Presenter:

Theresa Romell and Therese Trivedi

**Recommended Action:**  
Commission Approval

## Metropolitan Transportation Commission Programming and Allocations Committee

October 9, 2019

Item Number 4a

MTC Resolution Nos. 4348, Revised and 4202, Revised

**Subject:** Revisions to the Housing Incentive Pool (HIP) and One Bay Area Grant 2 (OBAG 2) programs to incorporate guidelines for the \$5 million sub-program within the Housing Incentive Pool (HIP) program; and programming of \$1 million to BART for implementation of AB2923 in support of the regional growth framework.

**Background:** Staff are requesting approval of two programming actions that will help advance the Bay Area's newest regional growth framework with investment in, and support for, connected and transit-rich communities. These actions would expand on commitments made to-date through OBAG 2 that have provided support for Priority Development Area (PDA) planning and funding incentives for Bay Area jurisdictions to produce affordable housing.

### \$5 Million Set-Aside from Housing Incentive Pool

In October 2018, the Commission adopted MTC Resolution 4348, the program criteria and guidelines for the Housing Incentive Pool (HIP). Of the \$76 million provided through the program, the Commission set aside \$5 million to pilot a competitive sub-program, "to help finance eligible infrastructure that will support affordable housing projects in Priority Development Areas (PDAs) and Transit Priority Areas (TPAs)." The intent of the fund was to support areas in the region of relative housing affordability.

Given that this is a pilot and the funding amount is limited, staff recommends focusing the funds in Solano County which is the most affordable county in the region with a 2018 median home price of approximately \$431,000, nearly 57% below the regional average. The remaining funds would be available to projects in other North Bay counties.

The proposed funding distribution and eligibility requirements for the pilot "Sub-HIP" program are as follows:

### *Funding Distribution*

- Funds will be apportioned \$4 million to the Solano Transportation Authority (STA), and \$1 million for the other North Bay counties (Marin, Napa, and Sonoma) to be distributed after evaluation of proposals from the County Transportation Agencies (CTAs) in those counties for eligible projects, due to MTC by May 1, 2020.
- Eligible counties will be responsible for developing county-specific guidelines, managing a call for projects, and submitting project recommendations to MTC that are consistent with these guidelines.
- Any unused funds will return to the OBAG program.

### *Jurisdiction Eligibility*

Project sponsors for selected transportation projects must be compliant with OBAG 2 County Program policies (Housing Element annual reporting, Surplus Lands Act, Complete Streets Requirements, etc.)

### *Project Eligibility*

- Project must be a transportation investment directed within or connected directly to a PDA or TPA.
- Project must meet the eligibility guidelines for the OBAG 2 County Program.
- Projects must be able to obligate funds by the end of FY2022, consistent with OBAG 2.
- The minimum grant size to be awarded is \$250,000.

Implementation Support for Transit Rich Communities

On September 30, 2018, Governor Brown signed Assembly Bill 2923 (AB2923), state legislation that affects zoning requirements on existing BART-owned property within a half-mile of stations in Alameda, Contra Costa, and San Francisco Counties. As you may recall, MTC took a “support” position on AB2923.

In February 2019, BART requested MTC support in funding consultant and staffing assistance for implementation of AB2923. This request was followed up in May with a letter from Assembly members Chiu and Grayson also asking MTC to assist BART with funding for implementation (see attached correspondence).

The requested funding would help BART with two components of AB2923 implementation. First, the funds will assist with the development of guidance documents to provide affected cities with greater clarification on how to conform with TOD guidelines associated with the legislation. The guidance documents would be created with public engagement, particularly focused on affected Communities of Concern as required by law. Second, the funding would assist in the development of a 10-year work plan to guide the advancement of projects and increase the pace and scale of development to achieve BART’s TOD performance goals, including the development of affordable housing.

Staff recommends programming \$1 million in OBAG 2 PDA planning funds to BART to support these AB2923 implementation efforts. As a reminder, one round of PDA Planning funds has already been provided through a call for projects; 26 projects totaling \$7.3 million were awarded. The \$1 million would come from an available balance of \$8.8 within that program. A second call for projects for PDA planning funds is expected to occur in 2020 to further support jurisdictions in planning for and implementing the regional growth framework.

