



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Programming and Allocations Committee

#### *Committee Members:*

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

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

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Wednesday, November 13, 2019

9:40 AM

Board Room - 1st Floor

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

#### 1. Roll Call / Confirm Quorum

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

#### 2. Consent Calendar

- 2a. [19-1143](#) Minutes of the October 9, 2019 meeting
- Action: Committee Approval
- Attachments: [2a\\_10-09-2019\\_Prog&Allocations\\_Draft\\_Minutes.pdf](#)
- 2b. [19-1169](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant Program (OBAG 2) within the Contra Costa County Program.
- Action: Commission Approval
- Presenter: Mallory Atkinson
- Attachments: [2b\\_Reso-4202\\_CCCTA\\_OBAG2\\_Revisions.pdf](#)
- 2c. [19-1163](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-25.
- Action: Commission Approval
- Presenter: Adam Crenshaw
- Attachments: [2c\\_Reso-4375\\_TIP\\_Amendment\\_2019-25.pdf](#)

- 2d.**     [19-1168](#)     MTC Resolution Nos. 4380, Revised and 4381, Revised. Allocation of \$9.9 million in Transportation Development Act (TDA) funds to Fairfield and VTA and \$5 million in State Transit Assistance (STA) to various operators in support of transit operations and capital projects.
- Action:**             Commission Approval
- Presenter:**       Cheryl Chi
- Attachments:**     [2d Resos-4380-4381 Fairfield and VTA Allocations.pdf](#)
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- 2e.**     [19-1178](#)     Short Range Transit Plan Funding Request. Short Range Transit Plan (SRTP) Funding Recommendations for FY2019-20.
- Action:**             Commission Approval
- Presenter:**       Christina Hohorst
- Attachments:**     [2e Short Range Transit Plan Funding Request.pdf](#)
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- 2f.**     [19-1165](#)     Regional Measure 2 (RM2) Capital Program: Semi-Annual Update
- Action:**             Information
- Presenter:**       Anne Spevack
- Attachments:**     [2f RM2 Capital Program Semi-Annual Update.pdf](#)
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- 2g.**     [19-1177](#)     Regional Measure 2 (RM2) Operating Performance Update for FY2018-19.
- Action:**             Information
- Presenter:**       Christina Hohorst
- Attachments:**     [2g RM2 Operating Program Update.pdf](#)
- 
- 3. Federal**
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- 3a.**     [19-1170](#)     MTC Resolution Nos. 3989, Revised and 4202, Revised. Revisions to the MTC Exchange Program and the One Bay Area Grant Program (OBAG 2) to program \$6 million within the Priority Conservation Area (PCA) Grant Program.
- Proposed program of projects for the competitive portion of the PCA Grant Program for projects located within Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties.
- Action:**             Commission Approval
- Presenter:**       Mallory Atkinson
- Attachments:**     [3a Resos-3989-4202 OBAG2 PCA Grant Program.pdf](#)

#### 4. State

- 4a. [19-1048](#) Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations and MTC Resolution No. 4130, Revised

Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, Local Partnership, and Transit and Intercity Rail Capital Programs; and Revision to MTC's Cap and Trade Framework (MTC Resolution No. 4130, Revised).

**Action:** Commission Approval

**Presenter:** Kenneth Kao

**Attachments:** [4a Reso-4130 SB1 Approach-Principles.pdf](#)

#### 5. Regional

- 5a. [19-1171](#) MTC Resolution No. 4399. Interregional Project Funding and Coordination Policy

Proposed adoption of a policy instructing use of regional discretionary funds on projects crossing beyond MTC's jurisdictional boundary.

**Action:** Commission Approval

**Presenter:** Kenneth Kao

**Attachments:** [5a Reso-4399 Interregional Project Funding Coordination Policy.pdf](#)

- 5b. [19-1179](#) Transportation Development Act (TDA) Triennial Audit report for FY2018-19.

A presentation of the findings from TDA Triennial Performance Audits of San Francisco Municipal Transportation Agency; Santa Clara Valley Transportation Authority; Fairfield and Suisun Transit; Livermore-Amador Valley Transportation Authority; and City of Union City Transit.

**Action:** Information

**Presenter:** Christina Hohorst

**Attachments:** [5b TDA Triennial Audit Update.pdf](#)

## 6. Information

### 6a. [19-1010](#) California Transportation Commission (CTC) Update

Update on the October 9, 2019 CTC meeting.

**Action:** Information

**Presenter:** Kenneth Kao

**Attachments:** [6a CTC Update.pdf](#)

## 7. Public Comment / Other Business

## 8. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on December 11, 2019 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.



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

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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1143      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 9/27/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 11/13/2019      **Final action:**  
**Title:** Minutes of the October 9, 2019 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_10-09-2019\\_Prog&Allocations\\_Draft\\_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the October 9, 2019 meeting

**Recommended Action:**  
Committee Approval



# Metropolitan Transportation Commission Meeting Minutes

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

## Programming and Allocations Committee

### *Committee Members:*

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

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

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Wednesday, October 9, 2019

9:40 AM

Board Room - 1st Floor

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### Call Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover,  
Commissioner Ronen, Commissioner Schaaf, and Commissioner Worth

**Absent:** 2 - Chair Josefowitz, and Commissioner Papan

Non-Voting Member Absent: Commissioner Tavares

Ex Officio Voting Members Present: Commission Chair Haggerty and Commission Vice Chair Pedroza

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

#### 2. Consent Calendar

Approval of the Consent Calendar

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

**Aye:** 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover,  
Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

**Absent:** 2 - Chair Josefowitz and Commissioner Papan

**2a.**     [19-1008](#)     Minutes of the September 4, 2019 meeting

**Action:** Committee Approval

**2b.**     [19-0152](#)     Quarterly Report of Executive Director Delegated Authority actions

**Action:** Information

**Presenter:** Cheryl Chi

- 2c.**     [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
- Presenter:**   Mallory Atkinson
- 
- 2d.**     [19-1011](#)     MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-23.
- Action:**   Commission Approval
- Presenter:**   Adam Crenshaw
- 
- 2e.**     [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
- Presenter:**   Cheryl Chi
- 
- 2f.**     [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
- Presenter:**   Drennen Shelton
- 
- 2g.**     [19-1050](#)     Priority Development Area (PDA) / One Bay Area Grant Program (OBAG) Assessment. Proposed approach and work scope for the combined PDA and OBAG Assessment. The assessment seeks to better understand successes and challenges of PDA implementation and how best to support PDAs in the next cycle of OBAG (OBAG 3).
- Action:**   Information
- Presenter:**   Mallory Atkinson and Mark Shorett

## 3. Regional

- 3a. [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

**Presenter:** William Bacon (and Michael Eiseman, BART)

Ian Griffiths of Seamless Bay Area was called to speak.

Roland Lebrun was called to speak.

**At the request of Vice Chair Dutra-Vernaci, the Committee continued MTC Resolution No. 3815, Revised - the reallocation of \$599,839 in RM2 funds to MTC for the Business Case for the Transit Fare Integration Project to the Commission for further discussion and approval.**

- 3b. [19-1140](#) Regional Measure 3: Preserving RM3 Eligibility for Sponsors Awarding Contracts.

Request for the MTC Executive Director, or designee to send upon request, letters to Regional Measure 3 (RM3) project sponsors clarifying that awarding contracts prior to allocation does not preclude future RM3 eligibility. Approval to actually use future RM3 funds would still require further Commission action.

**Action:** Committee Approval

**Presenter:** Craig Bosman

**Upon the motion by Commissioner Bruins and the second by Commissioner Schaaf, the Committee unanimously approved the Regional Measure 3: Preserving RM3 Eligibility for Sponsors Awarding Contracts. The motion carried by the following vote:**

**Aye:** 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

**Absent:** 2 - Chair Josefowitz and Commissioner Papan

## 4. Federal

- 4a. [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

**Presenter:** Theresa Romell and Therese Trivedi

**Upon the motion by Commissioner Bruins and the second by Commissioner Worth, the Committee unanimously approved the referral of MTC Resolution Nos. 4348, Revised and 4202, Revised to the Commission for approval. The motion carried by the following vote:**

**Aye:** 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Commissioner Ronen, Commissioner Schaaf and Commissioner Worth

**Absent:** 2 - Chair Josefowitz and Commissioner Papan

## 5. Public Comment / Other Business

Roland Lebrun was called to speak.

## 6. Adjournment / Next Meeting

**The next meeting of the Programming and Allocations Committee will be held on November 13, 2019 at 9:40 a.m. 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)

**File #:** 19-1169      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Consent  
**File created:** 10/3/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 11/13/2019      **Final action:**  
**Title:** MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant Program (OBAG 2) within the Contra Costa County Program.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b Reso-4202 CCCTA OBAG2 Revisions.pdf](#)

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

MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant Program (OBAG 2) within the Contra Costa County Program.

### Presenter:

Mallory Atkinson

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 2b

## MTC Resolution No. 4202, Revised

**Subject:** Revisions to the One Bay Area Grant 2 Program (OBAG 2) within the Contra Costa County 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 county program.

### Contra Costa County

At the request of the Contra Costa Transportation Authority (CCTA):

- Redirect \$1,025,000 from Brentwood's Various Streets and Roads Rehabilitation project to Pittsburg's Pavement Improvements project as part of a fund exchange agreement between the two cities. The total amount programmed on Brentwood's project would be reduced to \$628,000. The total programmed amount to Pittsburg's project would be increased to \$2,410,000. The scope of work for each project will be modified to reflect the new programmed amounts.
- Redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project, as the Market Street project has been completed with local funds.
- Revise the name of Walnut Creek's Ygnacio Valley & Oak Grove Road Rehabilitation to Ygnacio Valley Road Rehabilitation, as the Oak Grove Road portion of the project has been completed with local funds.

**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 3a 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 3a to this packet.



Therese W. McMillan





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1163      **Version:** 1      **Name:**

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

**File created:** 10/3/2019      **In control:** Programming and Allocations Committee

**On agenda:** 11/13/2019      **Final action:**

**Title:** MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-25.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2c Reso-4375 TIP Amendment 2019-25.pdf](#)

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

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-25.

### Presenter:

Adam Crenshaw

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 2c

## MTC Resolution Nos. 4375, Revised

**Subject:** 2019 Transportation Improvement Program (TIP) Amendment 2019-25.

**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 2019-25 makes revisions to 17 projects with a net funding increase of approximately \$204 million. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Golden Gate Ferry: New Vessel project to reflect the award of \$5.9 million in FTA Passenger Ferry Grant Program funds;
- Adds two new exempt projects funded through Santa Clara County's Measure B sales tax program;
- Updates three individually-listed Highway Bridge Program (HBP) funded projects and combines six formerly individually-listed HBP projects into the HBP grouped listing based on the latest information from Caltrans;
- Updates the Caltrans-managed Section 130/Railroad-Highway Crossing grouped listing;
- Archives two projects as the funds have been obligated; and
- Deletes one project as the funding has been redirected.

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 2019-25; and  
MTC Resolution No. 4375, Revised



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Therese W. McMillan

**TIP Revision Summary  
2019-25**

**ATTACHMENT 1**

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
<b>System: Local Road</b>					
MRN110032	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	Update the funding plan to reprogram \$646K in PE HBP and \$84K in Local from FY19 to FY20, \$1.1M in ROW HBP and \$143K in ROW Local from FY22 to FY23 and \$3.6M in CON HBP and \$468K in CON Local from FY23 to FY24; add \$511K in CON HBP and \$66K in CON Local	\$576,800	10.3%
MRN110035	Marin County	Mountain View Rd Bridge Replacement - 27C0154	Update the funding plan to reprogram \$73K in ROW HBP from FY22 to FY20 and \$2.2M in CON HBP from FY23 to FY21	\$0	0.0%
NAP110027	Napa County	Loma Vista Dr Bridge Replacement - 21C0080	Update the funding plan to reprogram \$200K in ROW HBP from FY23 to FY22	\$0	0.0%
SCL170036	Campbell	Eden Avenue Sidewalk Improvements	Archive project as funds have been obligated and project is nearing completion	\$0	0.0%
SCL170058	Gilroy	Downtown Monterey Road Rehabilitation	Archive project as funds have been obligated and project is nearing completion	\$0	0.0%
SON070026	Sonoma County	Rehab King Ridge Bridge over Austin Crk 20C0433	Combine this project into the Highway Bridge Program grouped listing as the regional Air Quality Conformity Task Force determined that this type of project is exempt from regional air quality conformity and is now eligible to be included in such a listing	-\$6,105,347	-100.0%
SON090001	Sonoma County	Replace Geysers Rd Bridge over Sulpher Crk 20C0005	Combine this project into the Highway Bridge Program grouped listing as the regional Air Quality Conformity Task Force determined that this type of project is exempt from regional air quality conformity and is now eligible to be included in such a listing	-\$8,075,351	-100.0%
SON090025	Sonoma County	Replace Chalk Hill Bridge over Maacama Crk 20C0242	Combine this project into the Highway Bridge Program grouped listing as the regional Air Quality Conformity Task Force determined that this type of project is exempt from regional air quality conformity and is now eligible to be included in such a listing	-\$16,027,529	-100.0%
SON090026	Sonoma County	Replace Lambert Bridge over Dry Creek 20C0248	Combine this project into the Highway Bridge Program grouped listing as the regional Air Quality Conformity Task Force determined that this type of project is exempt from regional air quality conformity and is now eligible to be included in such a listing	-\$7,403,750	-100.0%
SON090027	Sonoma County	Replace W Dry Creek Rd Bridge over Pena Ck 20C0407	Combine this project into the Highway Bridge Program grouped listing as the regional Air Quality Conformity Task Force determined that this type of project is exempt from regional air quality conformity and is now eligible to be included in such a listing	-\$5,090,000	-100.0%
SON110026	Sonoma County	Replace Freestone Flat Bridge over Salmon 20C0440	Combine this project into the Highway Bridge Program grouped listing as the regional Air Quality Conformity Task Force determined that this type of project is exempt from regional air quality conformity and is now eligible to be included in such a listing	-\$4,112,500	-100.0%
VAR170012	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	Update the funding plan and back-up listing to reflect the latest information from Caltrans including adding \$19M in HBP funds and combining six individually-listed projects into this group listing along with \$42M in additional HBP from these projects	\$61,837,844	8.1%

**System: State Highway**



# TIP Revision Summary 2019-25

# ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL190031	Santa Clara Valley Transportation Authority (VTA)	Santa Clara Countywide Noise Abatement Program	Amend a new exempt project into the TIP with \$35.6M in Sales Tax funds	\$36,000,000	~%
VAR170017	Caltrans	GL: Railroad-Highway Crossing	Update the funding plan and back-up listing to reflect the latest information from Caltrans including the addition of \$3.7M in Section 130/Grade Crossing funds	\$3,749,325	28.7%
<b>System: Transit</b>					
CC-170052	Eastern Contra Costa Transit Authority (Tri Delta)	TriDelta Clipper 2 Digital Communication Equipment	Update the funding plan to remove \$989K in CON 5339 and \$247K in TDA funds and delete the project as the funds will be reprogrammed to the Oakley Park and Ride project through a future amendment	-\$1,236,550	-100.0%
MRN190001	Golden Gate Bridge, Highway and Transit District	Golden Gate Ferry: New Vessel	Update the funding plan to change the source for \$8M from RTP-LRP to \$818K in LCTOP, \$1.3M in STA, and \$5.9M in FTA Passenger Ferry Grant Program funds and update the project description to increase size of vessel from 450 to 500 passengers	\$0	0.0%
SCL190032	Mountain View	Rengstorff Grade Separation	Amend a new exempt project into the TIP with \$18.9M in TIF/Business License funds and \$131.5M in Sales Tax funds	\$150,350,000	~%
Total Funding Change:				\$204,462,942	

## TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$696,325,926	\$6,449,576	\$0	\$172,823,955	\$875,599,457	\$270,447,413
Proposed:	\$715,543,022	\$7,252,359	\$0	\$357,267,018	\$1,080,062,399	\$598,771,222
Delta:	\$19,217,096	\$802,783	\$0	\$184,443,063	\$204,462,942	\$328,323,809

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  
 11/20/19-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, October 9, 2019, and November 13, 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	9/10/2019
2019-19	Admin. Mod.	34	-\$6,469,315	10/7/2019	10/7/2019
2019-20	Admin. Mod.	Pending	Pending	Pending	Pending
2019-21	Amendment	15	\$-141,949,908	9/25/2019	10/18/2019
2019-22	Admin. Mod.	Pending	Pending	Pending	Pending
2019-23	Amendment	6	\$185,014,158	10/23/2019	Pending
2019-24	Admin. Mod.	Pending	Pending	Pending	Pending
2019-25	Amendment	17	\$204,462,942	11/20/2019	Pending
Net Funding Change		369	\$1,411,609,932		
Absolute Funding Change			\$1,832,464,784		

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

  
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Jake Mackenzie, Chair

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

Date: September 26, 2018  
W.I.: 1512  
Referred by: PAC  
Revised: 12/19/18-C 01/23/19-C  
02/27/19-C 03/27/19-C  
04/24/19-C 05/22/19-C  
06/26/19-C 07/24/19-C  
09/25/19-C 10/23/19-C  
11/20/19-C

Attachment B  
Resolution No. 4375, Revised  
Page 1 of 10

## 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 received on September 6, 2019, and final federal approval was received on September 10, 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** is an administrative modification that revises 34 projects with a net funding decrease of approximately \$6.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 7, 2019. Among other changes, this revision:

- Updates the funding plans of 29 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 of the Alameda CTC's 7<sup>th</sup> Street Grade Separation East project to reflect the award of \$175 million in SB1 Trade Corridor Enhancement Program (TCEP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) group-listing to reflect the latest information from Caltrans including the addition of \$35,990 in HSIP funds; and
- Updates the funding plans of two projects to reflect the latest programming decisions in the Transit Capital Priorities Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$175 million in TCEP funds and \$35,990 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-19, 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 2019-20** is a pending administrative modification.

**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 was received on October 7, 2019, and final federal approval was received on October 18, 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.

**Revision 2019-24** is a pending administrative modification.

**Revision 2019-25** is an amendment that revises 17 projects with a net funding increase of approximately \$204 million. The revision was referred by the Programming and Allocations Committee on November 13, 2019, and approved by the MTC Commission on November 20, 2019. Caltrans approval is expected in late December 2019, and final federal approval is expected in mid-January 2020. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Golden Gate Ferry: New Vessel project to reflect the award of \$5.9 million in FTA Passenger Ferry Grant Program funds;
- Adds two new exempt projects funded through Santa Clara County's Measure B sales tax program;
- Updates three individually-listed Highway Bridge Program (HBP) funded projects and combines six formerly individually-listed HBP projects into the HBP grouped listing based on the latest information from Caltrans;
- Updates the Caltrans-managed Section 130/Railroad-Highway Crossing grouped listing;
- Archives two projects as the funds have been obligated; and
- Deletes one project as the funding has been redirected.

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	19-1168	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>		Consent	
<b>File created:</b>	10/3/2019	<b>In control:</b>		Programming and Allocations Committee	
<b>On agenda:</b>	11/13/2019	<b>Final action:</b>			
<b>Title:</b>	MTC Resolution Nos. 4380, Revised and 4381, Revised. Allocation of \$9.9 million in Transportation Development Act (TDA) funds to Fairfield and VTA and \$5 million in State Transit Assistance (STA) to various operators in support of transit operations and capital projects.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">2d_Resos-4380-4381_Fairfield and VTA_Allocations.pdf</a>				

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

MTC Resolution Nos. 4380, Revised and 4381, Revised. Allocation of \$9.9 million in Transportation Development Act (TDA) funds to Fairfield and VTA and \$5 million in State Transit Assistance (STA) to various operators in support of transit operations and capital projects.

### Presenter:

Cheryl Chi

### Recommended Action:

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 2d

## MTC Resolution Nos. 4380, Revised and 4381, Revised

**Subject:** Allocation of \$9.9 million in Transportation Development Act (TDA) funds to Fairfield and VTA and \$5 million in State Transit Assistance (STA) to various operators in support of transit operations and capital projects.

**Background:** This month's proposed action continues the annual allocation process of TDA and STA funds for FY2019-20.

Transit Operator / Claimant	TDA Resolution No. 4380	STA Resolution No. 4381	Total
<b>Allocations</b>			
AC Transit		\$ 16,596	\$ 16,596
Fairfield	\$ 7,702,644		\$ 7,702,644
ECCTA		\$ 7,071	\$ 7,071
GGBHTD		\$ 1,559,474	\$ 1,559,474
Marin Transit		\$ 1,045,059	\$ 1,045,059
Santa Rosa		\$ 2,102,652	\$ 2,102,652
Sonoma County		\$ 387,964	\$ 387,964
VTA	\$ 2,176,760		\$ 2,176,760
<b>Total</b>	<b>\$ 9,879,404</b>	<b>\$ 5,118,816</b>	<b>\$ 14,998,220</b>
<b>Rescissions</b>			
CCCTA	\$ (47,217)	\$ (533,329)	\$ (580,546)
VTA		\$ (600,000)	\$ (600,000)
<b>Total</b>	<b>\$ (47,217)</b>	<b>\$ (1,133,329)</b>	<b>\$ (1,180,546)</b>

Fairfield requests \$6.2 million to support transit operations and \$1.5 million to support capital projects. An additional \$2.4 million will be allocated to Fairfield in support of operations through Delegated Authority. TDA, STA, and Regional Measure 2 (RM2) comprise 74% of Fairfield's \$11.8 million operating budget. Their total budget is unchanged from the previous year. Fixed route ridership is expected to be flat with funding for minor service changes while paratransit ridership is expected to grow slightly with funding for small service increases. Other TDA allocations include the allocation of \$2.2 million to Santa Clara Valley Transportation Authority (VTA) as a result of higher carryover from FY2018-19 and a small reduction to CCCTA's TDA Article 4.5 allocation due to lower than expected revenue last fiscal year.

**Issues:** Changes to the STA program including the addition of Senate Bill 1 revenue have necessitated more frequent adjustments by the State in its estimate of overall revenue for the year. In the past, STA revenue projections for the current year were only updated by the State in May. This fiscal year and going forward, staff expect that the revenue projections will also be updated in August when the State Controller publishes its revenue estimate for the coming fiscal year. Last fiscal



year was also the first year that the STA Population-based program changed to a Block Grant formula. STA County Block Grant funds are distributed to operators in each county based on programming by their respective County Transportation Agency.

Since each county block grant is a shared apportionment among multiple operators, allocations of agreed upon shares can be challenging when revenue levels are very different than estimated originally. Therefore, adjustments must be made to FY2019-20 allocations and a total of \$5 million will be allocated and \$1.1 million will be rescinded through this action. In the future, allocation of STA Block Grant funds to operators who file claims for STA funds early in the fiscal year will likely be held until late Fall to ensure proper calculation of allocations and avoid adjustments.

**Recommendation:** Refer MTC Resolution Nos. 4380, Revised and 4381, Revised to the Commission for approval.

**Attachments:** MTC Resolution Nos. 4380, Revised and 4381, Revised



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Therese W. McMillan

Date: June 26, 2019  
W.I.: 1514  
Referred by: PAC  
Revised: 07/24/19-C 09/25/19-C  
10/23/19-C 11/20/19-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 Authority (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.

This resolution was revised on November 20, 2019 to allocate funds to Fairfield and VTA and rescind funds from CCCTA.

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, October 9, 2019, and November 13, 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

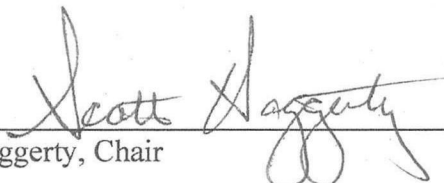
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

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.

Date: June 26, 2019  
 Referred by: PAC  
 Revised: 07/24/19-C 09/25/19-C  
 10/23/19-C 11/20/19-C

Attachment A  
 MTC Resolution No. 4380  
 Page 1 of 2

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	
VTA	Paratransit Operations	108,838	01	11/20/19	Santa Clara County	
CCCTA	Paratransit Operations	(47,217)	02	11/20/19	Contra Costa County	
	<b>Subtotal</b>	<b>10,924,469</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	
Fairfield	Transit Operations	4,039,738	27	11/20/19	Fairfield	
Fairfield	Transit Operations	1,038,983	27	11/20/19	Suisun City	
VTA	Transit Operations	2,067,922	03	11/20/19	VTA	
	<b>Subtotal</b>	<b>323,980,816</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	
Fairfield	Transit Capital	1,512,898	28	11/20/19	Fairfield	
	<b>Subtotal</b>	<b>6,573,727</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>			

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

Fairfield	Transit Operations	897,507	29	11/20/19	Fairfield
Fairfield	Transit Operations	213,518	29	11/20/19	Suisun City
<b>Subtotal</b>		<b>1,111,025</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 346,237,209**

**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.

Date: June 26, 2019  
W.I.: 1514  
Referred by: PAC  
Revised: 07/24/19-C 09/25/19-C  
11/20/19-C

## ABSTRACT

### Resolution No. 4381, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2019-20.

This resolution allocates funds to County Connection (CCCTA), MTC, 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), Napa Valley Transportation Authority (NVTA), Solano County Transit (SolTrans), and Solano Transportation Authority.

This resolution was revised on November 20, 2019 to allocate funds to AC Transit, Golden Gate, LAVTA, Marin Transit, Santa Rosa, and Sonoma County, and Tri Delta Transit. Funds are being rescinded from County Connection and VTA.

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 November 13, 2019.

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

Re: Allocation of Fiscal Year 2019-20 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4381

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

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

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

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

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

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2019-20 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 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, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4355, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

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

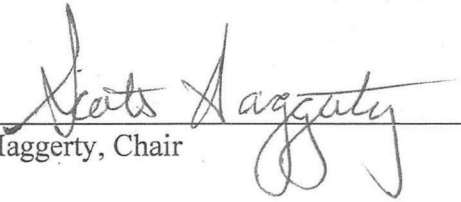
RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
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.

Date: June 26, 2019  
 Referred by: PAC  
 Revised: 07/24/19-C 09/25/19-C  
 11/20/19-C

Attachment A  
 MTC Resolution No. 4381  
 Page 1 of 2

ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS  
 DURING FISCAL YEAR 2019-20

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
<b>5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties</b>					
Soltrans	Transit Operations	1,057,109	16	09/25/19	Solano County
	<b>Subtotal</b>	<b>1,057,109</b>			
<b>5820 - 6730A Operations - Population-based Lifeline</b>					
AC Transit	Cycle 5: Preserve service in CoC	1,109,174	05	07/24/19	Alameda County
	<b>Subtotal</b>	<b>1,109,174</b>			
<b>5820 - 6730A Operating Costs - Revenue-based</b>					
VTA	Transit Operations	32,900,898	01	06/26/19	VTA
AC Transit	Transit Operations	20,253,875	06	07/24/19	AC Transit
WCCTA	Transit Operations	2,601,185	07	07/24/19	BART
SFMTA	Transit Operations	64,970,651	08	07/24/19	SFMTA
ECCTA	Transit Operations	2,802,042	09	07/24/19	BART
GGBHTD	Transit Operations	8,291,789	17	09/25/19	GGBHTD
	<b>Subtotal</b>	<b>131,820,440</b>			
<b>5820 - 6730A Operating Costs - Population-based MTC Regional Coordination</b>					
MTC	Clipper Operations	7,100,000	02	06/26/19	MTC
	<b>Subtotal</b>	<b>7,100,000</b>			
<b>5820 - 6730A Operating Costs - County Block Grant</b>					
CCCTA	Transit Operations	5,513,876	03	06/26/19	Contra Costa County
AC Transit	Transit Operations	5,331,184	10	07/24/19	Alameda County
AC Transit	Transit Operations	1,517,019	11	07/24/19	Contra Costa County
LAVTA	Transit Operations	1,834,900	12	07/24/19	Alameda County
Sonoma County	Transit Operations	2,133,337	13	07/24/19	Sonoma County
ECCTA	Transit Operations	3,167,597	14	07/24/19	Contra Costa County
SFMTA	Transit Operations	1,603,814	15	07/24/19	San Francisco County
NVTA	Transit Operations	1,928,357	18	09/25/19	Napa County
CCCTA	Transit Operations	(533,329)	03	11/20/19	Contra Costa County
AC Transit	Transit Operations	13,209	10	11/20/19	Alameda County
AC Transit	Transit Operations	3,387	11	11/20/19	Contra Costa County
LAVTA	Transit Operations	4,391	12	11/20/19	Alameda County
Sonoma County	Transit Operations	387,964	13	11/20/19	Sonoma County
ECCTA	Transit Operations	7,071	14	11/20/19	Contra Costa County
Marin Transit	Transit Operations	1,045,059	20	11/20/19	Marin County
GGBHTD	Transit Operations	1,559,474	21	11/20/19	Marin County
Santa Rosa	Transit Operations	2,102,652	22	11/20/19	Sonoma County
	<b>Subtotal</b>	<b>27,619,962</b>			

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

VTA	Transit Operations	7,414,416	04	06/26/19	Santa Clara County
VTA	Transit Operations	(600,000)	04	11/20/19	Santa Clara County
	<b>Subtotal</b>	<b>6,814,416</b>			

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

Solano TA	Planning and Admin	1,461,293	19	09/25/19	Solano County
	<b>Subtotal</b>	<b>1,461,293</b>			

<b>TOTAL</b>	<b>176,982,394</b>
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Date: June 26, 2019  
Referred by: PAC

Attachment B  
Resolution No. 4381  
Page 1 of 2

ALLOCATION OF FISCAL YEAR 2019-20 STATE TRANSIT ASSISTANCE FUNDS  
TO CLAIMANTS IN THE MTC REGION

**FINDINGS**

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

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

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





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1178      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 10/3/2019      **In control:** Programming and Allocations Committee

**On agenda:** 11/13/2019      **Final action:**

**Title:** Short Range Transit Plan Funding Request. Short Range Transit Plan (SRTP) Funding Recommendations for FY2019-20.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2e Short Range Transit Plan Funding Request.pdf](#)

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

Short Range Transit Plan Funding Request. Short Range Transit Plan (SRTP) Funding Recommendations for FY2019-20.

### Presenter:

Christina Hohorst

### Recommended Action:

Commission Approval

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**November 13, 2019**

**Agenda Item 2e**

**Short Range Transit Plan Funding Request**

**Subject:** Short Range Transit Plan (SRTP) funding recommendations for FY2019-20.

**Background:** MTC provides Federal Transit Administration Section 5303 funding to transit operators to support the development of SRTPs. These plans assist agencies with operations and capital planning in the interest of meeting federal planning requirements related to the Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) and the Transportation Improvement Program (TIP).

For FY2019-20, staff recommends funding the seven largest operators in the region to produce SRTPs. The amounts recommended for each agency are listed in the table below.

Transit Operator	Funding		Total Contract Amount
	Section 5303 (88.53%)	Local Match (11.47%)	
AC Transit	\$ 45,387	\$ 5,880	\$ 51,267
BART	\$ 45,387	\$ 5,880	\$ 51,267
GGBHTD	\$ 45,387	\$ 5,880	\$ 51,267
SamTrans	\$ 45,387	\$ 5,880	\$ 51,267
PCJPB (Caltrain)	\$ 45,387	\$ 5,880	\$ 51,267
SFMTA	\$ 45,387	\$ 5,880	\$ 51,267
SCVTA	\$ 45,387	\$ 5,880	\$ 51,267
<b>Totals:</b>	<b>\$ 317,709</b>	<b>\$ 41,160</b>	<b>\$ 358,869</b>

These funds are included in the MTC budget for FY2019-20. MTC Resolution No. 4364 provides the guidelines for FY2019-20 SRTPs.

In FY2020-21, staff will request funding for small and medium-sized operators to complete their SRTP's.

**Issues:** None.

**Recommendation:** Authorize staff to enter into Master Agreement Program Supplements with operators based on the funding levels listed above.

**Attachments:** MTC Resolution No. 4364 (information only, no revisions proposed)

  
Therese W. McMillan

Date: February 27, 2019  
W.I.: 1517  
Referred by: PAC

ABSTRACT

MTC Resolution No. 4364

This resolution adopts the Short Range Transit Plan Guidelines for FY 2018-19 and FY2019-20.

Further discussion of these actions is contained in the Programming and Allocations Committee summary sheet dated February 13, 2019.

Date: February 27, 2019  
W.I.: 1517  
Referred by: PAC

RE: Short Range Transit Plan Guidelines

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4364

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the San Francisco Bay Area, charged with carrying out the metropolitan transportation planning and fund programming processes required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, the federal Fixing America's Surface Transportation Act (FAST) requires MPOs to work cooperatively with the state and public transit operators to develop regional transportation plans and Transportation Improvement Programs (TIP) for urbanized areas of the state; and

WHEREAS, MTC has developed, in cooperation with the State, and with public transit operators in the region, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area is annually prepared by MTC, the Association of Bay Area Governments, and the California Department of Transportation; and

WHEREAS, the OWP describes MTC's annual unified work program to achieve the goals and objectives of the Regional Transportation Plan (RTP); and

WHEREAS, in accordance with the goals and objectives of the RTP, MTC's Transportation Improvement Program (TIP) includes funds programmed for projects sponsored by public transit operators in the MTC region; and

WHEREAS, MTC, in cooperation with the FTA Region IX office requires that public transit operators in the MTC region which are FTA grantees prepare and regularly update a Short Range Transit Plan (SRTP) as input to regional transportation planning programming activities; and

WHEREAS, MTC enters into a funding agreement with each public transit operator required to prepare and update an SRTP; and

WHEREAS, MTC desires to promulgate detailed SRTP guidelines that more precisely explain the scope of work included in the SRTP funding agreement, and which are in accord with and supportive of the planning, fund programming and policy requirements of MTC's Transit Capital Priorities Process and Criteria, the TIP and the RTP; now, therefore, be it

RESOLVED, that MTC does hereby adopt the "Short Range Transit Plan Guidelines," attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

  
Chair

The above resolution was adopted by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in San Francisco, California on February 27, 2019

## **METROPOLITAN TRANSPORTATION COMMISSION SHORT RANGE TRANSIT PLAN GUIDELINES**

### **BASIS OF THE SRTP REQUIREMENT**

Federal statutes require that the Metropolitan Transportation Commission (MTC), in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC.

Transit operators are required by MTC to prepare an SRTP every four years in order to remain eligible to receive federal funding. MTC requires that operators prepare an SRTP on a two year cycle, alternating years between large operators and small-to-medium sized operators. These guidelines are focused on small and medium-sized transit operators in the region that will develop SRTPs in FY 2018-19, and the seven largest transit operators that are due to develop SRTPs in FY 2019-20.

These guidelines describe the purpose, planning horizon and frequency of updates for the SRTP, and provide detail relative to the tasks and subtasks outlined in the funding agreement.

### **SRTP PURPOSE**

- A. To serve as a management and policy document for the transit operator, as well as a means of providing FTA and MTC with information necessary to meet regional fund programming and planning requirements.
- B. To clearly and concisely describe and provide the basis for the transit operator's capital and operating budgets.
- C. To submit requests for federal, state, and regional funds for capital and operating purposes through MTC's Transit Capital Priorities, and in the MTC TIP.
- D. To assess an operator's financial capacity to carry out proposed levels of operations and the associated capital improvement plan.
- E. To regularly provide MTC with information on projects and programs of regional significance, which include: funding and scheduling of expansion projects included in MTC Resolution No. 3434 or in the Regional Transportation Plan, provision of paratransit service to persons with disabilities, older adults and others; compliance with federal Title VI reporting requirements;

environmental justice outreach and public participation, and related service planning; results of the most recent FTA Triennial Review and related corrective actions.

- F. To assess an operator's progress implementing recommendations provided through the Transit Sustainability Project, MTC Resolution 4060.

### **THE SRTP AND THE OPERATOR'S GOALS, OBJECTIVES AND STANDARDS**

Goals should reflect the major areas of concern for public transit operators, for example:

- scheduling and route planning
- service reliability
- system effectiveness
- system efficiency
- safety and security
- funding and reserve policies
- customer service
- statutory and regulatory compliance

Objectives should be comprehensive (there can be several objectives under each goal). Service standards should be specific, measurable and quantified where feasible. Goals, objectives and standards should reflect the basis under which new service would be deployed and existing service increased or reduced.

### **PLANNING HORIZON**

The planning horizon is a minimum of ten years. However, a longer planning horizon may be required if necessary to reflect significant capital replacement and/or rehabilitation that would not fall within the ten year period (e.g., railcars, ferryboats, bus subfleet). A longer planning horizon may also be required if necessary to capture the capital or operating budget implications of significant changes in service (e.g., rail extension coming on line).

### **FREQUENCY OF UPDATES**

MTC requires that large operators update their SRTPs every two years and that small- to medium-sized operators update their SRTPs at least once every four years. The scope of the SRTP is explained below.

### **REFERENCES TO MTC RESOLUTIONS**

These guidelines make reference in certain sections to the following MTC Resolutions:

- MTC Resolution No. 3176: "Procedures for Evaluating Transit Efficiency Improvements."
- MTC Resolution No. 3434, Revised: "Regional Transit Expansion Policy."
- MTC Resolution No. 3866, Revised: "MTC Transit Connectivity Plan."
- MTC Resolution No. 4060, Revised: "MTC Transit Sustainability Project."
- MTC Resolution No. 4272, Revised: Transit Capital Priorities Process and Criteria for FY 2016-17 through FY 2019-20.

MTC staff will e-mail electronic copies of these resolutions to interested parties upon request.



**ONBOARD SURVEY**

In 2010, MTC began a regional transit passenger survey by collecting data from transit operators on a rolling basis, surveying a few operators every year, with the goal of completing all operators within five to seven years. The first data collection survey cycle was completed in 2017, and a new cycle was initiated in 2018. You can find a chronology of completed and planned surveys here, by year and season:

<http://bayareametro.github.io/onboard-surveys/schedule/>

The purpose of the survey is twofold: (1) to collect demographic and trip origin/destination data used to support future local and regional transit planning efforts; (2) to fulfill data collection requirements stipulated by Circular 4702.1B of the Title VI Requirements and Guidelines for Federal Transit Administration Recipients. MTC and operators coordinate to develop survey instruments that meet these two goals and to provide survey takers access to their transit systems. To further these efforts, coordination requirements applicable to transit rider surveys were adopted in July 2015 in MTC Resolution 3866, Revised.

**SCOPE OF THE SRTP**

The SRTP must contain at least the information described in this section.

**1. Title Page**

The title page must include the words “Short Range Transit Plan,” the fiscal years covered by the plan, the official name of the transit operator, the date approved by the governing board, and the following statements:

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).



## **2. Overview of Transit System**

- A. Brief History (e.g., year of formation, facilities and fleet development, changes in service focus areas, key milestones and events).
- B. Governance.
  - 1. Type of unit of government (e.g., city, joint powers authority, transit district).
  - 2. Composition and nature of representation of governing body:
    - a. Number of members;
    - b. Elected or appointed (if appointed, how, and what agencies and/or groups do members represent (e.g., cities, county, general public);
    - c. Current members and terms.
- C. Organizational Structure (use graphic format).
  - 1. Management and staff positions.
  - 2. Reporting relationships.
  - 3. Contracted transportation services (name of contractor(s), length of current contract(s)).
  - 4. Labor unions representing agency employees and length of current contract(s).
- D. Transit Services Provided and Areas Served —Describe fixed route, demand responsive, and connecting services and areas served, and the number of vehicles required for each type of service.
  - 1. Fixed Route (includes bus and rail):
    - a. Local;
    - b. Express;
    - c. Other commuter service (e.g., subscription service, shuttles);
    - d. Services provided in partnership with others (funding contributions or policy oversight);
    - e. Accommodation of bicycles;
  - 2. Demand responsive (includes operator-provided services and services provided under partnership agreements):
    - a. General public;
    - b. Americans With Disabilities Act (ADA);
    - c. Persons with disabilities (non-ADA);
    - d. Older adults;
  - 3. Connecting services provided by others for fixed route and demand responsive service; including transit network companies under contractual agreement.
- E. Fare Structure — Describe fare structure for fixed route and demand responsive services, and for interoperator transfers.
  - 1. Fixed Route Fares:
    - a. Single fare (adults, seniors, student/youth);
    - b. Discounted and/or multi-ride fares (adults, seniors, student/youth);

- c. Recent changes in fares;
  - 2. Demand Responsive Fares:
    - a. Single fare;
    - b. Discounted and/or multi-ride fares;
    - c. Recent changes in fares (include the year(s) in which the change(s) took place);
  - 3. Interoperator Transfer Arrangements and Fares
    - a. Clipper<sup>SM</sup>
    - b. Other proof of transfer;
- F. Revenue Fleet — Provide a general description of the revenue vehicle/vessel fleet. The description can be in narrative or graphic format, or a combination of both. (This description differs from the detailed inventory required under Section 6 of these guidelines.) Include the following information:
- 1. Types of vehicles/vessels operated (e.g., standard bus (any length), trolley bus, articulated bus, over-the-road coach, cutaway van, standard van, minivan, cable car, passenger ferryboat, heavy rail, light rail);
  - 2. Number of each type of vehicle/vessel;
  - 3. Recognizing that each type of vehicle might be used in multiple types of service, type(s) of service in which each type of vehicle is used (e.g., local, express, commuter, demand responsive).
- G. Existing Facilities — Describe individual or grouped facilities, according to the categories listed below.
- 1. Administrative (locations, age, functions located within);
  - 2. Maintenance and Fueling (type, locations, age);
  - 3. Vehicle/Vessel Storage/Staging (locations, age, capacity);
  - 4. Park-and-Ride (locations, age, capacity);
  - 5. Stations and Stops (type, locations, age, basic amenities);
  - 6. Right-of-Way, Track or Guideway;
  - 7. Bicycle Facilities.

### **3. Goals, Objectives and Standards**

- A. Describe the process for establishing, reviewing, and updating goals, objectives, and standards. Goals and objectives should be comprehensive and address all major areas of operator activities, including principles and guidelines under which new service would be implemented. Performance standards should address both the efficiency and effectiveness of the services provided by the operator.
- B. Portray and discuss new or revised goals and related objectives and standards; and identify changes from prior SRTP.
- C. For SRTPs composed during FY2018-19, portray and discuss plans to implement service, meet the performance measure requirements of MTC Resolution 4321, Revised, paratransit or

institutional recommendations, or any similar coordination efforts (as discussed in the Transit Sustainability Project MTC Resolution 4060, Revised) and discuss the monitoring process established to assess the performance of these programs.

- D. For SRTPs composed during FY2019-20, portray and discuss the Transit Sustainability Project performance measures, targets, and the monitoring process established in MTC Resolution 4060. Building on the TSP Strategic Plan revisions, discuss strategies to achieve TSP targets.

#### **4. Service and System Evaluation**

- A. Evaluate route-level and system-wide performance against current service standards (if illustrative, portray local, express or commuter service, or other intercity service separately). Describe the evaluation process. Evaluate the most recent year for which complete data is available. At a minimum, evaluate performance measures relating to effectiveness and efficiency. Key performance measures could include passengers per revenue vehicle hour, passengers per revenue vehicle mile, percent of capacity used, revenue-to-total vehicle hours, operating cost per revenue vehicle hour, operating cost per passenger, and on-time performance. A retrospective portrayal of performance (e.g., prior five to ten years) may be warranted to exemplify trends. Where the evaluation identifies deviations from service standards, describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted.
- B. Provide a three-year retrospective of revenue service hours, revenue service miles, and patronage. Evaluate and discuss significant changes.
- C. Describe and discuss equipment and facility deficiencies, and describe proposed remedies.
- D. Describe any involvement in MTC's "Community-based Transportation Planning Program" ("CBTP"). Describe any specific fixed-route and/or mobility solutions to transit gaps recommended through the CBTP process and the status of their implementation. Describe any services funded specifically to address transportation needs in communities of concern and the source(s) of funding (e.g., the Lifeline Transportation Program).
- E. Identify paratransit services provided in compliance with the paratransit provisions of the Americans with Disabilities Act (ADA). Reference planned new activities, major service changes, or procurement of capital equipment to support ADA service.
- F. Identify other paratransit services, dial-a-ride, demand responsive services or mobility management programs. Reference any proposed revisions or improvements to these services, as well as fixed route services intended to enhance their usage by seniors and/or by persons with disabilities. Identify partners with whom these services are coordinated, and reference the establishment or enhancement of mobility management programs to help provide equitable and effective access.
- G. Provide the date of the agency's most recent federal Title VI analysis and report, and discuss any service deficiencies identified in the report. Generally describe the process used for complying with FTA Circular C4702.1B (updated October 1, 2012). Please reference the most recent triennial Title VI report, plus any subsequent Title VI reports.

- H. Provide the date of the agency's most recent FTA Triennial Review, and describe related remedial actions undertaken or currently underway in response to the review.

## **5. Operations Plan and Budget**

### **A. Operations Plan**

The operations plan sets forth the intentions to provide fixed route and paratransit services over the SRTP period. Document the ongoing evaluation of services and systems with respect to adopted goals, objectives and standards, and legal and regulatory requirements, subject to financial constraints.

1. Describe the modes and types of transit services to be operated over the plan period. Separately identify service provided in partnership with others:
  - a. For the continuation of existing service, refer to or summarize the descriptions provided under Section 2, Subsection "D", Transit Services Provided and Areas Served;
  - b. For the deployment of new service, identify the mode, and describe the service characteristics using the format used in Section 2, Subsection "D," above.
2. Separately describe planned new activities or service changes relative to paratransit services provided in accordance with the Americans with Disabilities Act (ADA service).
3. Separately describe any proposed revisions or improvements to fixed route services, other paratransit services, dial-a-ride, demand responsive services or mobility management programs intended to enhance their usage by seniors and/or by persons with disabilities.
4. Where reductions in service levels are required in order to achieve a balanced operating budget, describe the reductions and assess their impact on the affected service areas and communities.
5. Portray the levels of service planned — Use a table (or other graphic format) to portray planned levels of service hours and service miles. Separately identify the following:
  - a. Fixed route modes by type (e.g. local, express/commuter);
  - b. Demand responsive modes by type (e.g., ADA, non-ADA older adult);
  - c. Expansion service included in MTC Resolution No. 3434, Revised and other major planned service expansions.

The table (or other graphic format) shall clearly identify service expansion and/or reduction by the year of planned deployment (expansion) and/or elimination (reduction). There shall be a rational relationship between the information portrayed and the "Service and System Evaluation" section of the SRTP.

6. Describe and discuss planned (not yet implemented or underway) service changes in response to the most recent federal Title VI report and/or FTA Triennial Review.

### **B. Operations Budget**

Demonstrate that planned level of transit service over the planning period, including rehabilitation and replacement of capital assets, is sustainable. Take into consideration expense forecasts, regional and local revenue projections, fare policies, labor or service

agreements, competitive demands on funding, regional priorities and policies. The budget should reflect a “baseline” level of service, taking into consideration the existing level of service at the time of publication of the SRTP.

Committed service changes must also be defined, with their expenses and revenue separately identified in the operating and capital financial plan tables. Provide sufficient detail to allow a reviewer of the SRTP to evaluate costs of implementing the operating and capital plans, and compare the total with anticipated revenues available during the study period.

The narrative must specifically explain, and the spreadsheet clearly isolate in the appropriate year, by mode, any major change in service hours and miles due to deployment of new service or major service reductions.

The narrative must specifically explain, and the spreadsheet clearly isolate by year (e.g., through individual line items) the following:

- Change in fare revenue due to a fare increase or decrease.
- Change in fare revenue due to a change in the level of service.
- Change in expenses due to a change in the level of service.
- Change in expenses due to a labor or service contract change.

All operations expenses and revenues are to be stated in year of expenditure dollars, with the assumed escalation factors stated. All sources of revenue shown in the operations and in the capital financial plan should be identified individually. All assumptions that relate to expenditure and revenue estimates must also be documented, including specification of ridership or sales growth (if appropriate) separately from inflation forecasts.

1. The operations budget must be sustainable and generally balanced each year over the period of the SRTP, using currently available or reasonably projected revenues.
2. Where increases in local revenues (e.g., fares, sales taxes, general fund revenues) are required in order to sustain existing service levels, describe and discuss the steps and timelines needed to achieve the revenue increases, and the contingent policies and actions that will be taken if the proposed revenue increases do not materialize.
3. Fixed route and demand responsive services may be portrayed separately or in a single budget; however, the expenses and revenue for each must be separately identifiable if portrayed in a single budget.
4. Describe planned fare increases and/or decreases, and/or changes in fare policies, including the year(s) these changes are planned to take effect. Describe planned changes in interoperator transfer arrangements and/or fares (this pertains to interoperator fares themselves, not to the means of fare collection; i.e., Clipper<sup>SM</sup>) Note: as set forth in MTC Resolution No. 3176, fare and local discretionary revenue contributions are expected to keep pace with inflation, and fare structure shall comply with regional policy on fare coordination (Resolution No. 3866, Revised).