**Issues:** None.

**Recommendation:**

Refer MTC Resolution Nos. 4348, Revised and 4202, Revised to the Commission for approval. Because MTC Resolution No. 4202, Revised, is also proposed for revision under Agenda Item 2c, it is included under this Agenda Item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

**Attachments:** Correspondence regarding AB2923  
MTC Resolution No. 4348, Revised  
MTC Resolution No. 4202, Revised



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Therese W. McMillan

# California Legislature

STATE CAPITOL  
SACRAMENTO, CALIFORNIA



October 7, 2019

Metropolitan Transportation Commission (MTC)  
375 Beale Street, Suite 800  
San Francisco, CA 94105

RE: Support of Implementation Funding for BART - Transit Rich Communities

Dear MTC Commissioners,

We write today in support of BART's \$1 million funding allocation to support transit-oriented development (TOD) activities, pursuant to AB 2923 (Chapter 1,000, Statutes of 2018).

The Legislature passed AB 2923 to help address California's housing and climate crises by supporting BART's TOD goals of producing 20,000 homes, at 35% affordable, and 4.5 million square feet of office/commercial space by 2040.

The bill requires BART develop new TOD zoning standards by July 1, 2020, for developable BART-owned properties within a half-mile of stations in the counties of Alameda, Contra Costa and San Francisco. The standards must meet or exceed those contained in BART's 2017 TOD Guidelines, and local jurisdictions have until July 1, 2022, to rezone BART property to align or exceed adopted standards.

BART's initial outreach has shown that most local jurisdictions have a strong interest in partnering to advance development within the next 10 years. Funding provided by MTC will assist BART in developing a public guidance document that will provide local jurisdictions with greater clarity on BART's zoning standards and conformance requirement pursuant to AB 2923.

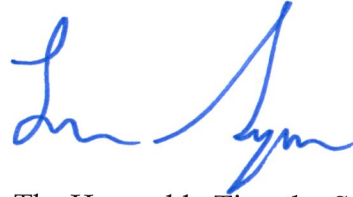
In addition, MTC funds will support the creation of a 10-year work plan for BART's TOD program. The work plan will provide transparency on BART's process for initiating development and allow BART to strategically advance housing or commercial projects over the next decade.

We respectfully ask that you support BART's \$1 million allocation and prioritize the regional resources necessary to accelerate development around high-quality transit. The success of BART's TOD program is essential to advancing the Bay Area's land-use and housing goals, and we support BART's efforts to reduce crippling congestion and provide much needed affordable housing with direct access to reliable transportation.

Sincerely,

A handwritten signature in blue ink that reads "David Chiu".

The Honorable David Chiu  
Assembly Member, 17<sup>th</sup> District

A handwritten signature in blue ink that reads "Tim Grayson".

The Honorable Timothy S. Grayson  
Assembly Member, 14<sup>th</sup> District

A handwritten signature in blue ink that reads "Scott Wiener".

The Honorable Scott Wiener  
Senator, 11<sup>th</sup> District

A handwritten signature in blue ink that reads "Rob Bonta".

The Honorable Rob Bonta  
Assembly Member, 18<sup>th</sup> District

A handwritten signature in blue ink that reads "Buffy Wicks".

The Honorable Buffy Wicks  
Assembly Member, 15<sup>th</sup> District

Cc: Therese McMillan, MTC Executive Director  
Robert Powers, BART General Manager



# California Legislature

STATE CAPITOL  
SACRAMENTO, CALIFORNIA



May 7, 2019

Therese McMillan, Executive Director  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Dear Ms. McMillan:

Delivering diverse, affordable, and sustainable communities at BART stations is the cornerstone for meeting the goals of Plan Bay Area (adopted with overwhelming support by ABAG and MTC in 2017) as well as our state's housing, climate, equity, economic, and transportation goals. Because BART's station area development goals are so inextricably linked to our region's success, we changed state law with the passage of AB 2923 to ensure BART would have the authority to deliver on its community-building vision around BART stations. As authors of AB 2923, we ask that MTC prioritize resources and staff support to assist BART in implementing this vision.

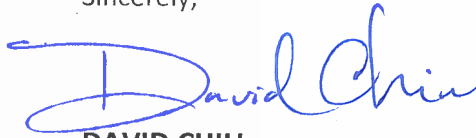
As you are aware, AB 2923 sunsets in 2029, giving BART a limited time-window to act. This sunset clause is consistent with the reality that there are a finite number of sites to which this law applies, and an urgent need to build transit-accessible housing, jobs, and services in those locations. With AB 2923 taking effect, BART now has the authority needed to accelerate the construction around its stations.