5. Separately identify funding sources and amounts to support operating budgets for ADA service, and any other paratransit or demand responsive services available to older adults and/or persons with disabilities.
  6. Separately identify and describe funding contributions (expended or received) for services provided in partnership with others.
  7. The multi-year operating budget shall utilize MTC projections of regional operating revenues. Local funding sources (e.g., transportation sales tax) that will expire during the period covered by the plan shall not be assumed to continue beyond their expiration dates, unless specific renewals have been approved. In order to portray the operating budget:
    - a. Forecast operating costs shall be portrayed in a manner that distinguishes significant expansion and/or contraction of existing service, and the introduction of new service;
    - b. The basis for the operating cost forecasts shall be clearly portrayed (e.g., cost per service hour and service hours);
    - c. The forecast escalation rates (revenue and expenses) must be clearly portrayed;
    - d. Indicate reserves available for operations and changes to reserves over the period of the SRTP, including anticipated unallocated TDA reserves;
    - e. Budget levels must correlate with the changes in service identified in the "Operations Plan." The operations budget should not show a deficit.
    - f. Identify sources of operating revenue:
      - i. Fares;
      - ii. Property taxes (directly levied, levied by others);
      - iii. Bridge tolls (directly levied (e.g., GGT), MTC 2% toll revenues, MTC 5% unrestricted general fund, MTC Regional Measure 2, MTC Regional Measure 3);
      - iv. Sales tax (AB 1107, directly levied (e.g., transit district), levied by others (e.g., county sales tax measure (identify Measure)));
      - v. Contributions from JPA partner funding agencies;
      - vi. Federal (FTA section 5307 Operating Assistance, FTA section 5307 Preventive Maintenance, FTA section 5311, other);
      - vii. Regional (MTC Lifeline, Air District);
      - viii. Advertising;
      - ix. Earned interest;
      - x. BART coordination funds (TDA, STA, BART district funds);
      - xi. TDA (directly apportioned, contributed by others);
      - xii. State Transit Assistance [(directly apportioned, contributed by others) – Revenue-Based, Population-Based (county block grants)].
      - xiii. Senate Bill 1 Transit State of Good Repair funds if used for operations;
      - xiv. California Cap and Trade Program
- C. In addition to future year forecasts, the SRTP should include a three-year retrospective of audited (if available) operating expenses and revenue.



## **6. Capital Improvement Program**

Describe and discuss the capital programs (vehicles, facilities and equipment) required to carry out the operations and services set forth in the operating plan and budget. The Capital Improvement Plan (CIP) should provide the basis for requests for federal, state and regional funding for capital replacements, rehabilitation, and expansion projects. While the CIP does not have to be financially constrained to the extent that the operations budget does, it should reflect the operator's reasonable expectation of funding, particularly as outlined in MTC's Regional Transportation Plan.

### **A. Basis for Revenue Vehicle/Vessel Projects and/or Proposals, for Replacement, Rehabilitation, and Expansion.**

1. Describe and discuss policies (or basis), and justification for vehicle replacement:
  - a. Life cycle considerations (current vehicles/vessels);
  - b. Passenger amenity considerations (vehicles to be acquired);
  - c. Mode of power and/or emissions considerations (vehicles/vessels to be acquired);
  - d. Other considerations (e.g., safety, lack of availability of service parts for current vehicles/vessels)
2. Describe and discuss policies (or basis), and justification for rehabilitation/retrofit:
  - a. Life cycle considerations;
  - b. Passenger amenity considerations;
  - c. Emissions considerations;
  - d. Other considerations.
3. Describe and discuss policies (or basis), and justification for proposed fleet expansion (or contraction):
  - a. Relationship to fixed route or demand responsive operations plan;
  - b. Basis for type(s) of vehicles/vessels desired (expansion).
  - c. Number and type(s) of vehicles to be removed from service (contraction), including intended disposition (e.g., sale, placed for lease, salvaged).
4. Current Revenue Vehicle/Vessel Fleet Inventory: Identify items "a" through "k" below individually or by subfleet.
  - a. Manufacturer;
  - b. Year of manufacture;
  - c. Identification number (individual VIN or VIN sequence for subfleets);
  - d. Length of vehicle(s)/vessel(s);
  - e. Seating capacity of vehicle(s)/vessel(s);
  - f. Wheelchair capacity of vehicle(s)/vessel(s);
  - g. Vehicle/Vessel type (e.g., minivan, standard van, cutaway van, standard motorbus, articulated motorbus, trolley bus, articulated trolleybus, over-the-road coach, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
  - h. In fixed route service or demand responsive service;

- i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
  - j. Has major rehabilitation of the vehicle(s)/vessel(s) been performed; if yes, how many years of service life were added;
  - k. Year the vehicle(s)/vessel(s) will be retired from service (even if this is beyond the time horizon of the SRTP);
5. Vehicle/Vessel Replacement: Identify items “a” through “k” below individually or by subfleet, showing the number of replacement vehicles/vessels to be placed in service per year over the planning horizon.
- a. Number of vehicles/vessels to be replaced;
  - b. Anticipated year of manufacture of replacement vehicle(s)/vessel(s);
  - c. Year vehicle(s)/vessel(s) will be placed in service;
  - d. Length of vehicle(s)/vessel(s);
  - e. Seating capacity of vehicle(s)/vessel(s);
  - f. Wheelchair capacity of vehicle(s)/vessel(s);
  - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
  - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
  - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
  - j. Estimated cost of replacement vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
  - k. Sources and amounts of funding for replacement vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
6. Vehicle/Vessel Rehabilitation (if applicable): Identify items “a” through “m” below individually or by subfleet, showing the number of vehicles/vessels to be rehabilitated per year over the planning horizon.
- a. Manufacturer;
  - b. Year of manufacture;
  - c. Identification number, (individual VIN or VIN sequence for subfleets);
  - d. Length of vehicle(s)/vessel(s);
  - e. Seating capacity of vehicle(s)/vessel(s);
  - f. Wheelchair capacity of vehicle(s)/vessel(s);
  - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
  - h. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).



- i. Year of planned rehabilitation (even if this falls outside the time horizon of the SRTP);
  - j. Years of service life to be added;
  - k. Rehabilitation to be performed in-house or contracted, if known;
  - l. Estimated cost of rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
  - m. Sources and amounts of funding for rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “l” above), with annual escalation rates clearly portrayed.
7. Vehicle/Vessel Expansion (if applicable): Identify items “a” through “k” below individually or by subfleet.
- a. The number of expansion vehicle(s)/vessel(s) to be placed in service per year over the planning horizon of the SRTP;
  - b. Anticipated year of manufacture;
  - c. Year vehicle(s)/vessel(s) will be placed in service;
  - d. Length of vehicle(s)/vessel(s);
  - e. Seating capacity of vehicle(s)/vessel(s);
  - f. Wheelchair capacity of vehicle(s)/vessel(s);
  - g. Vehicle/Vessel type (e.g., minivan, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
  - h. Placement of the vehicle(s) in fixed route service or demand responsive service;
  - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
  - j. Estimated cost of expansion vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
  - k. Sources and amounts of funding for expansion vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
8. Summary of Revenue Vehicle/Vessel Fleet Inventory:
- a. Total number of fixed route vehicles in active fleet (identified by type; e.g., see item 7.g. above);
  - b. Total number of fixed route vehicles in reserve fleet;
  - c. Spare ratio of fixed route vehicles (at maximum pullout);
  - d. Total number of vessels in active fleet;
  - e. Total number of vessels in reserve fleet;
  - f. Spare ratio of vessels (at maximum pullout);
  - g. Total number of demand responsive vehicles in active fleet (identified by type; e.g., see item 7. g. above);
  - h. Total number of demand responsive vehicles in reserve fleet;

- i. Spare ratio of demand responsive vehicles (at maximum pullout)
- j. Useful life of revenue vehicles;
- k. Next rehabilitation or replacement of vehicles and vessels, even if beyond the S RTP horizon.

B. Non-Revenue Vehicle Projects and/or Proposals: Replacement, Rehabilitation, and Expansion or Contraction.

1. Discuss replacement, and/or expansion or contraction of non-revenue vehicle fleet:
  - a. Briefly, describe uses of non-revenue vehicles;
  - b. Briefly, discuss policies or basis, and justification for replacement (e.g., life cycle, obsolescence, safety considerations);
  - c. Briefly discuss policies or basis, and justification for expansion and/or contraction.
2. Non-Revenue Vehicle Fleet Inventory: Identify items “a” through “n” below, showing the number of vehicles per year over the planning horizon.
  - a. Manufacturer (current vehicles);
  - b. The year of manufacture (or anticipated year of manufacture for replacement and expansion vehicles);
  - c. The years the vehicle(s) will remain in service;
  - d. Year vehicle(s) will be retired from service;
  - e. The year replacement vehicle(s) will be placed in service;
  - f. Estimated cost of replacement vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
  - g. Replacement vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
  - h. The year expansion vehicle(s) will be placed in service;
  - i. Estimated cost of expansion vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
  - j. Expansion vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
  - k. Vehicle type;
  - l. Mode of power;
  - m. Has rehabilitation of the vehicle(s) been performed or is it planned;
  - n. Total number of vehicles in non-revenue fleet.

Operators with non-revenue vehicles which are not proposed for replacement with regionally programmed funds may choose to provide less detailed information.

C. Major Facilities Replacement, Rehabilitation, Upgrade, and Expansion projects of the types listed below. Identify the locations of new or expanded facilities. Provide project budget, including costs, sources of funds and amounts from each source, identifying funds that have

been programmed, allocated or received, and funds that have not been secured. Separately describe security projects. Specify if replacement and rehabilitation of facilities and equipment results in an asset that differs from the existing asset, and how it differs.

1. Administrative;
  2. Maintenance and Fueling;
  3. Vehicle/Vessel Storage/Staging;
  4. Park-and-Ride;
  5. Stations and Stops;
  6. Right-of-Way, Track, or Guideway;
  7. Bicycle Facilities (e.g., lockers).
- D. Tools and Equipment: Replacement and/or Upgrade. Discuss current and/or proposed projects. Combine projects into a lump sum and indicate costs, sources of funds and amounts.
- E. Asset Management: Briefly describe efforts to employ a systemic asset management program. Include current/past achievements and plans to upgrade or improve management (e.g. software tools, applications, business processes, integration into decision making processes) and/or provide a link to the agency's Transit Asset Management plan.

## **7. Other Requirements**

- A. Provide the following information on expansion projects included in MTC Resolution No. 3434, Revised, or on major expansion projects included in MTC's Regional Transportation Plan (RTP), if applicable:
1. Portray the project's current capital cost, providing explanation where costs differ from the portrayal in MTC Resolution No. 3434, Revised, or the RTP.
  2. Capital Funding:
    - a. Discuss and describe secured funding, including fund programming and/or allocation actions, conditions imposed on the use of funds, fund sources and amounts;
    - b. Explain any changes in secured or anticipated funding, providing explanation where funding differs from the portrayal in MTC Resolution No. 3434, Revised, or the RTP;
    - c. Portray and discuss the project's cash flow needs, including any anticipated difficulties, and approved or anticipated decisions on bond financing.
  3. Project Schedule: Provide the most current schedule for the project, showing key milestones completed, and anticipated milestone completion dates.
  4. Operating Costs: Provide operating expense and revenue projections (including sources of funds).
  5. Discuss any activities related to changes in land use planned or anticipated in association with the project, including:
    - a. Participation in the development of local land use policies;

- b. Policies and/or planning pertaining to, and/or development adjacent to transit stations;
  - c. Descriptions of land that the transit agency currently owns or controls adjacent to transit stop/stations (use a map if desired to show locations);
  - d. Resilience Planning: Describe any policies and/or planning pertaining to, and/or development of facilities for upcoming regional challenges like sea level rise.
6. Discuss any current or anticipated policy, planning, funding or operating issues associated with the project, not reflected in responses to items 1 through 5, above.
- B. Describe the agency's public outreach and involvement process relative to environmental justice goals. Describe the most recent outcomes from this process.
- C. In the event the operator intends to use FTA section 5303 funds to contract out for the authoring of the SRTP, the MTC SRTP Program Manager must have the option to review the description or scope of work before publication of the RFP. MTC may or may not be able to actually participate in the consultant selection process, depending upon scheduling and other commitments, but transit operators are to extend the invitation in a timely manner.

#### **SCHEDULE AND TRANSMITTAL**

1. Submit one (1) hard copy and an electronic copy of the draft SRTP to MTC staff for review according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.
2. Submit one (1) hard copy and an electronic copy of final SRTP to MTC according to the schedule below. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.

#### **Deliverable**

FY2018-19:

Draft FY2020-29 SRTP

Final FY2020-29 SRTP

FY2019-20:

Draft FY2021-30 SRTP

Final FY2021-30 SRTP

#### **Delivery Dates**

July 1, 2019

October 1, 2019

July 1, 2020

October 1, 2020

#### **REQUIRED APPROVALS**

The operator's governing body must adopt the SRTP.

#### **MINOR REVISIONS TO THESE GUIDELINES**

Modifications to these guidelines may be approved by the Programming and Allocations Committee.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1165      **Version:** 1      **Name:**  
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**Attachments:** [2f\\_RM2\\_Capital\\_Program\\_Semi-Annual\\_Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Regional Measure 2 (RM2) Capital Program: Semi-Annual Update

**Presenter:**  
Anne Spevack

**Recommended Action:**  
Information

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

November 13, 2019

Agenda Item 2f

**Regional Measure 2 (RM2) Capital Program: Semi-Annual Update**

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**Subject:** Semi-annual update on the Regional Measure 2 Capital Program

**Background:** **RM2 Capital Program**

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

**Allocation/Expenditure Status**

The RM2 Capital Program has a programmed amount of approximately \$1.6 billion, with an additional \$74 million from unneeded financing cost coverage programmed to projects by the Commission in December 2016. As of October 2019, MTC has approved \$1.5 billion in capital allocations, of which over \$1.4 billion has been expended.

**Project Status**

The majority of projects are completed or are on track and under construction. Highlights of this report include the completion of the I-880 North Safety Improvements in Oakland, reopening of the Transbay Transit Center, continued delivery of new BART cars, and construction progress on the AC Transit East Bay Bus Rapid Transit, Caltrain Electrification, and SMART Larkspur Extension.

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

**Issues:** None

**Recommendation:** Information

**Attachments:** Presentation Slides



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Therese W. McMillan



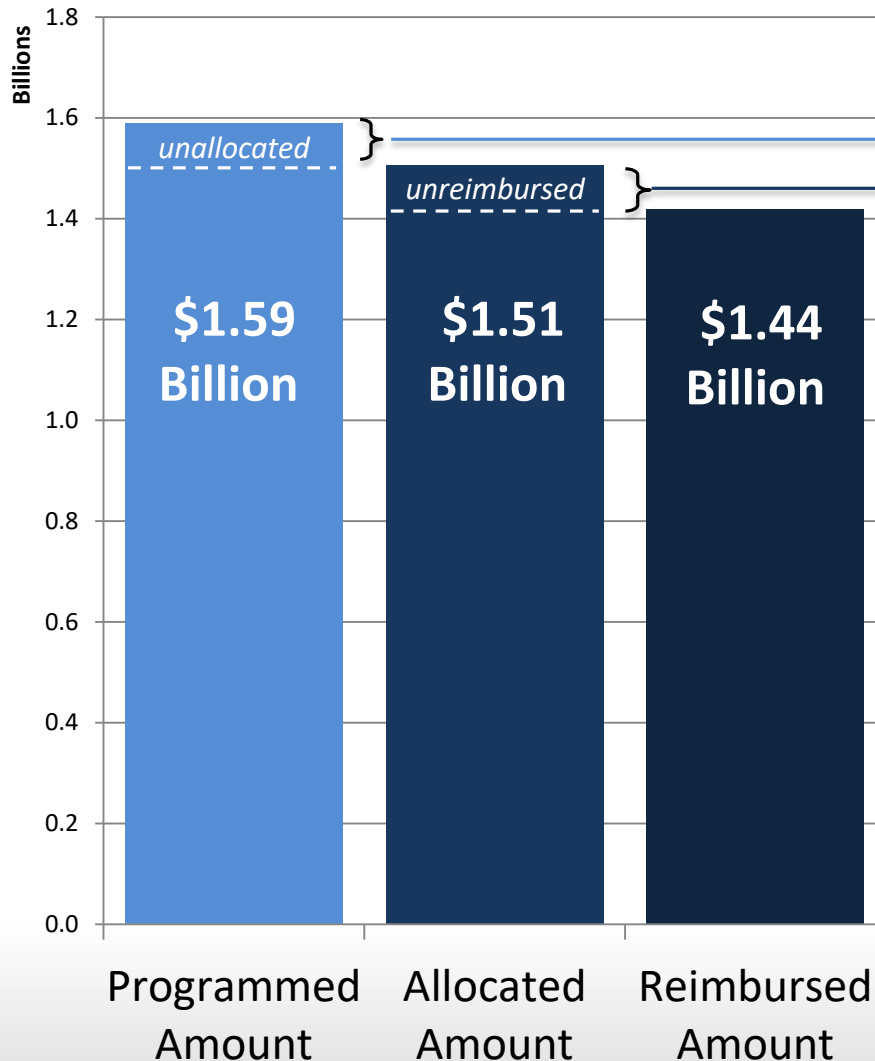
# Regional Measure 2 Capital Program Update



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Programming and Allocations  
Committee  
November 13, 2019**

# Capital Program Summary



The remaining \$74 million not yet allocated includes the following projects:

- BART Cars\* (\$40M)
- Clipper\* (\$13M)
- Bay Bridge Forward\* (\$7M)
- I-580 Transit Improvements (\$5M)
- Express Bus South (Dumbarton) (\$5M)
- Richmond Parkway P&R (\$2M)
- BART/Muni Connection (\$1.5M)

The \$77 million not yet reimbursed includes these projects entering, under, or completing construction:

- AC Transit BRT (\$13M)
- North South Greenway - Marin (\$12M)
- Dublin/Pleasanton Parking Garage (\$7M)
- BART Extension to Warm Springs (\$5M)
- Bay Bridge Forward\* (\$7M)
- Regional Express Lanes (\$5M)
- Ferry Vessels incl. Richmond (\$4M)
- I-680 HOV Lane Connector (\$3M)
- Safe Routes to Transit projects (\$3M)

\*Project funding added to RM2 program in December 2016



# Program Assessment

- 95% of program allocated; 90% reimbursed
- Majority of projects are completed or “On Track” and “Under Construction”
- MTC monitors projects to minimize risk, provide opportunities for meaningful scope changes, and address funding shortfalls.
- Jurisdictional and institutional coordination an issue on some projects.
- Local construction market strong; could lead to cost escalation.

# Salesforce Transit Center

- Repair work on the steel girders is complete, as is an evaluation of the facility's structural system
- Reopened to the public on July 1<sup>st</sup>, the bus deck reopened August 11<sup>th</sup>



# Caltrain Electrification

- Electrification construction continues with foundation and pole installation
- Completed construction of tunnel modifications in SF
- Manufacturing of EMU car shells is continuing, final assembly has begun on the first set
- Expected revenue service date: 2022
- Key coordination activities with CA High Speed Rail Authority continue





# AC Transit East Bay BRT

- Major construction on Segment A (42<sup>nd</sup> Ave to San Leandro Transit Center) nearly complete.
- Construction on Segment B (20<sup>th</sup> St & Broadway to 42<sup>nd</sup> Avenue) is ongoing
- All 27 BRT buses delivered
- AC Transit has activated a line of credit to cover most of \$39M cost overrun - partially repaid by STIP funds after project completion, remainder will be converted to long-term debt to be paid from AC Transit's capital funds
- Service opening date delayed to March 2020

Pouring concrete at the 28<sup>th</sup> Ave station



98<sup>th</sup> Ave Station



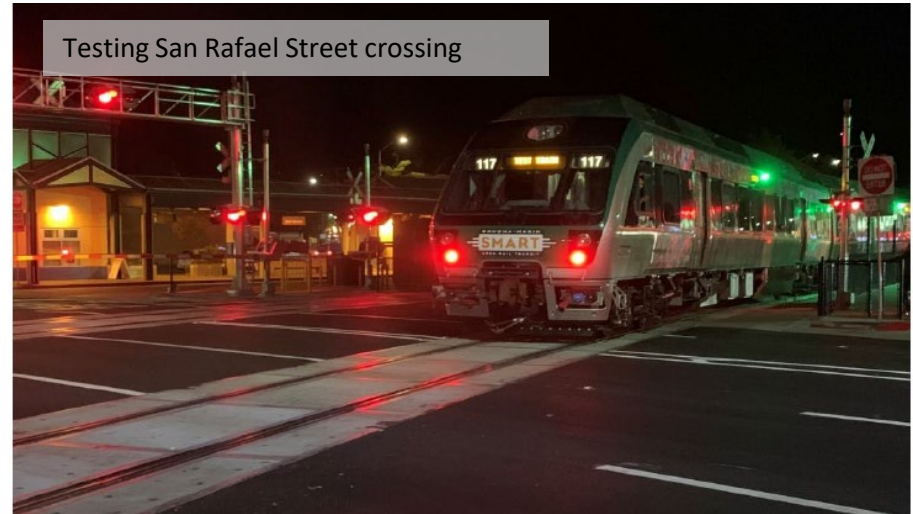
# SMART

## Larkspur Extension

- Track construction is complete, construction of the station continues
- First phase of testing underway and continuing through late 2019
- On-track to start revenue service by the end of 2019

## Windsor Extension

- Procurement for design-build contractor is ongoing
- Environmental permitting is underway



# BART Cars

- 106 new cars received and 58 in service as of September 2019
- Car delivery continuing; approximately 10 cars/month until all 775 cars delivered under current contract with Bombardier
- Bombardier will be opening an assembly site in Pittsburg to assemble new rail cars locally
- An additional 306 cars planned for a second contract – CalSTA awarded \$318 million from SB 1 Transit and Intercity Rail Capital Program (TIRCP) toward BART Transbay Capacity Program

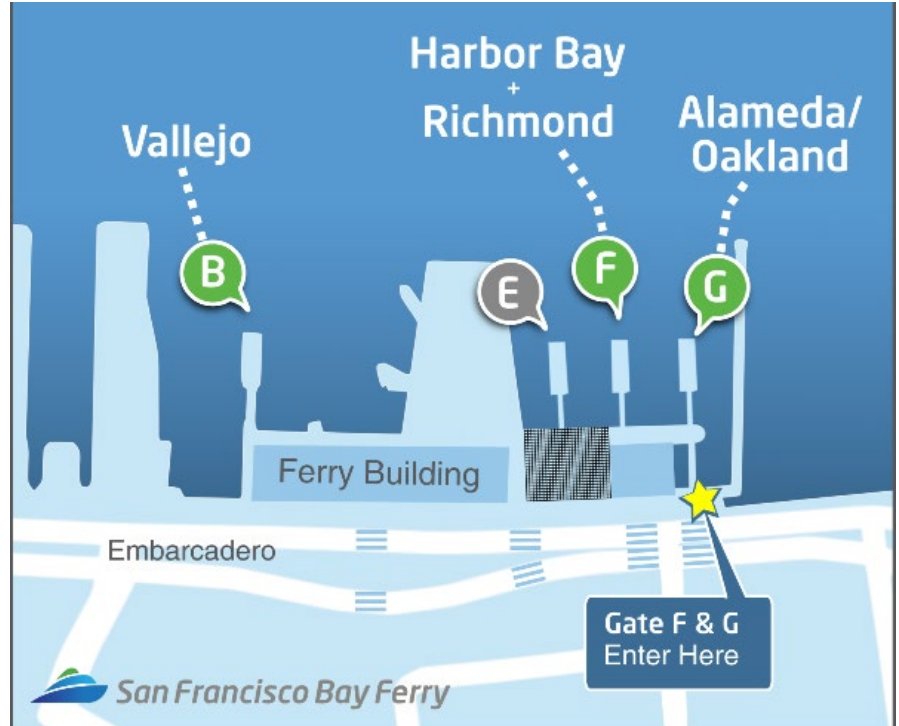




# Ferry Projects



- **Richmond Ferry:** service began in January 2019
- Six daily Richmond-SF round trips
- One new ferry vessel currently in testing, a second is under construction



- **SF Terminal expansion:** Two new gates now open (F & G)
- Expected full opening in early 2020

# Marin North-South Greenway Gap Closure



- **Northern Segment:** final design nearing completion; will be accepting bids for construction soon
- **Southern Segment:** temporarily suspended pending right of way conflict resolution and northern segment construction bid results

# Larkspur Ferry Access Improvements



- Multi-use path connecting downtown San Rafael to the Larkspur Ferry Terminal opened in July 2019
- Completed and open for public use
- Connects (or will connect) to San Rafael Transit Center, SMART, Larkspur Ferry, and North-South Greenway



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

- Initial Construction Package (WB 80 – WB 12 Connector): Open for use
- Utility relocations complete
- Continued work on PS&E and ROW for subsequent construction packages
  - Package 2a: EB12 – EB 80 Connector
  - Package 2b: Red Top Road Interchange
  - Package 3: I-80/I-680 Interchange
- Expected completion in 2022



- CTC approved \$53 million in SB1 Trade Corridor Enhancement Program for Phase 2a construction; complements other funding sources including bridge tolls

# I-880 North Safety Improvements



- Reconstruction of I-880 in Oakland from 29<sup>th</sup> Ave to 23<sup>rd</sup> Ave
- Total cost: \$112 million
- All stages of the project are complete and open to the public, entering closeout phase

# I-680 Express Lanes



- I-680 SB in Contra Costa County from Marina Vista to Rudgear
- Utility relocations completed May 2018
- Construction contract awarded August 2018
- Target opening late 2021

# Bay Bridge Forward



- TDM platform installation for Flexible On-Demand Transit Pilot is complete, currently identifying options for pilot transit service
- Commuter Parking Initiative expected to open by end of 2019 (Oakland, Albany)
- HOV enforcement and Vehicle Occupancy Detection Pilots completed in 2018, phase 2 facing legislative challenges to implementation
- Bryant/Sterling Managed Lanes and Casual Carpool projects not moving forward, RM2 funds will be moved to other Bay Bridge Forward projects



# RM2 Program - Look Forward

- Several remaining projects targeted to open in late 2019/early 2020
- Working with sponsors who have unallocated funds and/or outstanding balances
- Tracking New Starts/Small Starts projects closely
- Coordinating with other major programs and related projects, particularly SB1





# Metropolitan Transportation Commission

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## Legislation Details (With Text)

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**Attachments:** [2g\\_RM2 Operating Program Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Regional Measure 2 (RM2) Operating Performance Update for FY2018-19.