We are heartened to see great progress on stations such as Lake Merritt, West Oakland, and MacArthur which demonstrate BART's skill in partnering with the surrounding community to advance inspiring new transit-oriented communities. To replicate these successes across the BART system, BART will need to expand its internal staff capacity. We appreciate the resources needed to support collaborative planning and strong engagement with developers, as well as delivering the affordable housing and inclusive communities that we all demand. Though these costs may be significant, they pale in comparison to the cost of inaction.

We ask that MTC play a proactive role in partnering with BART and in making sure there are resources to implement a bold vision for vibrant, sustainable, and diverse communities at BART stations. As your representatives in Sacramento and authors of AB 2923, we stand ready to work with MTC, BART, and regional leaders to tackle resource constraints that may stand in the way of swift action on the promise of BART's transit-oriented development. We ask you to move forward with speed, courage, and a

strong spirit of partnership. As has been the case for decades, our region's health hinges on BART's success.

Sincerely,



**DAVID CHIU**

Assemblymember, 17<sup>th</sup> District



**TIM GRAYSON**

Assemblymember, 14<sup>th</sup> District

Cc: Grace Crunican, General Manager, BART



Date: October 24, 2018  
W.I.: 1511  
Referred by: PAC  
Revised: 10/23/19-C

ABSTRACT

Resolution No. 4348, Revised

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

Attachment A of this resolution was revised on October 23, 2019 to include eligibility and programming guidelines for the \$5 million Sub-HIP pilot set-aside from the Housing Incentive Pool.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated October 10, 2018 and October 9, 2019.

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

RE: Housing Incentive Pool Framework and Qualifying Criteria

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4348

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

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

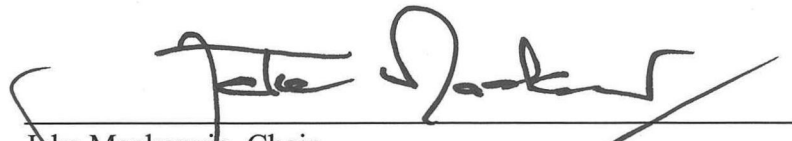
WHEREAS, pursuant to MTC Resolution 4308, MTC has developed a framework and criteria for the distribution of funds to incentivize desired housing outcomes across the region; now, therefore, be it

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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

Date: October 24, 2018  
W.I.: 1511  
Referred by: PAC  
Revised: 10/23/19-C

Attachment A  
Resolution No. 4348  
Page 1 of 2

## **Housing Incentive Pool Framework and Qualifying Criteria**

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

### HIP Eligible Time Period:

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

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

### HIP Housing Unit Qualifying Criteria:

1. Total HIP units = new built units + preserved units;
2. New or preserved units must be affordable to households at the very low-, low- and moderate-income levels;
3. New and preserved units must be located in Priority Development Areas (PDAs) or in Transit Priority Areas (TPAs) to qualify for the incentive;
4. Preserved units must be either:
  - a. Multi-family units that receive governmental assistance consistent with the funding sources in Government Code Section 65863.10(a)(3) that are identified as “very-high risk” or “high risk” of converting to market-rate rents by the California Housing Partnership Corporation (CHPC) or,
  - b. The acquisition/preservation of existing unrestricted multi-family affordable housing units upon which restrictions are newly placed;
5. A preserved unit that has deed restrictions for at least 55 years will be counted as one HIP unit. Units with deed restrictions for a shorter duration will receive a pro-rated share of one unit based on the 55-year standard;
6. All new units must be deed restricted;
7. To be eligible for the HIP program, jurisdictions must be compliant with state housing laws related to Surplus Lands, Accessory Dwelling Units, Density Bonuses, and Housing Element by the end of December, 2022. Compliance with the Housing Element will be determined by the California Department of Housing and Community Development. Jurisdictions must certify by council or board resolution that they are compliant with the other three laws.

### Funding Distribution:

Five million dollars will be set aside from funds available for the HIP to pilot a competitive program to help finance eligible infrastructure that will support affordable housing projects in Priority Development Areas and Transit Priority Areas. The county Congestion Management Agencies will work with cities and developers to identify candidate projects. MTC/ABAG staff will develop guidelines for this pilot program;

Remaining HIP funds will be distributed to the 15 jurisdictions with the greatest number of total HIP units within the eligible time period. Funds will be distributed among the top 15 jurisdictions on a per unit basis. MTC/ABAG staff will alert County Transportation Agencies (CTAs) of grant awards to jurisdictions in their counties and encourage jurisdictions to coordinate with their respective CTA on projects to receive HIP funds.

### **HIP \$5 Million Set-Aside Eligibility and Programming Guidelines**

The following framework will guide the distribution of the \$5 million set-aside from the HIP program. The set-aside is intended to help finance eligible infrastructure that will support affordable housing projects in Priority Development Areas (PDAs) and Transit Priority Areas (TPAs).

#### Funding Distribution:

1. Funds will be apportioned \$4 million to the Solano Transportation Authority (STA) and \$1 million for the other North Bay counties (Marin, Napa, and Sonoma) to be distributed after evaluation of proposals from the County Transportation Agencies (CTAs) in those counties for eligible projects, due to MTC by May 1, 2020.
2. Eligible counties will be responsible for developing county-specific guidelines, managing a call for projects, and submitting project recommendations to MTC that are consistent with these guidelines.

#### Project Eligibility:

1. Project must be a transportation investment directed within or connected directly to a PDA or TPA.
2. Project must meet the eligibility guidelines for the OBAG 2 County Program.
3. Project must be able to obligate funds by the end of FY2022, consistent with OBAG 2.
4. Project must be eligible for Federal Surface Transportation Block Grant/ Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funding.
5. The minimum grant size to be awarded is \$250,000.

Jurisdiction Eligibility: Project sponsors for selected transportation projects must be compliant with OBAG 2 County Program policies (Housing Element annual reporting, Surplus Lands Act, Complete Streets Requirements, etc.)

Date: November 18, 2015  
W.I.: 1512  
Referred by: PAC  
Revised: 07/27/16-C 10/26/16-C 12/21/16-C  
03/22/17-C 04/26/17-C 05/24/17-C  
06/28/17-C 07/26/17-C 09/27/17-C  
10/25/17-C 11/15/17-C 12/20/17-C  
01/24/18-C 02/28/18-C 03/28/18-C  
04/25/18-C 05/23/18-C 06/27/18-C  
07/25/18-C 09/26/18-C 11/28/18-C  
12/19/18-C 01/23/19-C 02/27/19-C  
03/27/19-C 06/26/19-C 07/24/19-C  
09/25/19-C 10/23/19-C

### ABSTRACT

#### Resolution No. 4202, Revised

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

The resolution includes the following attachments:

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 3

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

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

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



## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 6

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

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

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

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

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

On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other

## ABSTRACT

MTC Resolution No. 4202, Revised

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regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the \$300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect \$9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect \$625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect \$2 million from the Detection Technology Pilot project and \$1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional \$3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect \$1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect \$3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect \$1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program \$1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 9

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, and October 9, 2019.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