**Presenter:**  
Christina Hohorst

**Recommended Action:**  
Information

# Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 2g

## Regional Measure 2 (RM2) Operating Performance Update

**Subject:** Regional Measure 2 Operating Performance Update for FY2018-19.

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

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

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

Projects that did not meet performance measure standards are listed below and in Attachment A:

Agency	Route	Required Farebox Ratio	2018-19 (audited)	2017-18 (audited)	2016-17 (audited)	Year Required	Passenger Productivity		Status*
WestCAT	JPX Express	20%	19.4%	20.4%	23.2%	FY2006/07	↓	17.8	
AC Transit	NX1	30%	28.0%	30.6%	26.5%	FY 2009/10	↓	18.3	
AC Transit	NX2	30%	27.8%	28.8%	26.1%	FY 2009/10	↓	17.2	
AC Transit	U	30%	20.4%	22.6%	22.2%	FY 2007/08	↓	13.5	
AC Transit	W	30%	28.1%	30.6%	30.2%	FY 2009/10	↓	18.2	
WETA	South San Francisco Ferry	40%	34.0%	33.4%	37.2%	FY 2018/19	↑	74.1	
AC Transit	Dumbarton Service Line DB	20%	19.9%	19.5%	20.4%	FY2014/15	↑	9.1	Extension
AC Transit	LA	30%	20.3%	18.2%	20.5%	FY 2019/20	↑	10.8	Extension
CCCTA	96X	30%	22.7%	21.2%	22.5%	FY 2010/11	↓	15.0	Extension
ECCTA	300 Express	30%	16.0%	41.0%	39.1%	FY 2007/08	↓	20.5	Extension

*\*Extensions were granted by the Commission in Spring 2019*

At-risk Routes with Commission Approved Extensions:

The following routes did not meet RM2 performance standards at the close of Fiscal Year 2017-18 but were granted extended time to meet the standards by the Commission:

- *Dumbarton Express DB1*: MTC is performing a study of the Dumbarton corridor in consultation with numerous corridor stakeholders. The Commission approved deferring performance standards and continuing to fund the route during the service enhancement study and implementation.
- *Tri Delta Route 300*: Tri Delta Transit has implemented extensive service changes in conjunction with the opening of the East Contra Costa BART Extension (eBART). The Commission approved continued funding of Route 300 as staff works with TriDelta to evaluate the revised service.
- *CCCTA Route 96x*: the route was restructured this year, and the Commission approved providing an additional year of funding to allow CCCTA to meet the standard.
- *AC Transit Route LA*: Route LA was rerouted during the winter of 2018 and implemented later with the intent to improve ridership. The Commission approved continued funding for Route LA to allow two years (through FY 2020-21) for the restructured route to meet the farebox standard.

At-Risk Routes Identified in the Current Performance Review:

Staff is working with the project sponsors on corrective action plans for the routes that did not meet performance measure standards during the current performance review. Staff will report on the plans for WestCAT Route JPX, AC Transit Routes NX, NX2, U, and W, and WETA's South San Francisco Ferry service in the spring of 2020 when the proposed RM2 Operating Program for FY2020-21 is presented.

**Issues:** None.

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

**Attachments:** Attachment A, RM2 Operating Performance for FY2018-19.



Therese W. McMillan

## Regional Measure 2 Operating Program Performance for FY2018-19

### Peak Services

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

Agency	Route	Required Farebox Ratio	2018-19 (audited)	2017-18 (audited)	2016-17 (audited)	Year Required	Passenger Productivity
AC Transit	LA	30%	20.3%	18.2%	20.5%	FY2019/20	↑
AC Transit	NX1	30%	28.0%	30.6%	26.5%	FY2009/10	↓
AC Transit	NX2	30%	27.8%	28.8%	26.1%	FY2009/10	↓
AC Transit	P	30%	45.3%	45.9%	42.0%	FY2009/10	↑
AC Transit	U	30%	20.4%	22.6%	22.2%	FY2007/08	↓
AC Transit	W	30%	28.1%	30.6%	30.2%	FY2009/10	↓
CCCTA	96X	30%	22.7%	21.2%	22.5%	FY2010/11	↓
ECCTA (Tri Delta Transit)	300 Express	30%	16.0%	41.0%	39.1%	FY 2007/08	↓
Golden Gate Transit	72X Express	30%	48.2%	50.0%	54.3%	FY 2007/08	↑
WestCAT	LYNX/JX Express	30%	60.2%	61.1%	61.1%	FY 2005/06	↑
WETA	Alameda Oakland Ferry	40%	57.2%	61.5%	62.0%	FY 2012/13	↑
WETA	Vallejo Ferry	40%	62.3%	62.0%	62.2%	FY 2006/07	↑
WETA	Alameda Harbor Ferry	40%	44.6%	50.4%	66.9%	FY 2013/14	↓
WETA	South San Francisco Ferry	40%	34.0%	33.4%	37.2%	FY 2018/19	↑

	= Meeting Farebox Recovery Standard
	= Not Meeting Farebox Recovery Standard



## Regional Measure 2 Operating Program Performance for FY2018-19

### All-Day Services

#### RM2 Required Farebox Recovery: 20% for Express Bus

Agency	Route	Required Farebox Ratio	2018-19 (audited)	2017-18 (audited)	2016-17 (audited)	Year Required	Passenger Productivity
AC Transit	Dumbarton Service Line DB	20%	19.9%	19.5%	20.4%	FY2014/15	↑
AC Transit	Dumbarton Service Peak Line DB1	20%	20.4%	21.1%	21.3%	FY2014/15	↓
AC Transit	F	20%	31.0%	30.0%	41.2%	FY2009/10	↑
AC Transit	NL	20%	23.1%	23.0%	22.6%	FY2007/08	↑
AC Transit	O	20%	35.9%	36.2%	37.8%	FY2009/10	↑
Fairfield/Suisun	Transit Express Route 40	20%	20.9%	22.8%	24.5%	FY2007/08	↓
Fairfield/Suisun	Transit Express Route 90	20%	53.1%	58.2%	66.4%	FY2007/08	↑
Golden Gate Transit	101 Express	20%	21.1%	23.1%	28.3%	FY2011/12	↓
Golden Gate Transit	40/40X Express	20%	21.6%	21.4%	23.9%	FY2006/07	↑
LAVTA	Tri-Valley Rapid	20%	21.7%	14.7%	14.1%	FY2018/19	↑
NVTA	29 Commuter Express	20%	20.3%	19.7%	21.4%	FY2011/12	↓
SolTrans	78 Express	20%	24.1%	19.3%	20.1%	FY2010/11	↑
SolTrans	80/82 BRT	20%	69.2%	63.0%	70.5%	FY2006/07	↑
SolTrans	85	20%	21.1%	28.0%	24.5%	FY2006/07	↑
WestCAT	JPX Express	20%	19.4%	20.4%	23.2%	FY2006/07	↓

	= Meeting Farebox Recovery Standard
	= Not Meeting Farebox Recovery Standard

## Regional Measure 2 Operating Program Performance for FY2018-19

### Owl Services RM2 Required Farebox Recovery: 10%

Agency	Route	Required Farebox Ratio	2018-19 (audited)	2017-18 (audited)	2016-17 (audited)	Year Required	Passenger Productivity
AC Transit	Owl Service Route 800	10/%	19.4%	28.8%	29.6%	FY2007/08	↓
AC Transit	Owl Service Route 801	10/%	10.6%	13.9%	12.9%	FY2007/08	↓
Sam Trans	397 Owl Service	10/%	14.3%	15.5%	17.7%	FY2007/08	↑
SFMTA	14 Mission Owl Service	10/%	14.4%	13.5%	13.0%	FY2007/08	↑

	= Meeting Farebox Recovery Standard
	= Not Meeting Farebox Recovery Standard



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1170      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 10/3/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 11/13/2019      **Final action:**  
**Title:** MTC Resolution Nos. 3989, Revised and 4202, Revised. Revisions to the MTC Exchange Program and the One Bay Area Grant Program (OBAG 2) to program \$6 million within the Priority Conservation Area (PCA) Grant Program.

Proposed program of projects for the competitive portion of the PCA Grant Program for projects located within Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a Resos-3989-4202 OBAG2 PCA Grant Program.pdf](#)

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

MTC Resolution Nos. 3989, Revised and 4202, Revised. Revisions to the MTC Exchange Program and the One Bay Area Grant Program (OBAG 2) to program \$6 million within the Priority Conservation Area (PCA) Grant Program.

Proposed program of projects for the competitive portion of the PCA Grant Program for projects located within Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties.

**Presenter:**

Mallory Atkinson

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 3a

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

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**Subject:** Revisions to the MTC Exchange Program and the One Bay Area Grant 2 Program (OBAG 2) to adopt the program of projects for the Priority Conservation Area (PCA) Grant Program, program \$6 million to projects located within Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties, and direct \$500,000 for program implementation.

**Background:** The Priority Conservation Area (PCA) Grant Program, initiated by MTC in 2013, provides funding for cities, counties, park districts and other agencies and non-profits to acquire, enhance, or improve access to designated PCAs. Although the program is related to MTC/ABAG's recent call to local jurisdictions for nominations of new or modified PCAs (and Priority Development Areas and Priority Production Areas), the PCA Grant Program is a distinct and separate effort to fund projects within or accessing existing PCAs.

In November 2016, the Commission set aside \$16.4 million in OBAG 2 funding for the second round of grant funding for PCAs. Similar to the previous grant round, the OBAG 2 PCA Grant Program is divided into two separately managed sub-programs:

- **North Bay Program** | Marin, Napa, Solano, Sonoma

The OBAG 2 framework directs the four North Bay County Transportation Agencies (CTAs) to manage the \$8.2 million North Bay program. The four CTAs each received an equal share of the program (\$2.1 million), and developed their own program criteria, project solicitations, and project recommendations. The grant recommendations from the North Bay CTAs were approved by the Commission in April 2018, and are provided for reference as **Attachment 1**.

- **Peninsula, Southern, and Eastern Bay Counties Program** | Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara

The remaining \$8.2 million provided in the OBAG 2 framework<sup>1</sup> is distributed through a competitive call for projects that is available to project sponsors in the five remaining counties. As a partner in this sub-program, the California Coastal Conservancy also committed approximately \$1.8 million in state bond funds, bringing the total amount available to \$10 million.

Staff recommends adoption of the 2019 PCA Grant program of projects (see **Attachment 2**) totaling \$7.4 million for 17 projects; programming roughly \$6.0 million in MTC exchange funds for 13 (the Conservancy will provide the remaining \$1.4 million funds); and programming an additional \$500,000 for program implementation. As the total amount recommended for programming is less than the \$10 million originally provided by MTC and the Conservancy, the \$2.1 million remaining balance is split proportionally between the two

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<sup>1</sup> In July 2017, the Commission directed \$8.2 million in exchange funds to the PCA Grant Program as part of a larger fund exchange agreement. The intention of this fund source change was to provide greater flexibility for the types of projects that are consistent with the goals of the PCA program but are ineligible for federal transportation funding, particularly open space acquisition and habitat restoration projects.

agencies, leaving a balance \$1.6 million in MTC exchange funds and \$0.4 million in state bond funds for potential future PCA Grant Program projects within the Peninsula, South Bay, and East Bay Counties. MTC's fund balance will be programmed through a future Commission action.

At their meeting October 17, 2019, the Conservancy Board approved an action to forward this recommendation to MTC.

For information about the competitive program guidelines or the process for the call for projects and evaluation, see **Attachment 3**.

**Issues:** None.

**Recommendation:** Refer MTC Resolution Nos. 3989, Revised and 4202, Revised to the Commission for approval. Because Resolution No. 4202 is proposed for revision under another agenda item, it is included once under this item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission.

**Attachments:** Attachment 1 – Adopted North Bay PCA Grant Program  
Attachment 2 – Recommended PCA Grant Program of Projects  
Attachment 3 – Guidelines and Call for Projects for the Peninsula, South Bay,  
and East Bay PCA Grant Program  
Presentation  
MTC Resolution No. 3989, Revised  
MTC Resolution No. 4202, Revised



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Therese W. McMillan

OBAG 2 Priority Conservation Area (PCA) Grant Program

**Adopted PCA Grant Program of Projects – North Bay**

*Projects located in Marin, Napa, Solano and Sonoma Counties*

County	Sponsor	Project	MTC PCA Grant
Marin	Marin County	Hicks Valley Rd, Wilson Hill Rd, Marshall-Petaluma Rd Rehab. (exchange for <i>Corte Madera Paradise Dr Multi-Use Pathway</i> )	\$312,000
Marin	Marin County	Hicks Valley Rd, Wilson Hill Rd, Marshall-Petaluma Rd Rehab.	\$869,000
Marin	Novato	Nave Dr, Bel Marin Keys Blvd Rehabilitation (exchange for <i>Carmel Open Space Acquisition</i> )	\$104,000
Marin	Novato	Vineyard Rd Improvements (exchange for <i>Hill Recreation Area Improvements</i> )	\$265,000
Marin	National Park Service	Fort Baker's Vista Point Trail	\$500,000
Napa	NVTA	Vine Trail - St. Helena to Calistoga	\$711,000
Napa	Napa	Vine Trail - Soscol Ave Corridor	\$650,000
Napa	Napa County	Silverado Trail Rehabilitation – Phase L	\$689,000
Solano	Solano County	Suisun Valley Farm to Market – Phase 3 Bike Improvements	\$2,050,000
Sonoma	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	\$1,280,000
Sonoma	Sonoma County	Joe Rodota Trail Bridge Replacement	\$770,000
North Bay PCA Program Total			\$8,200,000

OBAG 2 Priority Conservation Area (PCA) Grant Program

**Recommended PCA Grant Program of Projects**

*Projects located within Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties*

MTC Funding				
	County	Applicant	Project Title	Amount
1	Alameda	Alameda County	Niles Canyon Trail, Phase 1	\$321,000
2	Alameda	Albany	Albany Hill Access Improvements	\$251,000
3	Alameda	Livermore	Arroyo Road Trail	\$400,000
4	Contra Costa	East Bay Regional Parks District	Bay Trail at Pt. Molate (Richmond San Rafael Bridge to Pt. Molate Beach Park)	\$1,000,000
5	Contra Costa	John Muir Land Trust	Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	\$950,000
6	San Francisco	San Francisco Rec. and Parks Dept.	McLaren Park and Neighborhood Connections Plan	\$194,000
7	San Mateo	Golden Gate National Park Cons./ NPS	Rancho Corral de Tierra Unit Management Plan Engagement	\$200,000
8	San Mateo	Half Moon Bay	Pillar Point Public Access Improvements	\$298,000
9	San Mateo	Menlo Park	Bedwell Bayfront Park Entrance Imps.	\$520,000
10	San Mateo	San Mateo County	Colma Creek Adaptation Study (Colma Creek Connector)	\$110,000
11	Santa Clara	Point Blue Conservation Science	Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	\$379,000
12	Santa Clara	Santa Clara Valley Open Space Authority	Coyote Ridge Open Space Preserve Public Access, Phase 1	\$400,000
13	Santa Clara	Santa Clara Valley Open Space Authority	Tilton Ranch Acquisition	\$1,000,000
MTC Funding Total				\$6,023,000
Conservancy Funding				
	County	Applicant	Project Title	Amount
14	Contra Costa	Richmond	Bay Trail at Pt. Molate (Pt. Molate Beach Park to Stenmark Dr.)	\$1,000,000
15	San Mateo	Midpeninsula Reg. Open Space District	Purisima-to-the-Sea Trail and Parking Area	\$151,000
16	Santa Clara	San Jose	Coyote Creek Trail Singleton Rd Crossing	\$140,000
17	Santa Clara	San Jose	Five Wounds Trail Master Planning	\$83,000
Conservancy Funding Total				\$1,374,000
PCA Grant Program Total				\$7,397,000



Plan  
Bay Area  
2040

**Bay Area Priority Conservation Area Grant Program**  
2019 Competitive Grants Guidelines and Call for Proposals



**In cooperation with**

ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION



# The State Coastal Conservancy (SCC), in cooperation with the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), is pleased to issue a call for proposals focused on the Bay Area's Priority Conservation Areas.



The SCC is a state agency with a vision of a beautiful, restored, and accessible coast for current and future generations of Californians. The San Francisco Bay Area Conservancy is a program of the SCC focused on protecting regionally-significant lands, restoring habitats for wildlife, providing regional trails, and connecting urban populations to natural areas.



MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. In collaboration with ABAG, MTC develops the regional long-range transportation plan and Sustainable Communities Strategy, also known as Plan Bay Area 2040.



ABAG is a council of local governments that works to strengthen cooperation and collaboration among government agencies, and to implement innovative solutions for issues involving land use, housing, climate change, earthquake and disaster resilience, and economic equity.







Photo: Karin Betts

## INTRODUCTION

The Priority Conservation Area (PCA) Grant Program funded through the One Bay Area Grant (OBAG) program, was initiated by MTC in 2013 to provide funding to cities, counties, park districts, utility districts and other agencies and non-profits to acquire, enhance or improve designated PCAs.

PCAs are open spaces that provide agricultural, natural resource, scenic, recreational, public health and/or ecological values and ecosystem functions. These areas are identified through consensus by local jurisdictions and park/open space districts as lands in need of protection due to pressure from urban development or other factors. PCAs are categorized by four designations: Natural Landscapes, Agricultural Lands, Urban Greening, and Regional Recreation.

In November 2016, MTC set aside \$16.4 million within the One Bay Area Grant (OBAG 2) framework for a second round of grant funding for the PCA Program. Similar to the first round, the OBAG 2 PCA Program is split into two components:

- 1. Peninsula, Southern, and East Bay Counties Program (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counties):** This program is administered by the SCC in partnership with the MTC and ABAG, and is the subject of this call for projects. MTC directed \$8.2 million in OBAG 2 PCA Program funds to this regional competitive program, combined with additional funding from SCC, for a total of up to \$10 million available.
- 2. North Bay Program (Marin, Napa, Solano, and Sonoma Counties):** This program is developed by the four North Bay county congestion management agencies to implement locally-identified PCA priority projects. MTC directed \$8.2 million to the OBAG 2 North Bay PCA program, which is managed separately from this call for projects.



# Plan BayArea 2040

The PCA Program is an important component of Plan Bay Area 2040, the integrated long-range transportation and land-use plan for the San Francisco Bay Area. Plan Bay Area 2040 includes the Bay Area's Regional Transportation Plan, which MTC updates every four years, and ABAG's demographic and economic forecast, which is updated every two years.

Plan Bay Area 2040's core strategy is to focus growth in existing communities along the existing transportation network. This strategy provides the best "bang for the buck" in achieving key regional economic, environmental and equity goals: it builds upon existing community characteristics, efficiently leverages existing infrastructure and mitigates impacts on areas with less development. Key to implementing the focused growth strategy are Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) which are identified, recommended, and approved by local governments.

## Priority Development Areas (PDAs)

Plan Bay Area 2040 focuses growth and development in nearly 200 PDAs along the region's core transit network. These existing neighborhoods are served by public transit and have been identified as appropriate for additional compact development.

## Priority Conservation Areas (PCAs)

The Plan also helps preserve over 160 regionally significant open spaces which have broad consensus for long-term protection but which face nearer-term development pressures.

## PCAs and PDAs complement one another

By promoting compact development in established communities with high-quality transportation access, there is less development pressure on the region's vast and varied open spaces and agricultural lands.

ABAG manages the designation process for new PDAs and PCAs.



Photo: Karl Nielsen



Photo: Karl Nielsen



Photo: Courtesy of the Ridge Trail

Maps of PCA locations and designations are available at:

[Priority Conservation Area Maps](#)





Photo: Public Domain

# CALL FOR PROPOSALS

## Available Funds

MTC has provided \$8.2 million in local and federal funds for this program.<sup>1</sup> In addition, SCC will contribute up to \$1.8 million in state resource bond funds to augment the program, for a total of \$10 million available. Grants may range from \$100,000 to \$1 million. Grant requests greater than \$1 million will be considered on a case-by-case basis, for projects of extraordinary regional significance.

## Geographic Scope

Projects must be located in the counties of Alameda, Contra Costa, San Francisco, San Mateo, or Santa Clara. Multi-county projects are allowed and encouraged.

## Eligible Applicants

Local governments (cities, towns, and counties), congestion management agencies, tribes, water/utility districts, resource conservation districts, park and/or open space districts, land trusts and other land/resource protection nonprofit organizations are invited to apply.

Applicants are strongly encouraged to collaborate and partner with other entities on project applications.

## Eligible Projects

Projects must consist of one or more of the following activities within, or connected to, an existing PCA:

- 1. Protection or Enhancement of Natural Resources, Open Space, or Agricultural Lands:** Acquisitions or easements of natural landscapes, habitats and ecosystems, agricultural lands, parks and open space and natural resources. Enhancements for parks and open space, staging areas, environmental facilities, or natural resources such as listed species, identified priority habitat, wildlife corridors, watersheds, or agricultural soils of importance. Land acquisition projects must involve willing sellers.

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1. Up to \$8.2 million in local funds are available; however, federal transportation funds may be awarded to projects that are eligible and well-suited to receive federal transportation funding – for example, the construction of a bike/pedestrian trail.



**2. Pedestrian and Bicycle Facilities:** Pedestrian and bicycle trails, on-road bicycle facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, pedestrian and bicycle bridges, traffic calming, lighting and other safety-related infrastructure, improvements to trails to improve accessibility for people with disabilities, and conversion and use of abandoned rail corridors for pedestrians and bicyclists.

**3. Urban Greening:** Protection or enhancement of potential or existing green spaces in urban areas to increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.

**4. Planning activities:** Planning associated with the program goals: natural resource protection or enhancement, public access to open space and parklands, support for the region's agricultural economy, and provision or enhancement of urban parks and green spaces.

**5. Visual Enhancements:** Construction of turnouts, overlooks and viewing areas.

## Screening and Evaluation Criteria

Proposed projects must meet the following criteria and will be ranked on how well they meet these criteria:

- **PCA Designation:** The project must be within, or connect to, an existing PCA. Maps of existing PCAs are available at: [Priority Conservation Area Maps](#).
- **Regional Significance:** Projects should serve a greater-than-local need. Indicators of regional significance include a project's consistency with and contribution to existing regional habitat, agricultural or open space plans (such as the Conservation Lands Network at [bayarealands.org](#)), countywide plans, bicycle/pedestrian plans, or ABAG's PCA designations.
- **Open Space Protection:** If the project does not include acquisition or easements, the project should link to, or be located in, an area protected from development by policy (e.g. zoning or urban growth boundaries) or by public land ownership. Land acquisition or easement projects for purposes of open space protection are permitted in areas without open space protection in place.



Photo: Paolo Vescia





- **Match:** There is a 2:1 minimum match requirement for PCA funds, or a 66.6% match. Matching funds can be from any non-PCA source, including federal funds, but must be applicable to the current scope proposed, and not from previous work. Applicants are encouraged to have the full match secured or pending when submitting a letter of interest; the full match must be secured by the time the grant is awarded. Match can include staff time spent on the project. Prior grant awards on fully funded project elements cannot count toward the match.
- **Program Goals:** Projects need to meet one or more of the program goals:
  - Protect or enhance critical habitats, ecosystems, watersheds, and resource areas as defined in California Government Code Section 65080.01
  - Provide or enhance bicycle and pedestrian access to regional parks, trails, open spaces and recreation areas. Notable examples are the San Francisco Bay Trail and Bay Area Ridge Trail systems.
  - Protect farmland, grazing lands and timberlands or otherwise support the agricultural economy of the region.

- Provide or enhance parks and green spaces in urban areas to improve community health, increase habitat connectivity, capture carbon emissions, and address stormwater.

In addition to the criteria above, the application review committee will consider other factors in ranking projects, including quality of the proposal, cost effectiveness, partnerships, support for the project, capability of the project partners to implement the project, and geographic distribution of grant funds.

- **Fund Type Considerations:** After the evaluation, the application review committee will consider suitability of projects to receive federal, local, and/or state bond funding. Considerations for each fund source are detailed in Appendix A.

## Environmental Clearance

Project sponsors are to comply with the requirements of the California Environmental Quality Act (CEQA). Additionally, projects with federal funds must also comply with applicable federal environmental requirements (National Environmental Protection Act, NEPA).



## Application Timeline and Review Process

### 2019

January 7	Issue Call for Proposals
February	<b>Workshops for Potential Applicants</b> <b>Workshop 1</b> February 5, 2019, 1-3 PM, 1515 Clay St., Room 10 Oakland, CA 94612 <b>Workshop 2</b> February 7, 2019, 10 AM-12 PM 700 Alma St., Oak Room Menlo Park, CA 94025
February 25	Letters of Interest Due
March	Evaluation Committee Review (MTC/SCC staff)
April 8	Invitations to Apply Sent
July 1	Full Applications Due
July / August	Evaluation Committee Review (MTC/SCC Staff) Staff recommendation for Program of Projects
October	<b>SCC Program Action</b> Approval of PCA Program, SCC recommendation to MTC
November	<b>MTC Program Action</b> Approval of PCA Program, MTC adopts MTC-funded projects
2020	
January → onward	Funds provided to sponsors on a reimbursement basis, according to availability of funds

## APPLICATION PROCESS

The PCA Program follows a two-step application and evaluation process that will be overseen by an evaluation committee consisting of staff from SCC and MTC.

**STEP ONE:** All interested applicants must submit a Letter of Interest not to exceed three pages that includes the following:

- Identify the project title, name of applicant, project manager, and contact information.
- Name the project partners and supporters.
- Describe the proposed project, its regional significance, and how it meets the program goals and evaluation criteria.
- Describe how the project falls within at least one of the five eligible activities.
- Indicate the PCA(s) the project is in or touches.
- Describe status of CEQA and/or NEPA review.
- Identify the total cost of the project, the amount of PCA funding requested, and the amount and source of any secured and pending matching funds.



Photo: M. Bruce Grosjean

- Applicants are also asked to provide a weblink their project generated through the Bay Area Greenprint ([bayareagreenprint.org](http://bayareagreenprint.org)). The Bay Area Greenprint brings together a wide range of conservation data through an easy-to-use tool, through which applicants will be able to download a standardized and shareable set of data that identifies and measures the existing natural characteristics of the project location and potential multiple benefits from the project. Data reported by the tool include biodiversity and habitat, agriculture, water, carbon, recreation, urban greening, hazards, and climate change.
- The Bay Area Greenprint is being tested as a potential tool to show the multiple benefits of a given project and it will be used only in an advisory role for the application process. The PCA project evaluation team may follow up with applicants to help assess the viability of using the toll in future grant opportunities. See Appendix B for further information on Bay Area Greenprint.

#### Does not count toward three-page limit:

- Attach a map of the project area and a photo, if appropriate (no more than two additional pages).

**STEP TWO:** Letters of Interest will be evaluated by an evaluation committee of SCC and MTC staff. The committee may contact applicants, as needed, for additional information, clarification, or modification. Based upon its review, the evaluation committee will select a limited number of applicants with the most promising projects and invite them to continue the

application process by submitting a more detailed proposal for further evaluation. The more formal proposal will include: Applicant Information, Project Information, Project Description, Scope of Work and Budget, Schedule, Additional Questions, GIS Shapefiles, and Maps and Photos.

## Letter of Interest and Proposal Submittal

Letters of Interest and formal proposals (if invited) must be submitted electronically to the PCA Evaluation Committee at [PCAgredients@bayareametro.gov](mailto:PCAgredients@bayareametro.gov)

Attachments to emails cannot be larger than 5 MB.

### 2019 Regional Workshops

SCC and MTC will host two workshops to provide prospective applicants with an overview of the PCA Program.

#### Workshop 1

February 5, 2019  
1 PM - 3 PM

#### California State Building

1515 Clay Street, Room 10,  
Oakland, CA 94612

#### Workshop 2

February 7, 2019  
10 AM - 12 PM

#### Arrillaga Family Recreation Center

700 Alma St., Oak Room  
Menlo Park, CA 94025



Photo: MTC Archive



## Program Process and Project Delivery

The PCA Program Evaluation Committee will develop project recommendations, including the recommended fund source for each project. The SCC Board will then consider approval of the PCA Program of Projects. Projects recommended to receive MTC funding (federal or non-federal) will subsequently be approved by the MTC Commission.

Non-federal grant awards will be administered by SCC following the program approval by SCC Board and MTC. Grant awardees receiving non-federal funds will need to enter into a grant agreement with SCC, provide a board resolution authorizing execution of the grant agreement, and meet other grant conditions (provision of a workplan, budget, and schedule, proof of insurance, landowner agreements if needed, proof of permits, a sign plan, etc.).

Additional project screening for state bond-fund eligibility may be required. Following program approval, projects may need to return to the SCC Board for specific funding authorizations, particularly if CEQA has not been completed prior to program adoption. SCC will act as a responsible agency under CEQA and make CEQA findings. Funding will be provided on a reimbursement basis, generally with 10% withheld until successful completion of the project.



Photo: J. Brosnan

## Contact Information

Questions about the grant program or potential project ideas should be directed to the PCA Evaluation Committee at:

[PCAGrants@bayareametro.gov](mailto:PCAGrants@bayareametro.gov)



Photo: Noah Berger

# APPENDIX A - ADDITIONAL FUNDING CONSIDERATIONS

## FEDERAL TRANSPORTATION FUNDING

Projects that are eligible and well-suited to receive federal transportation funds (such as a bicycle or pedestrian facilities) may be selected to receive federal funding. Projects recommended for federal transportation funds must be approved by MTC and included in the region's Transportation Improvement Program (TIP).

Grantees receiving federal funds must go through the Caltrans federal-aid process.

For additional information and questions on the programming and delivery of federal-aid projects contact Mallory Atkinson at [matkinson@bayareametro.gov](mailto:matkinson@bayareametro.gov) or 415-778-6793.

## LOCAL FUNDING

Projects recommended for local funds provided by MTC must be approved by MTC and included in the regional TIP for tracking purposes. Grant awardees receiving non-federal funds will need to enter into a grant agreement with either MTC or SCC, provide a board resolution authorizing execution of the grant agreement, and meet other grant conditions (provision of a workplan, budget, and schedule, proof of insurance, landowner agreements if needed, proof of permits, a sign plan, etc.).

## STATE BOND FUNDING

Grant awardees receiving state bond funds will need to enter into a grant agreement with SCC, provide a board resolution authorizing execution of the grant agreement, and meet other grant conditions (provision of a workplan, budget, and schedule, proof of insurance, landowner agreements if needed, proof of permits, a sign plan, etc.).

The SCC will use additional evaluation criteria when determining whether to provide state bond funds for a project. In addition to meeting PCA program criteria, projects that receive state bond funds will need to advance the Goals and Objectives in the SCC's 2018-2022 Strategic Plan, which is available here: [scc.ca.gov/about/plan/](http://scc.ca.gov/about/plan/).

Projects will also be evaluated using these Project Selection Criteria and Guidelines to determine SCC funding awards:

### Required Criteria

- Promotion of the Conservancy's statutory programs and purposes
- Consistency with purposes of the funding source
- Promotion and implementation of state plans and policies
- Support from the public
- Location (must benefit coastal, ocean resources, or the San Francisco Bay region)
- Need (desired project or result will not occur without Conservancy participation)
- Greater-than-local interest

- Sea level rise vulnerability (Consistent with Executive Order S-13-08, for new projects located in areas vulnerable to future sea level rise, planning shall consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise)

### Additional Criteria

- Urgency (threat to a resource from development or natural or economic conditions; pressing need; or a fleeting opportunity)
- Resolution of more than one issue
- Leverage (contribution of funds or services by other entities)
- Conflict resolution
- Innovation (for example, environmental or economic demonstration)
- Readiness (ability of the grantee and others to start and finish the project timely)
- Realization of prior Conservancy goals (advances previous Conservancy projects)
- Return to Conservancy (funds will be repaid to the Conservancy, consistent with the Conservancy's long-term financial strategy)
- Cooperation (extent to which the public, nonprofit groups, landowners, and others will contribute to the project)
- Minimization of Greenhouse Gas Emissions (project design and construction methods include measures to avoid or minimize greenhouse gas emissions to the extent feasible and consistent with the project objectives)



## APPENDIX B - BAY AREA GREENPRINT

Project applicants will be asked to generate a project report through the Bay Area Greenprint. The Bay Area Greenprint provides an easy-to-use tool to gather standardized and shareable location data for all PCA grant applications. The Greenprint also provides a range of data about existing characteristics of the project location and potential multiple benefits from the project. The application review committee is evaluating whether such data could be used in future grant solicitations, but it will not be used for scoring projects in this call for projects.



Photo: Karl Nielsen

## Quick Report How-to

1. Go to [bayareagreenprint.org/report/](http://bayareagreenprint.org/report/)
2. Identify the location of your project by drawing it manually, uploading an existing file, or selecting a predefined area.
  - a. Under **Draw an Area**, you have three options to identify your project location:
    - If your project is best defined by a polygon, use **Draw an Area Freehand** to capture the project coverage area. Example projects include land acquisitions or a new green space in an existing urban area.
    - If your project is best represented by a point location, use **Select a Point or Address**, select an appropriate buffer size (1/8 mile buffer recommended), and either manually drop a pin at the location or enter in the address. Example projects include staging areas or bicycle and/or pedestrian bridge.
    - If your project is linear, use **Draw a Path and Buffer**, select an appropriate buffer size (1/8 mile buffer recommended), and draw the extent of the project. Example project types include a trail project or creek restoration.
  - b. Use **Upload a File** if you have a Shapefile (GIS) or KML (from Google Earth) of your project area.
  - c. Use **Choose an Area** if your project is city- or county-wide or is best defined by an entire watershed or the entire coast or baylands.
3. After identifying the project location, click the green **Get Report** at the top right of the screen. Give the report a project name and then submit.
4. After generating the report, scroll to the bottom of the screen and click on the **Share & Compare** button. This generates a project unique weblink that can be pasted into your grant proposal.
5. Include the project weblink directly into your Letter of Interest.

## Contact Information

Technical questions related to Bay Area Greenprint should be directed to Adam Garcia at: [agarcia@greenbelt.org](mailto:agarcia@greenbelt.org)

Date: February 23, 2011  
W.I.: 1512  
Referred by: PAC  
Revised: 10/26/11-C 02/26/14-C 12/21/16-C  
07/26/17-C 02/28/18-C 03/28/18-C  
11/28/18-C 03/27/19-C 06/26/19-C  
09/25/19-C 11/20/19-C

ABSTRACT

Resolution No. 3989, Revised

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

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

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

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

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

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

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

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

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

Attachment A was revised on June 26, 2019 to cancel the \$1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on November 20, 2019 to program \$6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Further discussions are contained in the Programming and Allocations Committee summary sheet dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, and November 8, 2019.

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3989

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

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

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

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

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

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

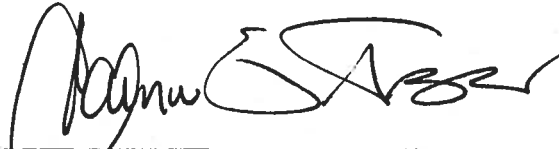
RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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Scott Haggerty, Chair

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



## MTC Exchange Program Funding Commitments Attachment B

November 20, 2019

Recipient	Project/Program	Res No.	Date	Committed by MTC	ID
MTC	Transit Oriented Affordable Housing Development (TOD)	3940	2/24/2010	\$10,000,000	1
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	\$376,000	2
MTC	Affordable Housing Jumpstart	4260	12/21/2016		3
MTC	Alameda Jumpstart	4260	11/28/2018	\$2,000,000	3
MTC	San Francisco Jumpstart	4260	11/28/2018	\$5,000,000	3
MTC	Santa Clara Jumpstart	4260	11/28/2018	\$3,000,000	3
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	\$3,900,000	4
MTC	Regional Priority Conservation Area (PCA) Program	4202	7/26/2017		5
<b>MTC</b>	<b><u>Alameda County: Niles Canyon Trail, Phase 1</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$321,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>Albany: Albany Hill Access Improvements</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$251,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>Livermore: Arroyo Road Trail</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$400,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$1,000,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$950,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>San Francisco: McLaren Park and Neighborhood Connections Plan</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$194,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$200,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>Half Moon Bay: Pillar Point Public Access Improvements</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$298,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>Menlo Park: Bedwell Bayfront Park Entrance Improvements</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$520,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>San Mateo County: Colma Creek Adaptation Study</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$110,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>Point Blue: Pajaro River Watershed Habitat Rest. &amp; Climate Resilient Imps.</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$379,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$400,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>SCVOSA: Tilton Ranch Acquisition</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$1,000,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>PCA Grant Implementation</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$500,000</u></b>	<b><u>5</u></b>
<b>MTC</b>	<b><u>PCA Grant Unprogrammed Balance</u></b>	<b><u>4202</u></b>	<b><u>11/20/2019</u></b>	<b><u>\$1,647,000</u></b>	<b><u>5</u></b>
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	\$30,000	6
TAM/SCTA	Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000	7
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000	8
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000	9
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000	10
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000	11
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000	12
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000	13
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000	14
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000	15
<b>Total Committed:</b>				<b>\$48,326,000</b>	

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 11/20/19-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

Page 4

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

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

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 5

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

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 6

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

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

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

## ABSTRACT

MTC Resolution No. 4202, Revised

Page 7

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

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

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

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

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

Page 8

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

On November 20, 2019, Attachments B-1 and B-2 were revised to program \$6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect \$1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

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, October 9, 2019, and November 13, 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**  
**November 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 11/20/19-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	
BART AB2329 Implementation	Various	BART	\$1,000,000	
Unprogrammed balance	Regionwide	MTC	\$7,862,000	
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	
VTA: Community-Based Transportation Plans	Santa Clara	MTC	\$300,000	
STA: Community-Based Transportation Plans	Solano	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	Sonoma	MTC	\$110,000	
CBTP Program Evaluation	Regionwide	MTC	\$35,000	
<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	

**Attachment B-1**  
**MTC Resolution No. 4202**  
**OBAG 2 Regional Programs**  
**FY 2017-18 through FY 2021-22**  
**November 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 11/20/19-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>Rideshare</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	
InterConnect Bay Area Program	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 Grant Program</b>				
<b>Peninsula, Southern and Eastern Counties PCA (Fund Exchange)</b>	<b>TBD</b>	<b>MTC/CCC</b>		<b>\$8,170,000</b>



## Attachment B-1

## MTC Resolution No. 4202

## OBAG 2 Regional Programs

## FY 2017-18 through FY 2021-22

November 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 11/20/19-C

## OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	Total STP/CMAQ	Other
<b>OBAG 2 REGIONAL PROGRAMS</b>				
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	Regionwide	MTC/GreenInfo Network	\$483,825,151	\$25,979,849
<u>PCA Grant Implementation</u>	<u>Regionwide</u>	<u>MTC/Coastal Conservancy</u>		\$30,000
<u>Alameda County: Niles Canyon Trail, Phase 1</u>	<u>Alameda</u>	<u>Alameda County</u>		\$500,000
<u>Albany: Albany Hill Access Improvements</u>	<u>Alameda</u>	<u>Albany</u>		\$321,000
<u>Livermore: Arroyo Road Trail</u>	<u>Alameda</u>	<u>Livermore</u>		\$251,000
<u>EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)</u>	<u>Contra Costa</u>	<u>East Bay Regional Parks District</u>		\$400,000
<u>JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access</u>	<u>Contra Costa</u>	<u>John Muir Land Trust</u>		\$1,000,000
<u>San Francisco: McLaren Park and Neighborhood Connections Plan</u>	<u>San Francisco</u>	<u>San Francisco Recreation and Parks</u>		\$950,000
<u>GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement</u>	<u>San Mateo</u>	<u>National Parks Service</u>		\$194,000
<u>Half Moon Bay: Pillar Point Public Access Improvements</u>	<u>San Mateo</u>	<u>Half Moon Bay</u>		\$200,000
<u>Menlo Park: Bedwell Bayfront Park Entrance Improvements</u>	<u>San Mateo</u>	<u>Menlo Park</u>		\$298,000
<u>San Mateo County: Colma Creek Adaptation Study (Colma Creek Connector)</u>	<u>San Mateo</u>	<u>San Mateo County</u>		\$520,000
<u>Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Ir</u>	<u>Santa Clara</u>	<u>Point Blue Conservation Science</u>		\$110,000
<u>SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1</u>	<u>Santa Clara</u>	<u>Santa Clara Valley Open Space Dist.</u>		\$379,000
<u>SCVOSA: Tilton Ranch Acquisition</u>	<u>Santa Clara</u>	<u>Santa Clara Valley Open Space Dist.</u>		\$400,000
<u>Unprogrammed Balance</u>	<u>TBD</u>	<u>TBD</u>		\$1,000,000
<u>Unprogrammed Balance</u>	<u>TBD</u>	<u>TBD</u>		\$1,647,000
<b>North Bay PCA Grant Program</b>				
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Parac	Marin	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	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 Imps)	Marin	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	Marin	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	Napa	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma	Sonoma County	\$770,000	
<b>7. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL:</b>	<b>\$8,200,000</b>	<b>\$8,200,000</b>
<b>8. BAY AREA HOUSING INITIATIVES</b>				
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	Regionwide	MTC		\$10,000,000
Housing Incentive Pool	TBD	TBD	\$25,000,000	
Sub-HIP Pilot Program				
Solano County projects - TBD	TBD	TBD	\$4,000,000	
Other North Bay County projects - TBD	TBD	TBD	\$1,000,000	
<b>8. BAY AREA HOUSING INITIATIVES</b>		<b>TOTAL:</b>	<b>\$30,000,000</b>	<b>\$10,000,000</b>
<b>9. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>				
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	Contra Costa	CCTA/MTC	\$4,000,000	
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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**Attachment B-2**  
**MTC Resolution No. 4202**  
**OBAG 2 County Programs**  
**FY 2017-18 through FY 2021-22**  
**November 2019**

MTC Res. No. 4202 Attachment B-2  
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 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C  
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 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C

**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>		<b>\$385,512,000</b>
<b>ALAMEDA COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	ACTC	\$5,489,000
Planning Activities - Supplemental	ACTC	\$2,800,000
Federal Aid Secondary (FAS)		
Alameda County: Various Streets & Roads Preservation	Alameda County	\$1,779,000
Safe Routes To School (SRTS)		
ACTC: Alameda County SRTS Non-Infrastructure Program	ACTC	\$5,340,000
County Program		
ACTC: Alameda County SRTS Non-Infrastructure Program - Supplemental	ACTC	\$1,959,000
Alameda: Central Ave Complete Street	Alameda	\$3,487,000
Alameda: Citywide Various Streets and Roads Preservation	Alameda	\$827,000
Alameda: Clement Ave Complete Street	Alameda	\$5,018,000
Alameda County: Meekland Ave Corridor Improvement, Phase II	Alameda County	\$9,300,000
Alameda County: Various Streets and Roads Preservation	Alameda County	\$2,171,000
Albany: San Pablo Ave and Buchanan St Pedestrian Improvements	Albany	\$340,000
Berkeley: Southside Complete Streets & Transit Improvements	Berkeley	\$8,335,000
Dublin: Dublin Blvd Rehabilitation	Dublin	\$661,000
Emeryville: Slurry Seal of Frontage Rd, 65th St, and Powell St	Emeryville	\$225,000
Fremont: Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Fremont	\$7,695,000
Fremont: Various Streets and Roads Rehabilitation	Fremont	\$2,760,000
Hayward: Main St Complete Street	Hayward	\$1,675,000
Hayward: Winton Ave Complete Street	Hayward	\$1,750,000
Livermore: Annual Pavement Preservation	Livermore	\$1,382,000
MTC: I-580 Corridor Study	MTC	\$200,000
Newark: Thornton Ave Pavement Rehabilitation	Newark	\$592,000
Oakland: Lakeside Family Streets	Oakland	\$4,792,000
Oakland: Citywide Various Streets and Roads Rehabilitation	Oakland	\$4,895,000
Piedmont: Oakland Ave Improvements	Piedmont	\$168,000
Pleasanton: Hacienda Business Park Pavement Rehabilitation	Pleasanton	\$1,095,000
San Leandro: Washington Ave Rehabilitation	San Leandro	\$1,048,000
Union City: Dyer Rd Pavement Rehabilitation	Union City	\$872,000
<b>ALAMEDA COUNTY</b>	<b>TOTAL:</b>	<b>\$76,655,000</b>
<b>CONTRA COSTA COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	CCTA	\$4,342,000
Federal Aid Secondary (FAS)		
Contra Costa County: Kirker Pass Rd Overlay	Contra Costa County	\$1,343,000
Safe Routes To School (SRTS)		
Antioch: L Street Pathway to Transit	Antioch	\$1,469,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Concord	\$1,012,000
Contra Costa County: West County Walk & Bike Non-Infrastructure Prog.	Contra Costa County	\$561,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$91,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$67,000
Richmond: Lincoln Elementary Pedestrian Enhancements	Richmond	\$497,000
San Ramon: San Ramon Valley Street Smarts Non-Infrastructure Program	San Ramon	\$391,000
County Program		
Antioch: Pavement Rehabilitation	Antioch	\$2,474,000
Brentwood: Various Streets and Roads Preservation	Brentwood	<b>\$628,000</b>
Clayton: Neighborhood Streets Rehabilitation	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Concord	\$4,368,000
Concord: Willow Pass Road Rehab and 6th St SRTS	Concord	\$4,183,000
Contra Costa County: Local Streets and Roads Preservation	Contra Costa County	\$4,327,000
Danville: Camino Ramon Improvements	Danville	\$1,357,000
El Cerrito: Carlson Blvd and Central Ave Pavement Rehabilitation	El Cerrito	\$544,000

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**OBAG 2 County Programs Project List**