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

## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

October 2019

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

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

05/23/18-C 06/27/18-C 07/25/18-C 11/28/18-C 12/19/18-C 02/27/19-C

03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$483,825,151</b>	<b>\$25,979,849</b>
<b>1. REGIONAL PLANNING ACTIVITIES</b>				
Regional Planning	Regionwide	MTC	\$9,555,000	
<b>1. REGIONAL PLANNING ACTIVITIES</b>		<b>TOTAL:</b>	<b>\$9,555,000</b>	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>				
Pavement Management Program	Regionwide	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000	
<b>2. PAVEMENT MANAGEMENT PROGRAM</b>		<b>TOTAL:</b>	<b>\$9,250,000</b>	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>				
PDA Planning and Implementation				
PDA Implementation	Regionwide	MTC	\$2,000,000	
PDA Supportive Studies	Regionwide	MTC	\$500,000	
PDA Planning				
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	Alameda	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	Contra Costa	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	Contra Costa	MTC	\$140,000	
San Rafael: Downtown Precise Plan	Marin	MTC	\$500,000	
San Francisco: HUB Area EIR	San Francisco	MTC	\$500,000	
San Francisco: Transit Corridors Study	San Francisco	MTC	\$500,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	Santa Clara	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	Santa Clara	MTC	\$500,000	
Vacaville: Downtown Specific Plan	Solano	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	Sonoma	MTC	\$800,000	
Staffing Assistance				
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	Alameda	MTC	\$180,000	
Fremont: SB743 Implementation	Alameda	MTC	\$150,000	
Hayward: SB743 Implementation	Alameda	MTC	\$150,000	
Oakland: ADU Initiative	Alameda	MTC	\$200,000	
Oakland: Innovative Construction Initiative	Alameda	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	Contra Costa	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	Contra Costa	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	Contra Costa	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	Santa Clara	MTC	\$200,000	
Windsor: Parking Management and Pricing	Sonoma	MTC	\$35,000	
Technical Assistance				
Emeryville: Developing the Highest and Best Use of the Public Curb	Alameda	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	Alameda	MTC	\$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	San Francisco	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	San Francisco	MTC	\$65,000	
Belmont: Transportation Demand Management Program	San Mateo	MTC	\$65,000	
<b>BART AB2329 Implementation</b>	<b>Various</b>	<b>BART</b>	<b>\$1,000,000</b>	
Unprogrammed balance	Regionwide	MTC	<b>\$7,862,000</b>	
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	Alameda	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	Contra Costa	MTC	\$215,000	
TAM: Community-Based Transportation Plans	Marin	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	Napa	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	San Francisco	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	San Mateo	MTC	\$120,000	
VTAs: Community-Based Transportation Plans	Santa Clara	MTC	\$300,000	
STA: Community-Based Transportation Plans	Solano	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	Sonoma	MTC	\$110,000	
CBTP Program Evaluation	Regionwide	MTC	\$35,000	
<b>3. PDA PLANNING &amp; IMPLEMENTATION</b>		<b>TOTAL:</b>	<b>\$20,000,000</b>	
<b>4. CLIMATE INITIATIVES</b>				
Climate Initiatives			\$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	Regionwide	BAAQMD	\$10,000,000	
Carsharing Implementation	Regionwide	MTC	\$800,000	
Targeted Transportation Alternatives	Regionwide	MTC	\$325,000	
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	Marin	San Rafael	\$1,000,000	
<b>4. CLIMATE INITIATIVES</b>		<b>TOTAL:</b>	<b>\$24,417,000</b>	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>				
Active Operational Management				
AOM Implementation	Regionwide	MTC	\$23,737,000	
Bay Area 511 Traveler Information				
511 Next Gen	Regionwide	MTC	\$26,148,000	
511 Implementation	Regionwide	MTC	\$7,450,000	
Rideshare				



## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

October 2019

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

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

05/23/18-C 06/27/18-C 07/25/18-C 11/28/18-C 12/19/18-C 02/27/19-C

03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$483,825,151</b>	<b>\$25,979,849</b>
Rideshare Implementation	Regionwide	MTC	\$720,000	
Carpool Program	Regionwide	MTC	\$7,280,000	
Vanpool Program	Regionwide	MTC	\$2,000,000	
Commuter Benefits Implementation	Regionwide	MTC	\$674,000	
Commuter Benefits Program	Regionwide	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	Napa	MTC/NVTA		\$1,100,000
<b>Bay Bridge Forward</b>				
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000	
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000	
<b>Dumbarton Forward</b>				
SR 84 (US 101 to I-880) Dumbarton Forward	Alameda/San Mateo	MTC	\$4,375,000	
<b>Richmond-San Rafael Bridge Forward</b>				
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Contra Costa	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	Contra Costa	MTC		\$1,160,000
<b>Columbus Day Initiative (CDI)</b>				
Freeway Performance Program	Regionwide	MTC	\$19,240,000	
FPP: I-880 (I-80 to I-280)	Alameda/Santa Clara	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	Alameda	MTC	\$625,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	Contra Costa	MTC	\$10,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	SM / SCL	MTC	\$3,000,000	
FPP: I-80 Central Ave Interchange Improvements	Contra Costa	Richmond	\$2,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	Regionwide	MTC	\$5,000,000	
<b>Innovative Deployments for Enhanced Arterials (IDEA)</b>				
IDEA Technical Assistance	Various	MTC	\$1,532,000	
<b>IDEA Category 1</b>				
AC Transit: Dumbarton Express Route (SR84)	Various	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	Alameda	MTC	\$276,000	
Hayward: Various Locations	Alameda	MTC	\$302,000	
Oakland: Bancroft Ave	Alameda	MTC	\$310,000	
Pleasanton: Various Locations	Alameda	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	Alameda	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	Contra Costa	MTC	\$563,000	
San Rafael: Downtown San Rafael	Marin	MTC	\$830,000	
South San Francisco: Various Locations	San Mateo	MTC	\$532,000	
San Jose: Citywide	Santa Clara	MTC	\$1,400,000	
<b>IDEA Category 2</b>				
LAVTA/Dublin: Citywide	Alameda	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	Alameda	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	Contra Costa	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	Contra Costa	MTC		\$621,000
Los Gatos: Los Gatos Blvd	Santa Clara	MTC	\$700,000	
VTa: Veterans Admin. Palo Alto Medical Center	Santa Clara	VTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	Regionwide	MTC	\$2,500,000	
Shared Use Mobility	Regionwide	MTC	\$2,500,000	
<b>Connected Bay Area</b>				
TMS Implementation	Regionwide	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	Regionwide	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	Various	MTC	\$11,940,000	
<b>InterConnect Bay Area Program Detection Technology Pilot</b>	Regionwide	MTC	\$3,000,000	
<b>Incident Management</b>				
Incident Management Implementation	Regionwide	MTC	\$4,160,000	
I-880 ICM Northern	Alameda	MTC	\$6,200,000	
I-880 ICM Central	Alameda	MTC	\$2,640,000	
Unprogrammed Balance	TBD	TBD	\$380,000	
<b>5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT</b>			<b>TOTAL: \$173,000,000</b>	<b>\$4,000,000</b>
<b>6. TRANSIT PRIORITIES</b>				
BART Car Replacement/Expansion	Various	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	SF/Marin	GGBH&TD	\$36,220,151	\$3,779,849
Clipper	Regionwide	MTC	\$34,200,000	
Unprogrammed Balance			\$15,283,000	
<b>6. TRANSIT PRIORITIES</b>			<b>TOTAL: \$185,503,151</b>	<b>\$3,779,849</b>
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>Regional Peninsula, Southern and Eastern Counties PCA Program</b>				
Peninsula, Southern and Eastern Counties PCA (Fund Exchange)	TBD	MTC/CCC		\$8,170,000
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	Regionwide	MTC/GreenInfo Network		\$30,000

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**October 2019**

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

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

**OBAG 2 Regional Programs Project List**

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>\$483,825,151</b>	<b>\$25,979,849</b>
<b>Local North Bay PCA Program</b>				
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Parad	Marin	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehabilitation	Marin	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition)	Marin	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Improvements)	Marin	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	Marin	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	Napa	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma	Sonoma County	\$770,000	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>			<b>TOTAL:</b>	<b>\$8,200,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Housing Incentive Pool	TBD	TBD	<b>\$25,000,000</b>	
<b>Sub-HIP Pilot Program</b>				
<b>Solano County projects - TBD</b>	<b>TBD</b>	<b>TBD</b>	<b>\$4,000,000</b>	
<b>Other North Bay County projects - TBD</b>	<b>TBD</b>	<b>TBD</b>	<b>\$1,000,000</b>	
<b>8. BAY AREA HOUSING INITIATIVES</b>			<b>TOTAL:</b>	<b>\$30,000,000</b>
<b>9. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>				
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	Contra Costa	CCTA/MTC	\$4,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	Sonoma	SCTA	\$15,400,000	
Novato: Pavement Rehab (for Downtown Novato SMART Station)	Marin	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	Marin	TAM	\$1,120,000	
San Rafael: Grand Ave Bridge	Marin	San Rafael	\$763,000	
US 101 Marin-Sonoma Narrows	Marin	TAM	\$2,000,000	
<b>9. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>			<b>TOTAL:</b>	<b>\$23,900,000</b>
<b>OBAG 2 REGIONAL PROGRAMS</b>			<b>TOTAL:</b>	<b>\$483,825,151</b>
				<b>\$25,979,849</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 #:** 19-1108      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 9/19/2019      **In control:** Metropolitan Transportation Commission  
**On agenda:** 10/23/2019      **Final action:**  
**Title:** Mega Transportation Revenue Initiatives

A presentation of the FASTER Bay Area proposal (<<https://fasterbayarea.org/>>).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

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

Mega Transportation Revenue Initiatives

*A presentation of the FASTER Bay Area proposal ([<https://fasterbayarea.org/>](https://fasterbayarea.org/)).*

**Presenter:**

Initiative Proponents

**Recommended Action:**

Information