**PROJECT CATEGORY AND TITLE**

**SPONSOR**

**OBAG 2**

**STP/CMAQ**

**OBAG 2 COUNTY PROGRAMS**

**\$385,512,000**

El Cerrito: El Cerrito del Norte TOD Complete Streets Imps

El Cerrito

\$4,840,000

Hercules: Sycamore/Willow Pavement Rehabilitation

Hercules

\$492,000

Lafayette: Pleasant Hill Rd Pavement Rehabilitation

Lafayette

\$579,000

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**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>		<b>\$385,512,000</b>
Martinez: Downtown Streets Rehabilitation	Martinez	\$846,000
Moraga: Moraga Way and Canyon Rd/Camino Pablo Improvements	Moraga	\$596,000
Oakley: Street Repair and Resurfacing	Oakley	\$969,000
Orinda: Orinda Way Pavement Rehabilitation	Orinda	\$620,000
Pinole: San Pablo Ave Rehabilitation	Pinole	\$586,000
Pittsburg: BART Pedestrian and Bicycle Connectivity Improvements	Pittsburg	\$3,870,000
Pittsburg: Pavement Improvements	Pittsburg	<b>\$2,410,000</b>
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$920,000
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	Richmond	\$2,205,000
<b>San Pablo: Market St Giant Rd Pavement Rehabilitation</b>	San Pablo	\$618,000
San Ramon: Alcosta Blvd Pavement Rehabilitation	San Ramon	\$1,175,000
San Ramon: Iron Horse Bike and Pedestrian Overcrossings	San Ramon	\$4,840,000
<b>Walnut Creek: Ygnacio Valley &amp; Oak Grove Rd Rehabilitation</b>	Walnut Creek	\$2,608,000
<b>CONTRA COSTA COUNTY</b>		<b>TOTAL: \$56,136,000</b>
<b>MARIN COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	TAM	\$3,822,000
Federal Aid Secondary (FAS)		
County of Marin receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
Corte Madera: Paradise Dr Multi-Use Path (San Clement Dr to Seawolf Passage)	Corte Madera	\$595,000
San Anselmo: San Anselmo Bike Spine	San Anselmo	\$269,000
County Program		
GGBHTD: San Rafael Bettini Transit Center	GGBHTD	\$1,250,000
Novato: Nave Dr and Bel Marin Keys Blvd Preservation (for Novato Downtown SN	Novato	\$1,450,000
San Anselmo: Sir Francis Drake Blvd Pavement Rehab and Crossing Imps	San Anselmo	\$1,134,000
San Rafael: Francisco Blvd East Sidewalk Improvements	San Rafael	\$2,100,000
Sausalito: US 101/Bridgeway/Gate 6 Bicycle Improvements	Sausalito	\$250,000
<b>MARIN COUNTY</b>		<b>TOTAL: \$10,870,000</b>
<b>NAPA COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	NVTA	\$3,822,000
Federal Aid Secondary (FAS)		
County of Napa receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
NVTA: Napa County SRTS Non-Infrastructure Program	NVTA	\$122,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$393,000
County Program		
American Canyon: Green Island Rd Improvements	American Canyon	\$1,000,000
Napa: Silverado Trail Five-way Intersection Improvement	Napa (city)	\$2,000,000
St. Helena: Main St Pedestrian Improvements	St. Helena	\$813,000
<b>NAPA COUNTY</b>		<b>TOTAL: \$8,150,000</b>
<b>SAN FRANCISCO COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	SFCTA	\$3,997,000
Planning Activities - Supplemental	SFCTA	\$1,900,000
Federal Aid Secondary (FAS)		
County of San Francisco is entirely urban and therefore does not receive FAS funding		
Safe Routes To School (SRTS)		
SFMTA: San Francisco SRTS Non-Infrastructure Program	SFMTA	\$1,797,000
County Program		
BART: Embarcadero Station New Northside Platform Elevator and Faregates	BART	\$2,000,000
Caltrain: Peninsula Corridor Electrification	Caltrain	\$11,188,000
SFMTA: Geary Bus Rapid Transit Phase 1	SFMTA	\$6,939,000
SFMTA: San Francisco SRTS Non-Infrastructure Program - Supplemental	SFMTA	\$1,016,000

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**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>		<b>\$385,512,000</b>
SFMTA: Central Subway	SFMTA	\$15,980,000
SFDPW: Better Market Street	SFDPW	\$3,366,000
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$48,183,000</b>

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**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>		<b>\$385,512,000</b>
<b>SAN MATEO COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	C/CAG	\$3,822,000
Planning Activities - Supplemental	C/CAG	\$1,512,000
Federal Aid Secondary (FAS)		
County of San Mateo receives FAS funding directly from Caltrans		
Safe Routes To School (SRTS)		
C/CAG: San Mateo SRTS Non-Infrastructure Program	CCAG/COE	\$2,394,000
County Program		
Atherton: James Ave Rehabilitation	Atherton	\$251,000
Belmont: Various Streets Pavement Rehabilitation	Belmont	\$467,000
Belmont: Ralston Ave Corridor Bike/Ped Improvements	Belmont	\$1,000,000
Brisbane: Crocker Trail Commuter Connectivity Upgrades	Brisbane	\$885,000
Brisbane: Tunnel Ave Rehabilitation	Brisbane	\$137,000
Burlingame: Various Streets Resurfacing	Burlingame	\$571,000
Burlingame: Broadway PDA Lighting Improvements	Burlingame	\$720,000
Burlingame: Hoover School Area Sidewalk Improvements	Burlingame	\$700,000
C/CAG: San Mateo SRTS Non-Infrastructure Program - Supplemental	CCAG/COE	\$223,000
Colma: Mission Rd Bike/Ped Improvements	Colma	\$625,000
Daly City: Various Streets Pavement Resurfacing and Slurry Seal	Daly City	\$1,310,000
East Palo Alto: Various Streets Resurfacing	East Palo Alto	\$416,000
Foster City: Various Streets Pavement Rehabilitation	Foster City	\$441,000
Half Moon Bay: Poplar Street Complete Streets	Half Moon Bay	\$1,202,000
Hillborough: Various Streets Resurfacing	Hillsborough	\$408,000
Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	Menlo Park	\$647,000
Millbrae: Various Streets Pavement Rehabilitation	Millbrae	\$387,000
Pacifica: Citywide Curb Ramp Replacements	Pacifica	\$400,000
Pacifica: Various Streets Pavement Rehabilitation	Pacifica	\$671,000
Pacifica: Palmetto Sidewalk Improvements	Pacifica	\$330,000
Portola Valley: Various Streets Resurfacing	Portola Valley	\$201,000
Redwood City: Twin Dolphin Parkway Overlay	Redwood City	\$1,266,000
Redwood City: US 101/Woodside Rd Class I Bikeway	Redwood City	\$948,000
San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	San Bruno	\$914,000
San Bruno: Various Streets Pavement Rehabilitation	San Bruno	\$673,000
San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	San Carlos	\$575,000
San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	San Carlos	\$500,000
San Carlos: US 101/Holly Street Bike/Ped Overcrossing	San Carlos	\$1,000,000
San Mateo: Various Streets Pavement Rehabilitation	San Mateo	\$1,593,000
San Mateo: Laurie Meadows Ped/Bike Safety Improvements	San Mateo	\$987,000
San Mateo County: Canada Rd and Edgewood Rd Resurfacing	San Mateo County	\$892,000
San Mateo County: Countywide Pavement Maintenance	San Mateo County	\$1,072,000
South San Francisco: Various Streets Pavement Rehabilitation	South San Francisco	\$1,027,000
South San Francisco: Grand Boulevard Initiative Complete Street Imps	South San Francisco	\$1,000,000
Woodside: Various Streets Pavement Rehabilitation	Woodside	\$242,000
Woodside: Woodside Pathway Phase 3	Woodside	\$136,000
<b>SAN MATEO COUNTY</b>	<b>TOTAL:</b>	<b>\$32,545,000</b>
<b>SANTA CLARA COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	VTA	\$6,078,000
Planning Activities - Supplemental	VTA	\$4,822,000
Federal Aid Secondary (FAS)		
Santa Clara County: Uvas Rd Rehabilitation	Santa Clara County	\$1,701,000
Safe Routes To School (SRTS)		
Campbell: Eden Ave Sidewalk Improvements	Campbell	\$555,000
Cupertino: McClellan Rd Separated Bike Lane	Cupertino	\$1,000,000



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**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>		<b>\$385,512,000</b>
Palo Alto: Waverley Multi-Use Path, E. Meadow Dr. & Fabian Wy. Enhanced Bike	Palo Alto	\$919,000
San Jose: Mount Pleasant Schools Area Pedestrian & Bicycle Safety Imps.	San Jose	\$1,000,000
Santa Clara: Santa Clara Schools Access Improvements	Santa Clara	\$1,146,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$339,000
Sunnyvale: Homestead Rd at Homestead High School Ped & Bike Imps.	Sunnyvale	\$1,000,000
Sunnyvale: Pedestrian and Bicyclist Infrastructure Improvements	Sunnyvale	\$919,000
<b>County Program</b>		
Campbell: Winchester Boulevard Overlay	Campbell	\$554,000
Campbell: Harriet Ave Sidewalk Project	Campbell	\$405,900
Cupertino: Pavement Management Program	Cupertino	\$769,000
Gilroy: Downtown Monterey St Rehabilitation	Gilroy	\$1,028,000
Los Altos: Fremont Ave Asphalt Concrete Overlay	Los Altos	\$336,000
Los Gatos: Los Gatos Creek Trail to Highway 9 Trailhead Connection	Los Gatos	\$343,000
Los Gatos: Shannon Rd Complete Streets	Los Gatos	\$940,100
Milpitas: Various Streets Resurfacing	Milpitas	\$1,609,000
Morgan Hill: East Dunne Ave Pavement Rehabilitation	Morgan Hill	\$857,000
Mountain View: West Middlefield Road Improvements	Mountain View	\$1,136,000
Palo Alto: Adobe Creek/Highway 101 Bicycle Pedestrian Bridge	Palo Alto	\$4,350,000
Palo Alto: El Camino Real Pedestrian Safety & Streetscape Improvements	Palo Alto	\$4,655,000
Palo Alto: North Ventura Coordinated Area Plan	Palo Alto	\$638,000
Palo Alto: Various Streets Resurfacing	Palo Alto	\$1,009,000
San Jose: Downtown San Jose Mobility, Streetscape, and Public Life Plan	San Jose	\$813,000
San Jose: East Side Alum Rock (east of 680) Urban Village Plan	San Jose	\$400,000
San Jose: McKee Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,623,000
San Jose: Various Streets Pavement Rehabilitation	San Jose	\$14,597,000
San Jose: Tully Road Vision Zero Priority Safety Corridor Improvements	San Jose	\$8,599,000
San Jose: West San Carlos Urban Village Streetscape Improvements	San Jose	\$3,582,000
Santa Clara: Hetch-Hetchy Trail Phase 1	Santa Clara	\$790,000
Santa Clara: San Tomas Aquino Creek Trail Underpass	Santa Clara	\$2,449,000
Santa Clara: Saratoga Creek Trail Phase 1	Santa Clara	\$3,396,000
Santa Clara: Streets & Roads Preservation	Santa Clara	\$2,356,000
Santa Clara County: Capitol Expressway Rehabilitation	Santa Clara County	\$5,000,000
Santa Clara County: McKean Rd Pavement Rehabilitation	Santa Clara County	\$1,151,000
Saratoga: Prospect Rd Complete Streets	Saratoga	\$1,075,000
Saratoga: Saratoga Village Crosswalks & Sidewalks Rehabilitation	Saratoga	\$338,000
Sunnyvale: Bernardo Avenue Bicycle Underpass - EIR	Sunnyvale	\$500,000
Sunnyvale: East Sunnyvale Area Sense of Place Improvements	Sunnyvale	\$1,701,000
Sunnyvale: Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale	\$782,000
Sunnyvale: Java Drive Road Diet & Bike Lanes	Sunnyvale	\$500,000
Sunnyvale: Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale	\$500,000
Sunnyvale: Peery Park Sense of Place Improvements	Sunnyvale	\$2,686,000
Sunnyvale: Traffic Signal Upgrades	Sunnyvale	\$2,566,000
VT/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VT/Milpitas	\$3,560,000
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$104,073,000</b>
<b>SOLANO COUNTY</b>		
<b>CMA Planning Activities</b>		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
<b>Federal Aid Secondary (FAS)</b>		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
<b>Safe Routes To School (SRTS)</b>		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
<b>County Program</b>		

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**OBAG 2 County Programs Project List**

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
<b>OBAG 2 COUNTY PROGRAMS</b>		<b>\$385,512,000</b>
Benicia: Park Rd Improvements	Benicia	\$2,731,000
Fairfield: Heart of Fairfield Improvements	Fairfield	\$1,394,000
Suisun City: Railroad Ave Repaving	Suisun City	\$491,000
STA: Vacaville Jepson Parkway Phase 3 Bike Path	STA	\$1,407,000
STA: Solano Mobility Call Center	STA	\$1,537,000
Vacaville: VacaValley/I-505 Roundabouts	Vacaville	\$1,907,000
Vacaville: Local Streets Overlay	Vacaville	\$1,193,000
Vallejo: Sacramento St Rehabilitation	Vallejo	\$681,000
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$21,177,000</b>
<b>SONOMA COUNTY</b>		
CMA Planning Activities		
Planning Activities Base	SCTA	\$3,822,000
Planning Activities - Supplemental	SCTA	\$1,178,000
Federal Aid Secondary (FAS)		
Sonoma County: River Road Pavement Rehabilitation	Sonoma County	\$3,264,000
Safe Routes To School (SRTS)		
SCTA: Sonoma County Safe Routes To School (SRTS)	SCTA	\$1,655,000
County Program		
Cotati: E. Cotati Avenue Street Rehabilitation	Cotati	\$675,000
Healdsburg: Healdsburg Avenue Road Diet	Healdsburg	\$600,000
Petaluma: Petaluma Boulevard South Road Diet	Petaluma	\$2,916,000
SMART: Petaluma SMART Pathway	SMART	\$400,000
Rohnert Park: Various Streets Rehabilitation	Rohnert Park	\$1,035,000
Santa Rosa: US 101 Bicycle and Pedestrian Bridge Overcrossing	Santa Rosa	\$1,418,000
Santa Rosa: Various Streets Rehabilitation	Santa Rosa	\$1,655,000
Sebastopol: Bodega Avenue Bike Lanes and Pavement Rehabilitation	Sebastopol	\$1,195,000
Sonoma (City) : New Fryer Creek Bicycle and Pedestrian Bridge	Sonoma (City)	\$501,000
Sonoma County: Various County Roads Rehabilitation	Sonoma County	\$2,600,000
Sonoma County: New Crocker Bridge Bike and Pedestrian Passage	Sonoma County	\$1,809,000
Windsor: Windsor River Road at Windsor Road Intersection Imps	Windsor	\$3,000,000
<b>SONOMA COUNTY</b>	<b>TOTAL:</b>	<b>\$27,723,000</b>
<b>OBAG 2 COUNTY PROGRAMS</b>	<b>TOTAL:</b>	<b>\$385,512,000</b>





One Bay Area Grant  
**Priority Conservation Area (PCA)**  
**PCA Grant Program**

Programming and Allocations Committee

November 13, 2019

Coyote Ridge, Santa Clara County  
Photo: Santa Clara Valley Open Space Authority





# Current Growth Framework

## PDA

### Focus Housing and Jobs in Priority Development Areas

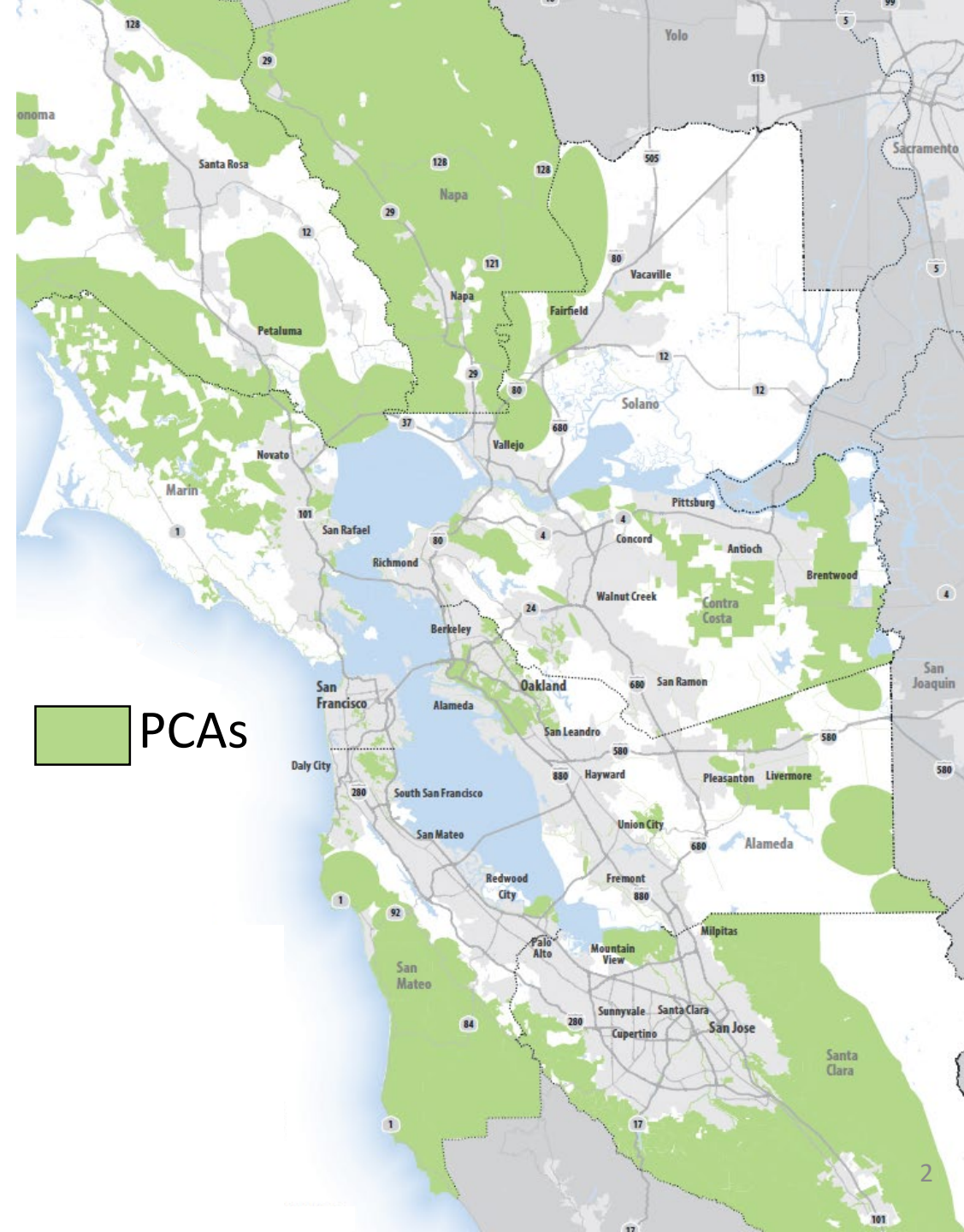
- Voluntarily adopted by cities; planned, or being planned, for housing
- Within walking distance of frequent transit & inside an existing community

## PCA

### Protect Open Space in Priority Conservation Areas

- Voluntarily nominated by cities and special districts (e.g. park districts)
- Regionally significant open spaces

Note: A new growth framework for Plan Bay Area 2050 was approved by MTC/ABAG in April 2019; will reflect new and updated PDAs & PCAs, and new Priority Production Areas (PPAs).



# PCA Grant Program

## Objectives

- Protect or restore **natural habitats**, ecosystems, open spaces, and agricultural lands
- Improve **bicycle and pedestrian access** to open space and parks
- Support the **agricultural economy** of the region
- Provide or improve **parks and green spaces** in urban areas

## Project Types



Protection of natural resource, open space, or agricultural lands



Habitat restoration or enhancements



Bicycle and pedestrian access improvements



Urban greening



Planning activities

# Program Structure

	North Bay	Peninsula, South, and East Bay
Counties	Marin, Napa, Solano, Sonoma	Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara
Funding	\$8.2 million total <ul style="list-style-type: none"> <li>• Federal STP/CMAQ</li> <li>• \$2.1 million per county</li> </ul>	\$10 million total <ul style="list-style-type: none"> <li>• \$8.2 million MTC exchange funds</li> <li>• \$1.8 million Conservancy bond funds</li> </ul>
Process	CTAs for each county manage call for projects	MTC and Conservancy manage call for projects
Approval	MTC approves North Bay PCA Grant program (April 2018)	MTC and Conservancy approve Peninsula, South, and East Bay PCA Grant program



# Timeline

## Peninsula, South, and East Bay Program

January 2019

Call for projects

February

Letters of Interest Due

July

Full Applications Due

October

**Conservancy Board Action**

- Recommended PCA Grant Program of Projects for MTC approval
- Fund approvals for specific projects through future Board actions

November

**MTC Action (Current Item)**

- Approval of PCA Grant Program of Projects
- Fund programming

### Evaluation Committee

- MTC/ABAG, Conservancy Staff
- Develops recommendations for MTC and Conservancy Boards

# Program Overview

## Peninsula, South, and East Bay Program



**Rancho Corral de Tierra, San Mateo County**

Photo: National Parks Service

**\$7.4 million in PCA Grants**

*\$6 million in MTC Exchange funds*

*\$1.4 million in Conservancy funds*

**\$500,000 for implementation**

**17 projects**

*13 funded by MTC, 4 funded by Conservancy*

**\$435,000 average grant size**

**\$2.5 million average project size**

# Key Outcomes

## Peninsula, South, and East Bay Program



**Niles Canyon, Alameda County**

Photo: Flickr User John\_K

### Public Access

Bike/Pedestrian Trails, new or improved	16.7 miles
Water Trail Access, new or improved	1 location

### Habitat Restoration

Stream habitat	1.8 miles
Land or marsh habitat	309 acres

### Land Protection

Acquisition	1,861 acres
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# Recommendation

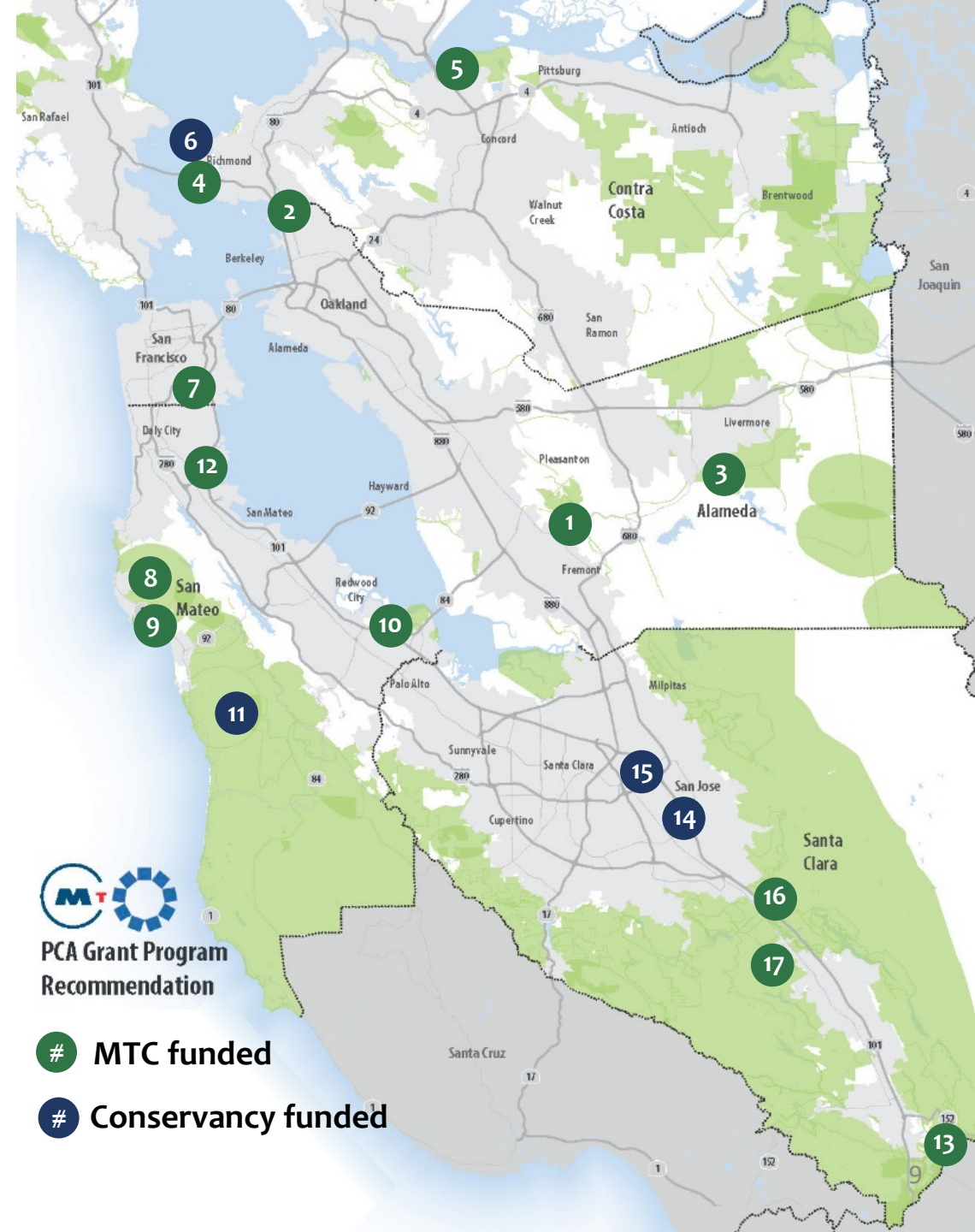
***Refer MTC Resolution Nos. 3989, Revised and 4202, Revised, to the Commission for approval***

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- Approves the **PCA Grant Program of Projects** for the South Bay, East Bay and Peninsula  
*Funded by MTC in collaboration with the Coastal Conservancy*
- Programs **\$6.0 million in MTC exchange funds to 13 projects**
- Programs **\$500,000 for implementation**



1. Alameda County: Niles Canyon Trail, Phase 1
2. Albany: Albany Hill Access Improvements
3. Livermore: Arroyo Rd Trail
4. EBRPD: Bay Trail at Pt. Molate (RSR Bridge to Beach Park)
5. John Muir Land Trust: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access
6. Richmond: Bay Trail at Pt. Molate (Beach Park to Stenmark)
7. San Francisco: McLaren Park and Neighborhood Connections Plan
8. GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement
9. Half Moon Bay: Pillar Point Public Access Improvements
10. Menlo Park: Bedwell Bayfront Park Entrance Improvement
11. MROSD: Purisima-to-the-Sea Trail and Parking Area
12. San Mateo County: Colma Creek Adaptation Study
13. Point Blue Conservation Science: Pajaro River Watershed Habitat Restoration and Climate Resilience
14. San Jose: Coyote Creek Trail Singleton Rd Crossing
15. San Jose: Five Wounds Trail Master Planning
16. SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1
17. SCVOSA: Tilton Ranch Acquisition





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1048      **Version:** 1      **Name:**  
**Type:** Resolution      **Status:** Commission Approval  
**File created:** 9/3/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 11/13/2019      **Final action:**  
**Title:** Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations and MTC Resolution No. 4130, Revised

Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, Local Partnership, and Transit and Intercity Rail Capital Programs; and Revision to MTC's Cap and Trade Framework (MTC Resolution No. 4130, Revised).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a\\_Reso-4130\\_SB1\\_Approach-Principles.pdf](#)

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

Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations and MTC Resolution No. 4130, Revised

*Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, Local Partnership, and Transit and Intercity Rail Capital Programs; and Revision to MTC's Cap and Trade Framework (MTC Resolution No. 4130, Revised).*

**Presenter:**

Kenneth Kao

**Recommended Action:**

Commission Approval



# Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 4a

## Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations and MTC Resolution No. 4130, Revised

**Subject:** Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, Local Partnership, and Transit and Intercity Rail Capital Programs; and Revision to MTC's Cap and Trade Framework (MTC Resolution No. 4130, Revised).

**Background:** The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1, Beall), provides over \$5 billion in new transportation revenues annually to both new and existing funding programs. In 2018, the State programmed the first round of SB1 competitive funding; the selected Bay Area projects are shown in Attachment A. In general, the Bay Area was quite successful in round one.

The California Transportation Commission (CTC) and the California State Transportation Agency (CalSTA) are now preparing for the next round of grants, with applications due in Winter/Spring 2020.

Below is a summary of upcoming programs and their expected application due dates.

Program	MTC Role*	Funding Amount	Due Date
Solutions for Congested Corridors (SCCP)	Nominate	\$500 M Statewide Over 2 Years	6/2020 (to CTC)
Trade Corridor Enhancement Program (TCEP)	Compile Nominations	~\$1.3 B Statewide Over 3 Years (Assumes federal funds)	6/2020 (to CTC)
Local Partnership Competitive Program (LPP-C)	Regional Support	\$200 M Statewide Over 2 Years	5/2020 (to CTC)
Transit and Intercity Rail Capital Program (TIRCP)	Support approved framework (MTC Res. 4130)	~\$450-500 million Statewide Over 2 Years	1/2020 (to CalSTA)

*\* For all programs, MTC also confirms that nominated projects are consistent with the region's RTP/SCS.*

To maximize the region's grant performance and competitiveness, MTC staff proposes a regional approach to prioritize grant applications based on principles that closely align with the state's project selection criteria and program goals, and with regional plans, policies, and priorities. Common prioritization principles include deliverability, full funding plans, improving mobility, and demonstrated partnership. The proposed prioritization principles (Attachment B) would inform the region's competitive program nominations and endorsements in early 2020.

MTC staff envisions a comprehensive look at the programs over the next few months to ensure better coordination and consistency, including working with Caltrans to understand and coordinate priorities. MTC staff solicited feedback from Bay Area County Transportation Agency Directors and Transit General Managers on the proposed principles in September. Based on the expected due dates for applications, MTC programming or endorsement actions would be planned in early 2020. An anticipated timeline of actions is included on the last slide of Attachment B.

MTC programming or endorsement actions would be planned in early 2020. An anticipated timeline of actions is included on the last slide of Attachment B.

MTC adopted the 2020 Regional Transportation Improvement Program (RTIP) policies and procedures in September. In it, MTC requires sponsors to use RTIP (or other local) funds as match to SB1 competitive program applications before MTC will commit other regional discretionary funding. If a county advances future STIP county shares to fully fund a SB1 nomination, staff recommends that all unprogrammed 2020 STIP shares must also be committed to the nominated project (after PPM, GARVEE/AB 3090s, and previously-programmed projects).

#### **MTC's Cap and Trade Framework – Proposed Revision**

In April 2016, the Commission adopted a revised Cap and Trade framework that included an increased TIRCP target amount of \$3 billion, including \$400 million for “TBD Expansion Projects”. During the revision, staff recommended an endorsement policy for smaller requests up to \$10 million for projects that would fall under this category, conditioned on consistency with the region’s long-range plan. This limit was not incorporated into the MTC resolution but has been followed as a rule of thumb for previous TIRCP endorsements. Staff recommends formalizing this practice in the resolution by increasing the limit to TIRCP applications of up to \$15 million and retaining the current framework of named projects. Further, staff recommends a comprehensive update to the Cap and Trade Framework before the next TIRCP cycle to align with Plan Bay Area 2050 transit priorities. A breakdown of the region’s performance in TIRCP rounds 1-3 is included as Attachment E to this item.

#### **Issues:**

1. Regional Measure 3. RM3 is currently under litigation, with toll revenue being held in escrow and unavailable for use until litigation is resolved. However, many SB1 competitive program project candidates anticipate using RM3 in their funding plans. Staff will return to this Committee in the coming months with proposed RM3 policy and procedures.
2. State Guidelines. The State has not yet finalized guidelines for any of the programs discussed in this memo. If the final guidelines affect the proposed prioritization principles, staff will return to this committee to propose revising the principles.

#### **Recommendation:** Staff recommends the Committee:

1. Provide feedback to staff on prioritization principles;
2. Refer the Proposed Prioritization Principles (Attachment B) to the Commission for approval in preparing staff’s recommended Bay Area SB1 Competitive Program Project Nominations for MTC Commission consideration in early 2020; and
3. Refer MTC Resolution No. 4130, Revised, to the Commission for approval.

#### **Attachments:**

Attachment A: List of Bay Area SB1 Cycle 1 Awards  
Attachment B: Proposed Prioritization Principles  
Attachment C: Principle Discussion Slide Presentation  
Attachment D: MTC Resolution No. 4130, Revised  
Attachment E: Bay Area TIRCP Applications: Amounts, Endorsements, and Awards

  
Therese W. McMillan

## SB 1 Competitive Programs (Cycle 1) - Bay Area Projects

State Awarded Projects (\$millions)

\$1,000 available

## Solutions for Congested Corridors (SCC)

Bay Area Share: of State: 31.8%

Project Titles	County	Sponsor	SCC Award
San Mateo US-101 Express Lanes / Santa Clara US-101 Express Lanes Phase 3	San Mateo/Santa Clara	Caltrans / VTA	\$233
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans	\$85
Total			\$318

\$1,342 available

## Trade Corridor Enhancement Program (TCEP)

Bay Area Share: of State: 18.6%

Project Titles	County	Sponsor	TCEP Award
Port of Oakland 7th Street Grade Separation (East)	Alameda	ACTC	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	ACTC	\$12
At-Grade Rail Crossing Improvements (Emeryville)	Alameda	Emeryville	\$4
Solano I-80/I-680/SR-12 Interchange (phase 2a)	Solano	Caltrans/ STA	\$53
US 101 / SR 25 Interchange (design)	Santa Clara	VTA	\$4
Total			\$249

\$300 available

## Local Partnership Program (LPP) Competitive Program

Bay Area Share: of State: 32%

Project Titles	Applicant	Implementor	LPP Award
Purchase Hybrid Buses	AC Transit	AC Transit	\$15
I-680/SR4 Interchange Improvements – Phase 3	CCTA	CCTA	\$34
Rumrill Blvd. Complete Streets	San Pablo	San Pablo	\$3
Jefferson Street Improvements Phase II	SFCTA	SF DPW	\$7
San Mateo US-101 Express Lanes	C/CAG, SMCTA	C/CAG, SMCTA	\$20
Mathilda Avenue Improvements at SR 237 and US 101	VTA	VTA	\$17
Total			\$96

\$2,650 available

\$1,675 available

\$4,325 available

## Transit and Intercity Rail Capital Program (TIRCP)

Bay Area Share:

26.2%

42.2%

32.4%

Project Titles	Applicant	TIRCP Awards FY18/19-FY22/23	Multi-Year Funding Agreement (FY23/24-FY27/28)	Total
Transbay Core Capacity Project	BART	\$144	\$174	\$319
SFMTA Transit Capacity Expansion Program	SFMTA	\$27		\$27
Zero Emission High Capacity Buses to Support Transbay Tomorrow & Clean Corridors Plan	AC Transit	\$14		\$14
BART Silicon Valley Extension Phase 2	VTA	\$238	\$492	\$730
Caltrain Electrification - Full Fleet Conversion and Expansion	Caltrain	\$123	\$41	\$165
SamTrans US 101 Express Bus Pilot Project	SamTrans	\$15		\$15
Northern California Corridor Enhancement Program (Oakland-San Jose Phase 2A)	Capitol Corridor	\$80		\$80
SMART Larkspur to Windsor Corridor Project	SMART	\$21		\$21
Solano Regional Transit Improvements	STA et. al	\$11		\$11
Dublin/Pleasanton Capacity Imps and Congestion Reduction Program	LAVTA / Alameda Co.	\$21		\$21
Total		\$695	\$707	\$1,402

	SB 1 Award	Future Year	Total
Bay Area Totals:	\$1,357	\$707	\$2,064
Statewide Available:	\$5,292	\$1,675	\$6,967
Bay Area Share:	26%	42%	40%

**Note:** MTC took action on SCC, TCEP, TIRCP programs. MTC took no action for LPP Competitive program.

## Attachment B:

### Prioritization Principles for Bay Area 2020 SB1 Competitive Program Nominations

#### 1. Solutions for Congested Corridors Program (SCCP)

Senate Bill 1 identifies \$250 million per year for the Solutions for Congested Corridors Program (SCCP). The SCCP funds projects that make specific performance improvements designed to reduce congestion in highly-traveled corridors. MTC and Caltrans are the only eligible nominating agencies in the Bay Area.

Prioritization Principle	Discussion
Projects listed in SB1 legislation	Example projects/corridors in SB1 legislation strongly meet SB1's legislative intent
Addresses mobility in key congested corridors	Supports overall program intent; potential to use Vital Signs Top Congested Corridors data and other regional planning documents
Reduces Greenhouse Gas Emissions/ Advances Governor's Executive Order	The Governor's Executive Order N-19-19 directs the California State Transportation Agency (CalSTA) to prioritize projects that lower fuel consumption and greenhouse gas emissions from transportation
Deliverability by FY 22-23 and Leveraging/Full Funding	Emphasize ready-to-go projects that have at least 35% design, and leverages other funds to complete funding plan*
Partnership	Demonstrate Caltrans support; Caltrans joint-nomination is preferred
Small/Rural Project (Optional)	If final program guidelines include a set-aside for small/rural projects, MTC may include this as a principle

\* If a county advances future STIP county shares to fully fund a SB1 nomination, all unprogrammed 2020 STIP shares must also be committed to the nominated project (after PPM, GARVEE/AB 3090s, and previously-programmed projects).

#### 2. Trade Corridor Enhancement Program (TCEP)

Senate Bill 1 identifies \$300 million per year to be deposited into the Trade Corridor Enhancement Account (TCEA). The TCEA, along with any federal freight formula funds for California, form the basis for the Trade Corridor Enhancement Program. The TCEP funds infrastructure improvements on corridors that have a high volume of freight movement. MTC compiles project nominations from the region.

Prioritization Principle	Discussion
Address mobility in key freight corridors	Emphasize projects on Primary Highway Freight Network, multi-modal/ rail/ port projects, and projects in MTC's Goods Movement Investment Strategy
Address community impacts from freight corridors	Encourage mode shift from highway to rail, emission reduction projects
Deliverability by FY 22-23 and Leveraging/ Full Funding	Emphasize ready-to-go projects that have at least 35% design; Support projects that previously received TCEP funds and leverages other funds to complete funding plan*
Partnership	Demonstrate Caltrans support; Caltrans joint-nomination is preferred

\* If a county advances future STIP county shares to fully fund a SB1 nomination, all unprogrammed 2020 STIP shares must also be committed to the nominated project (after PPM, GARVEE/AB 3090s, and previously-programmed projects).

### 3. Local Partnership Program (LPP)

Senate Bill 1 identifies \$200 million per year for the Local Partnership Program. The California Transportation Commission splits this money 50% to a formulaic share based on population and revenue generated, and 50% to a competitive program. LPP allows local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. MTC has no formal role in nominating projects, aside from projects using regional bridge tolls to qualify for LPP funds.

#### Proposal:

- Provide MTC letters of support for projects in support of goals and priorities of MTC's Regional Transportation Plan / Sustainable Communities Strategy, *Plan Bay Area 2040*, and that address funding gaps

### 4. Transit and Intercity Rail Capital Program (TIRCP)

The Transit and Intercity Rail Capital Program includes funding from Senate Bill 1 as well as from the Greenhouse Gas Reduction Fund (GGRF), commonly known as Cap and Trade funding. TIRCP funds transformative capital improvements that modernize intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. MTC must certify candidate projects' consistency with MTC's Regional Transportation Plan / Sustainable Communities Strategy, *Plan Bay Area 2040*.

Prioritization Principles	Discussion
Consistency with Regional Cap and Trade Framework and Priorities (MTC Resolution No. 4130)	Consistent with previously adopted Commission policy
Support of goals and priorities of MTC's Sustainable Communities Strategy ( <i>Plan Bay Area 2040</i> )	Requirement per TIRCP enabling legislation
Address Funding Gaps	Emphasize ready-to-go projects that complete the project's funding plan
Partnership	Demonstrate partnership and support from CalSTA and Bay Area County Transportation Agencies

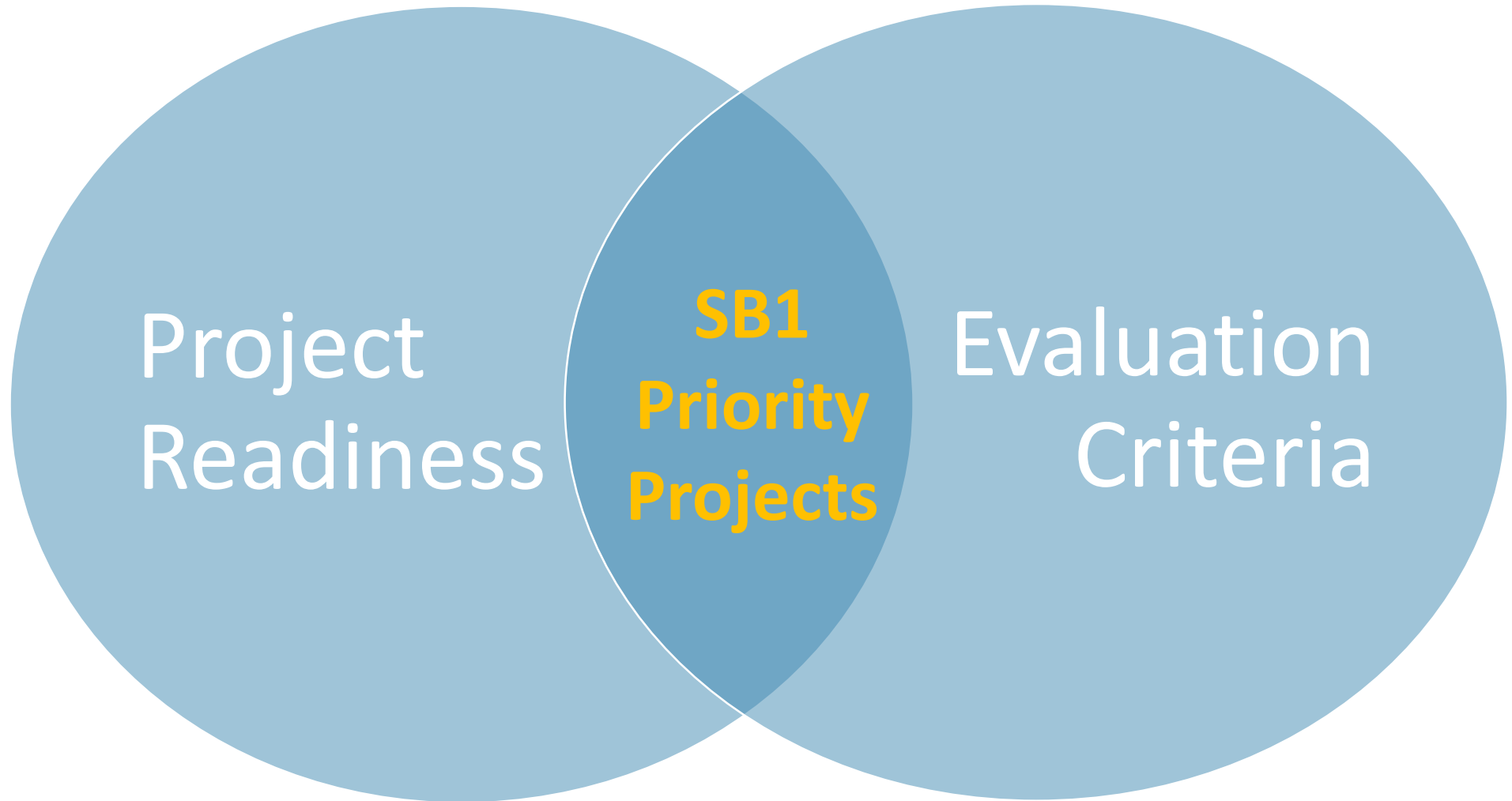
# **SB1 COMPETITIVE PROGRAMS BAY AREA NOMINATIONS**

Proposed Prioritization Principles for Discussion





# SB1 PROJECT PRIORITIZATION



# PROGRAMS

## SB1 Competitive Programs

Acronym		Program	MTC Cycle 1 Performance
SCCP		Solutions for Congested Corridors	32%
TCEP		Trade Corridor Enhancement Program	19%
LPP-C		Local Partnership Competitive Program	32%
TIRCP		Transit and Intercity Rail Capital Program	32%

Note: MTC Target: 20%-30%

# DRAFT REGIONAL PRIORITIZATION PRINCIPLES



## Solutions for Congested Corridors (SCC)

Process: MTC nominates, Caltrans also nominates

Amount: \$500M statewide (2 years)

MTC Target: \$100M-\$150M

### PRINCIPLE

- **PROJECTS LISTED IN SB1 LEGISLATION**
- **ADDRESS MOBILITY IN KEY CONGESTED CORRIDORS**
- **REDUCES GHG EMISSIONS/ ADVANCES GOV'S EXECUTIVE ORDER**
- **DELIVERABILITY BY FY22-23 & LEVERAGING/FULL FUNDING**
- **PARTNERSHIP: CALTRANS JOINT-NOMINATION**
- **SMALL / RURAL PROJECT (IF FINAL GUIDELINES INCLUDE SET-ASIDE)**

# DRAFT REGIONAL PRIORITIZATION PRINCIPLES



## Trade Corridor Enhancement Program (TCEP)

Process: MTC compiles regional nominations

Match: 30% Minimum Required

Amount: \$1.3B statewide\* (3 years)

MTC Target: \$260M-390M

### PRINCIPLE

- **ADDRESS MOBILITY IN KEY FREIGHT CORRIDORS\*\***
- **ADDRESS COMMUNITY IMPACTS FROM FREIGHT CORRIDORS\*\***
- **DELIVERABILITY BY FY22-23 & LEVERAGING/FULL FUNDING**
- **PARTNERSHIP (INCLUDING WITH CALTRANS)**

\* Assumes federal formula freight funds as part of next Federal Transportation Act

\*\* Consistency with MTC's Regional Goods Movement Investment Plan

# DRAFT REGIONAL PRIORITIZATION PRINCIPLES



## Local Partnership Competitive Program (LPP-C)

Process: MTC has no role other than submitting its own projects  
Amount: \$200M statewide\* (2 years)  
MTC Target: \$40M-60M

### PRINCIPLE

- **SUPPORTS REGIONAL GOALS**
- **ADDRESS FUNDING GAPS**

MTC ROLE: REGIONAL SUPPORT, COORDINATION (LETTERS OF SUPPORT)

# DRAFT REGIONAL PRIORITIZATION PRINCIPLES



## Transit and Intercity Rail Capital Program (TIRCP)

Process: MTC must certify project consistency with  
RTP/SCS  
Amount: ~\$450-500 million Over 2 New Years

### PRINCIPLE

- **CONSISTENT WITH REGIONAL FRAMEWORK & PRIORITIES**
- **RTP/SCS CONSISTENCY**
- **ADDRESS FUNDING GAPS**
- **PARTNERSHIP (INCLUDING WITH CALSTA, BACTAs)**



# TIMELINE SUMMARY



## Senate Bill 1 Discretionary Programs

DATE	MILESTONE
<b>AUGUST- OCTOBER 2019</b>	<ul style="list-style-type: none"><li>▪ MTC develops regional principles, conducts outreach with partners, solicit project information</li><li>▪ CalSTA releases TIRCP Guidelines</li></ul>
<b>NOVEMBER 2019</b>	<ul style="list-style-type: none"><li>▪ MTC Commission considers Regional Approach and Prioritization Principles</li></ul>
<b>DECEMBER 2019</b>	<ul style="list-style-type: none"><li>▪ MTC Commission considers following program: TIRCP</li></ul>
<b>JANUARY- MARCH 2020</b>	<ul style="list-style-type: none"><li>▪ Applications due for TIRCP</li><li>▪ CTC adopts guidelines for SCCP, TCEP, and LPP</li><li>▪ MTC Commission considers following programs: SCCP, TCEP</li></ul>
<b>APRIL 2020</b>	<ul style="list-style-type: none"><li>▪ CalSTA releases awards for TIRCP</li></ul>
<b>MAY- JUNE 2020</b>	<ul style="list-style-type: none"><li>▪ Applications due for SCCP, TCEP, and LPP</li></ul>
<b>SEPTEMBER- OCTOBER 2020</b>	<ul style="list-style-type: none"><li>▪ CTC release recommended awards for SCCP, TCEP, and LPP</li></ul>

Date: December 18, 2013  
W.I.: 1515  
Referred by: PAC  
Revised: 04/27/16-C 11/20/19-C

ABSTRACT

Resolution No. 4130, Revised

This resolution establishes the Cap and Trade Funding Framework and Process Development Guidelines.

This resolution includes the following attachments:

A – Cap and Trade Funding Framework

B – Guideline Development Process

This resolution was revised on April 27, 2016 to update the Cap and Trade Funding Framework.

This resolution was revised on November 20, 2019 to update the Transit and Intercity Rail Capital Program sections of the Cap and Trade Funding Framework.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated November 13, 2013, December 11, 2013, April 13, 2016, and November 13, 2019, and the Commission handouts of December 18, 2013.

Date: December 18, 2013  
W.I.: 1515  
Referred by: PAC

RE: Cap and Trade Funding Framework and Process Development Guidelines

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4130

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

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

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

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

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

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

WHEREAS, the Plan directs a significant portion of the revenue generated from Cap and Trade funding be dedicated to unmet transit needs as a robust and efficient public transit network is critical for the Plan's compact land use strategy focused around existing and planned transit nodes; now therefore be it

RESOLVED, that the Cap and Trade Funding Framework is a comprehensive strategy for reducing greenhouse gas emissions as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that Attachment B sets forth the Project Selection Process Development Guidelines for all funding categories with the exception of the Transit Core Capacity Challenge Grant Program; and be it further

RESOLVED, that the Transit Core Capacity Challenge Grant Program is detailed in Resolution No. 4123; and be it further

RESOLVED, that the funding framework established in Attachment A is subject to state statute and regulations governing the availability and use of the Cap and Trade Funding.

METROPOLITAN TRANSPORTATION COMMISSION

  
A blue ink handwritten signature, appearing to read "Amy Rein-Worth", is written over a horizontal line.

Amy Rein-Worth, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in Oakland, California, on December 18, 2013

Date: December 18, 2013  
W.I.: 1515  
Referred by: PAC  
Revised: 04/27/16-C 11/20/19-C

Attachment A  
Resolution No. 4130  
Page 1 of 4

## **Attachment A**

### **Bay Area Cap and Trade Funding Framework**

#### **Cap and Trade Reserve Investment Principles**

1. Cap and Trade Funds must have a strong nexus to Greenhouse Gas (GHG) reduction
2. Distribution of the available funds will serve to strategically advance the implementation of Plan Bay Area and related regional policies
3. Investment Categories and related Policy Initiatives will be structured to provide co-benefits and opportunities to leverage investments across categories and from multiple sources (public and private).
4. All Investment Categories should include funding that benefits disadvantaged communities in accordance with program guidelines from the applicable state agencies.

#### **Cap and Trade Reserve Funding Categories**

The following chart summarizes the framework including amounts from each category, with additional details following.

Funding Category	Amount (\$ millions)
1. Transit Core Capacity Challenge Grants Program/ TIRCP	3,000
2. Transit Operating and Efficiency Program/ LCTOP	1,136
3. One Bay Area Grants/ AHSC	5,000
4. High Speed Rail	TBD
5. Climate Initiatives	TBD
6. Goods Movement	TBD
TOTAL	TBD

#### **1. Transit and Intercity Rail Capital Program/ Transit Core Capacity Challenge Grants Program**

Plan Bay Area identifies a remaining need of \$17 billion over nearly three decades to achieve an optimal state of repair for the region's public transit network. The plan's in-fill and transit-oriented growth strategy relies on a well-maintained transit system to meet greenhouse gas emissions reduction targets and other plan performance objectives.

Proposal:

- Invest \$3.0 billion over the life of Plan Bay Area through the Transit and Intercity Rail Capital Program (TIRCP)
- The TIRCP, and including the Transit Core Capacity Challenge Grant Program:
  - accelerates fleet replacement and other state of good repair projects from Plan Bay Area, including “greening” the fleet and other strategic capital enhancements
  - focuses on BART, SFMTA, AC Transit, VTA, and Caltrain – transit operators that carry 91% of region’s passengers, account for approximately 88% of the plan’s estimated transit capital shortfall, and serve PDAs that are expected to accommodate the lion’s share of the region’s housing and employment growth
  - achieves roughly \$7 billion in total state of good repair investment by leveraging other regional discretionary funds and requiring a minimum approximate 30% local match from the three operators
  - Identifies funding for key transit expansion projects, and allows smaller operators and projects to seek funding from the discretionary TIRCP as needs arise
  - requires that participating operators meet the Transit Sustainability Project’s performance objectives outlined in MTC Resolution No. 4060
- MTC will consider endorsing requests up to \$15 million for projects not explicitly in the framework, conditioned on consistency with the region’s long range plan.
- See Attachment A-1 for full TIRCP framework.

**2. Low Carbon Transit Operations Program**

Plan Bay Area fully funds existing transit service levels at nearly \$115 billion over the three decade period, with an assumption that the largest transit operators achieve near-term performance improvements. However, the plan also identifies the importance of a more robust and expanded public transit network, anchored by expanded local service, as a key ingredient for success of Plan Bay Area’s growth strategy. In particular, the plan falls short of the funding necessary to meet the performance target of growth in the non-auto mode share to 26 percent of all trips.

Proposal:

- Invest \$302 million in Low Carbon Transit Operations Program (LCTOP) population-based funds over the life of Plan Bay Area as follows:
  - \$102 million to North Counties / Small Operators, distributed in same manner as State Transit Assistance population-based Northern Counties/Small Operators category as defined in MTC Resolution No. 3837
  - \$100 million to Clipper and fare policy investments
  - \$100 million to investments in key transit corridors, similar to the Transit Performance Initiative program, with AC Transit, SFMTA, and VTA receiving at minimum the following percentages based on ridership (50%) and service area population (50%):



- AC Transit: 16%
- SFMTA: 28%
- VTA: 17%
- These percentages would be achieved over a five year period, provided that the three operators have eligible, ready to go projects during a five year cycle.
- The remaining 39% would be available to any operator with suitable projects, including AC Transit, SFMTA, and VTA.
- All projects would be selected through a regional process.
- Full LCTOP framework is shown in Attachment A-2.

### **3. One Bay Area Grants/ Affordable Housing and Sustainable Communities Program**

Plan Bay Area invests over \$14 billion in transportation improvements concentrated near high quality transit and higher density housing – through the One Bay Area grant program – focusing on complete streets, bicycle and pedestrian facilities, and streetscape improvements. The Plan identifies a remaining need of \$20 billion over the next three decades to achieve a PCI score of 75, the Plan’s adopted performance target for pavement; of this, roughly 45% is for non-pavement infrastructure, critical for complete streets that would serve alternative modes and transit-oriented development that is a key part of Plan Bay Area’s growth strategy. Further, the provision of housing for low and moderate income households in areas that provide access to jobs was identified in Plan Bay Area as critical to sustaining the region’s economic growth and attaining the Plan’s GHG and Housing Targets.

#### Proposal:

- Target award of 40% of statewide Affordable Housing and Sustainable Communities program funding for projects in the Bay Area, equaling \$5 billion over the life of Plan Bay Area.

### **4. High Speed Rail**

Plan Bay Area includes several projects related to the California High Speed Rail project, including the electrification of Caltrain, and extension into downtown San Francisco. Twenty-five percent of Cap and Trade revenues are continuously appropriated to the California High Speed Rail Authority for planning and capital costs of the high speed rail project.

#### Proposal:

- Advocate for High Speed Rail investment in Bay Area elements of the system, including the Caltrain corridor and Transbay Transit Center / Caltrain Downtown Extension.

### **5. Climate Initiatives**

The Climate Initiatives Program is a multi-agency program focused on investments in technology advancements and incentives for travel options that help the Bay Area meet the GHG emission reduction targets related to SB375.

Proposal:

- Advocate for Cap and Trade funding program out of the 40% of uncommitted revenues from which Climate Initiatives projects could be funded.

**6. Goods Movement**

Goods movement investments fall into two categories: (1) projects focused on improving the efficiency of the movement of goods within and through the region, and (2) mitigation projects that reduce the associated environmental impacts on local communities. MTC recently adopted a regional goods movement plan that should form the basis for advocacy and project development.

Proposal:

- Advocate for Cap and Trade funding program out of the 40% of uncommitted revenues from which goods movement projects could be funded.

# Attachment E

Bay Area TIRCP Applications -- Amounts, MTC Endorsements, and Awards (all amounts \$ millions)

	MTC Res. 4130 Framework 2015-2040	Rounds 1-3 Application Total	Rounds 1-3 MTC Endorsement Total	Rounds 1- 3Award Total	Percent of Framework Awarded	Percent of Framework Applied For*
<b>Priority TIRCP Projects</b>						
<b>BART</b> Transbay Corridor Core Capacity Program (Train control, Fleet expansion, Hayward Maint. Center)	500	504	504	319	64%	101%
<b>SFMTA</b> Fleet Expansion	481	481	481	113		
<b>SFMTA</b> Facilities	67	67	67	-		
<b>SFMTA</b> Core Capacity Study Projects/BRT	237	221	221	-		
<i>SFMTA subtotal</i>	785	769	769	113	14%	98%
<b>AC Transit</b> Fleet Expansion	90	50	50	14		
<b>AC Transit</b> Facilities	50	8	8	0		
<b>AC Transit</b> Major Corridors	200	-	-	-		
<i>AC Transit subtotal</i>	340	58	58	14	4%	17%
<b>Caltrain</b> Electrification	100	225	20	20		
<b>Caltrain</b> EMUs	125	632	125	165		
<i>Caltrain subtotal</i>	225	857	145	185	82%	381%
<b>VTA</b> BART to San Jose	750	880	880	750	100%	117%
<i>Priority TIRCP Projects subtotal</i>	2,600	3,068	2,356	1,380	53%	118%
<b>Other TIRCP Projects</b>						
<b>ACE</b> Near Term Capacity <sup>1</sup>		103	-	6		26%
<b>Capitol Corridor</b> Oakland-San Jose		107	10	80		27%
<b>Capitol Corridor</b> Schedule/Maint. Optimization/Cap. Projects <sup>2</sup>		49	"endorsed"	9		12%
<b>Capitol Corridor</b> Travel Time Reduction Project		5	-	5		1%
<b>CCTA</b> Fair Value Pilot Project		2	1	-		0%
<b>Fairfield</b> Fairfield/Vacaville Train Station		12	10	-		3%
<b>GGBHTD</b> Diesel-Electric Hybrid Buses		10	10	-		3%
<b>GGBHTD</b> SRTC Relocation		15	10	-		4%
<b>LAVTA</b> ZEB Bus Lines		6	6	-		1%
<b>LAVTA/Ala. Co.</b> Dublin/Pleas. Parking		20	-	21		5%
<b>SamTrans</b> US101 Express Bus Pilot		15	10	15		4%
<b>SJRRRA</b> Oakley Station <sup>3</sup>		9	-	9		2%
<b>SMART</b> Rail Cars		11	-	11		3%
<b>SMART</b> Rail Extension to North Windsor <sup>4</sup>		113	20	21		28%
<b>Solano</b> Regional Transit Improvements		24	10	11		6%
<b>TJPA</b> Bus Storage Facility		10	10	-		3%
<b>TJPA</b> Downtown Extension		275	-	0		69%
<b>VTA</b> BART Berryessa Station Campus Area Project		19	19	-		5%
<b>WestCAT</b> Double Decker Buses		3	3	-		1%
<i>Other TIRCP Projects subtotal</i>	400	806	117	187	47%	202%
<b>Full Framework Total</b>	3,000	3,874	2,474	1,567	52%	129%

\* Percent applied for may include repeat applications

## "Other TIRCP Projects" Notes

1. \$9M in Platform extensions for Lathrop, Tracy, Vasco, Livermore, and Pleasanton Stations -- 2/3 attributed to Bay Area
2. Endorsed jointly with SACOG, no amount listed. \$520,000 attributed to Bay Area for Service Optimization Plan and Oakland Maintenance Facility Standby Power
3. \$500M Valley Rail award to extend ACE to Merced and add Amtrak San Joaquins service, includes new Oakley station for \$9M
4. 2018 application endorsed for Larkspur backfill only in case SSGA not signed; SSGA signed in April 2018.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1171      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 10/3/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 11/13/2019      **Final action:**  
**Title:** MTC Resolution No. 4399. Interregional Project Funding and Coordination Policy

Proposed adoption of a policy instructing use of regional discretionary funds on projects crossing beyond MTC's jurisdictional boundary.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5a\\_Reso-4399\\_Interregional\\_Project\\_Funding\\_Coordination\\_Policy.pdf](#)

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

MTC Resolution No. 4399. Interregional Project Funding and Coordination Policy

*Proposed adoption of a policy instructing use of regional discretionary funds on projects crossing beyond MTC's jurisdictional boundary.*

**Presenter:**

Kenneth Kao

**Recommended Action:**

Commission Approval

# Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 5a

## MTC Resolution No. 4399 Interregional Project Funding and Coordination Policy

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**Subject:** Proposed adoption of a policy instructing use of regional discretionary funds on projects crossing beyond MTC's jurisdictional boundary.

**Background:** The Commission directed staff to prepare a policy governing the use of regional discretionary funds on projects that cross beyond MTC's jurisdictional boundaries. As the region plans for larger projects that reach out within the megaregion, such a policy is useful to guide the prerequisites, agreements, and other considerations needed before MTC considers using regional funds on these interregional projects.

The proposed Interregional Project Funding and Coordination Policy is attached as MTC Resolution No. 4399, Attachment A. Key sections and ideas in the Policy include:

- Policy Intent.
- Limiting policy to capital projects of \$100 million or more in total project cost.
- Conditions for projects receiving regional discretionary funds (such as listing in both MPO's Regional Transportation Plan), and specific requirements based on the funded phase(s) described below:

Environmental	Final Design/ Right-of-Way	Construction/ Operations
Full funding plan for phase	<i>All environmental phase requirements (column to the left)</i>	<i>All environmental and final design/right-of-way requirements (columns to the left)</i>
Multi-MPO/RTPA support for phase (through Executive Director letter or Board action)	Identification of lead agency, agency roles, responsibilities, and governance	Fully-funded project or usable phase/segment
Cost sharing (see Cost Sharing Options, below)	Agreement on design standards	Fully-funded ongoing operating costs over first five years
Cost savings and cost overrun responsibility	Adherence to agreed-upon regional and statewide policies (Such as those previously identified, above)	Future project funding needs, including on-going operating and maintenance costs
	Expectations of future competitive funding program coordination	

- Conditions for projects implemented or sponsored by external agencies and located entirely within the MTC region, regardless of cost and fund source.
- Potential cost sharing examples.

Staff discussed the proposed Interregional Project Funding and Coordination Policy with key stakeholders including Bay Area County Transportation Agencies, Caltrans, and neighboring Metropolitan Planning Organizations (MPOs). Staff received feedback and incorporated changes in the proposed policy.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4399 to the Commission for approval.

**Attachment:** MTC Resolution No. 4399



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Therese W. McMillan



Date: November 20, 2019  
W.I.: 1515  
Referred by: PAC

ABSTRACT

Resolution No. 4399

This resolution adopts the Interregional Project Funding and Coordination Policy for the San Francisco Bay Area.

The resolution includes the following attachments:

Attachment A - MTC Interregional Project Funding and Coordination Policy

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the MTC Programming and Allocations Committee dated November 13, 2019.

Date: November 20, 2019  
W.I.: 1515  
Referred by: PAC

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4399

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

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

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

WHEREAS, MTC adopts programs of projects for various regional discretionary funding programs, including among others, federal Surface Transportation Block Grant Program (STP), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ); federal Transit Administration (FTA) formula; population-based State Transit Assistance (STA); Regional Transportation Improvement Program (RTIP), Regional Measure, and Bridge Toll Programs; and

WHEREAS, MTC has determined that certain conditions and requirements should apply to the use of regional discretionary funds on projects that are outside or cross MTC's jurisdictional boundary; and

WHEREAS, MTC should have a coordination role for projects within the region sponsored, implemented, or funded by external agencies; and

WHEREAS, such conditions and requirements for use of regional discretionary funds should be memorialized in agreements with the applicable MPO/RTPA; now therefore be it

RESOLVED, that MTC adopts the Interregional Project Funding and Coordination Policy, as set forth in Attachment A of this resolution; and be it further

RESOLVED that the Executive Director or designee or standing Committee of the Commission shall take the steps necessary to execute interagency agreements in accordance with the conditions set forth in Attachment A to this resolution.

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 November 20, 2019

## **Interregional Project Funding and Coordination Policy**

### **Background**

In 2018, the Commission directed staff to prepare a policy governing the use of regional discretionary funds on projects that cross beyond MTC's jurisdictional boundary. The policy, as set forth below, provides guidance on expectations and conditions for multi-regional projects.

The Interregional Project Funding and Coordination Policy ("Policy") governs the use of regional discretionary funds ("MTC Discretionary Funds") on any capital project with a total project cost of \$100 million or more ("Interregional Project") that is beyond or crosses MTC's jurisdictional boundary.

Furthermore, the Policy governs the interagency coordination for any project ("Project") crossing or located within MTC's jurisdictional boundary sponsored, implemented or funded by an agency external to MTC's jurisdictional boundary without the use of MTC Discretionary funds, regardless of project cost.

### **Intent**

The Intent of the Policy is to ensure the following:

- **Interoperability of systems.** Ensuring system interoperability promotes a seamless traveler experience and avoids redundancy and additional costs.
- **Efficient use of MTC Discretionary Funds.** Ensures funding is committed to projects with broad support from all regions involved, with an appropriate funding contribution from MTC.
- **Consistency with MTC's Plan, priorities and policies.** Ensures projects further the region's priorities and goals as identified through documents such as the Regional Transportation Plan / Sustainable Communities Strategy.
- **Consistency for the traveling public experience.** Promotes a seamless traveler experience and avoids incompatible systems technologies.
- **Public transparency.** Sets forth MTC's expectations and conditions prior to committing regional discretionary funds on multi-regional projects.

### **Interregional Project with MTC Discretionary Funds**

Any Interregional Project (with total cost of \$100 million or more) using MTC Discretionary Funds located wholly or partially outside of the MTC region must meet the following conditions prior to the programming or allocation of MTC Discretionary Funds.

- **Consistency with Plans/Programs.** The Interregional Project must be consistent with the Regional Transportation Plan (RTP) for MTC and the applicable Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA). Consistency must be stated in the Interagency Agreement between MTC and the applicable MPO/RTPA (see Interagency Agreement, below).
- **Consistency with Regional Policies and Systems.** The Interregional Project must be consistent with applicable MTC regional policies and statewide policies, as agreed upon and memorialized in an agreement between MTC and the applicable MPO/RTPA (see Interagency Agreement, below). The agreement for the Project must also address compatibility and interoperability with regional operation systems (e.g. fare/toll collection and data formats).

MTC regional policies are adopted and revised by the Commission through resolution. Examples of MTC regional policies that may apply include:

- Resolution 3606 – Regional Delivery Policy (for specific state/federal funds)
  - Resolution 3765 – Complete Streets Policy, or applicable Caltrans policy
  - Resolution 3866 – Transit Coordination, including coordination and sharing of real-time transit data and other data as requested
  - Resolution 4104 – Traffic Operations System (TOS) Element Policy
  - Housing and Transit-Oriented Development (TOD) Policies
  - Regional Communications Infrastructure Plan Build-Out
  - Future policies as adopted by the Commission
- **Participation in Project Development.** MTC must be a member of any oversight and/or development teams for the Interregional Project, such as Technical Advisory Committees or Project Development Teams. MTC's specific role in Project development shall be detailed in the agreement between MTC and the applicable MPO/RTPA (see Interagency Agreement, below).
  - **Interagency Agreement.** An Interagency Agreement must be executed between MTC and the applicable MPO/RTPA and/or other entities as appropriate prior to the programming or allocation of any MTC Discretionary Funds to the Interregional Project. An Interagency Agreement may take the form of a contract, Memorandum of Understanding (MOU), or Letter of Understanding (LOU). A standing Committee of the Commission may approve such agreements on behalf of MTC.

The agreement shall include a statement of the Interregional Project's consistency with regional plans and programs, consistency with applicable regional policies, and identification of MTC's role in development and management of the Interregional Project.

The agreement or other formal authorizing resolution/document shall also include the following additional considerations, which is dependent upon the phase for which MTC discretionary funds are sought:

<b>Environmental</b>	<b>Final Design/ Right-of-Way</b>	<b>Construction/ Operations</b>
Full funding plan for phase	<i>All environmental phase requirements (column to the left)</i>	<i>All environmental and final design/right-of-way requirements (columns to the left)</i>
Multi-MPO/RTPA support for phase (through Executive Director letter or Board action)	Identification of lead agency, agency roles, responsibilities, and governance  Agreement on design standards	Fully-funded project or usable phase/segment  Fully-funded ongoing operating costs over first five years
Cost sharing (see Cost Sharing Options, below)	Adherence to agreed-upon regional and statewide policies (Such as those previously identified, above)	Future project funding needs, including on-going operating and maintenance costs
Cost savings and cost overrun responsibility	Expectations of future competitive funding program coordination	

- **Cost Sharing Options:** Cost sharing among the agencies must be considered in the Interagency Agreement. Such cost sharing options may include, but not be limited to, the items listed below. In developing a cost sharing approach for the Interagency Agreement, the following contribution factors may be considered:
  - Geographic metrics such as:
    - Share of lane or track miles in region
    - Share of costs attributable to region
    - Share of ridership in region
    - Number of stations in region
  - Benefits to region: GHG reduction, travel time savings, ridership
  - Cost and Revenue Sequencing Arrangements



In addition to the above factors, MTC may consider funding a higher percentage if there is a compelling regional interest for the Interregional Project. A compelling regional interest may include incentives to adopt regional standards above and beyond industry standards.

**MTC Regional Discretionary Funds:** Funds for which MTC is the project selection, programming or allocating authority. Example sources include, but are not limited to: Surface Transportation Block Grant Program (STP), Congestion Mitigation Air Quality Improvement Program (CMAQ), Federal Transit Administration formula (FTA), Regional Transportation Improvement Program (RTIP), Regional Measures 2 and 3 (RM2, RM3), Seismic Retrofit Bridge Tolls (AB 1171), Regional Exchange Program (MTC Exchange), regional Active Transportation Program (ATP), Transportation Development Act (TDA) and population-based State Transit Assistance (STA).

Should a Project receive MTC Discretionary Funds consistent with the Policy, the specific rules and requirements of that fund source shall still apply.

**Project sponsored by External Agency crossing into or within MTC Region without MTC Discretionary Funds**

Any Project located within or crossing MTC's jurisdictional boundary that is sponsored or implemented or funded by an agency external to MTC's jurisdictional boundary, and not using MTC Discretionary Funds should meet the following conditions.

- **Consistency with Plans/Programs.** Project must be consistent with the Regional Transportation Plans (RTPs) and Air Quality conformity determination (if applicable) for MTC and the applicable external MPO/RTPA.
- **Consistency with Regional Policies.** Compliance with MTC regional policies and compatibility or interoperability with regional operation systems (e.g. fare/toll collection and data formats). Example regional policies are listed on Page 2.
- **Participation in Project Development.** MTC, at its discretion, is provided the opportunity to be a member of any oversight and or development teams for the Project, such as Technical Advisory Committees or Project Development Teams.
- **Interagency Agreement.** Although a formal agreement between MTC and the applicable MPO/RTPA is not required, it is encouraged that agreement is reached on at least the items listed below. The Executive Director or designee or standing Committee of the Commission is authorized to execute such agreements.
  - Identification of cost overrun responsibility.
  - Identification of agency roles, responsibilities, and governance.
  - Expectations of future competitive funding program coordination.

- Expectations for future project funding needs, including on-going operating and maintenance costs.

**State-Sponsored Project or Program**

This Policy may apply on a case-by-case basis for projects or programs administered by the State of California, including but not limited to High-Speed Rail, State Highway Operations and Protection Program (SHOPP), Interregional Transportation Improvement Program (ITIP), and Transit and Intercity Rail Capital Program (TIRCP).

- **Notification of Projects.** MTC staff will work with Caltrans to identify potential Project(s) or program(s) crossing or within MTC's jurisdictional boundaries through the established collaborative planning and coordination process.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-1179      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/3/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 11/13/2019      **Final action:**  
**Title:** Transportation Development Act (TDA) Triennial Audit report for FY2018-19.

A presentation of the findings from TDA Triennial Performance Audits of San Francisco Municipal Transportation Agency; Santa Clara Valley Transportation Authority; Fairfield and Suisun Transit; Livermore-Amador Valley Transportation Authority; and City of Union City Transit.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5b TDA Triennial Audit Update.pdf](#)

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

Transportation Development Act (TDA) Triennial Audit report for FY2018-19.

*A presentation of the findings from TDA Triennial Performance Audits of San Francisco Municipal Transportation Agency; Santa Clara Valley Transportation Authority; Fairfield and Suisun Transit; Livermore-Amador Valley Transportation Authority; and City of Union City Transit.*

**Presenter:**

Christina Hohorst

**Recommended Action:**

Information

# Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 5b

## Transportation Development Act (TDA) Triennial Audit Update

**Subject:** A presentation on the findings from TDA Triennial Performance Audits of San Francisco Municipal Transportation Agency, Santa Clara Valley Transportation Authority, Fairfield and Suisun Transit, Livermore-Amador Valley Transportation Authority, and City of Union City Transit.

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

The attached presentation summarizes findings for the recently completed audits, focusing on each operator's three-year trends for certain performance indicators, including cost per hour, cost per passenger and passengers per hour. All but one operator was successful in reducing or keeping their cost per hour growth to within inflationary adjustments. That said, steady and increased service levels did not increase cost productivity or ridership for three of the five operators audited. In summary, service effectiveness (ridership) and cost efficiency trends (productivity) were mixed but generally declining, between FY2015-16 and FY2017-18 as shown below:

Agency	Productivity	Ridership	Notes
SFMTA	↔	↑	Steady service levels and ridership increases
VTA	↓	↓	Steady service levels and decrease in ridership
FAST	↓	↓	Steady service levels and decrease in ridership
LAVTA	↔	↔	Steady service levels and ridership
Union City	↓	↓	Service level increases and decrease in ridership

MTC staff is working with researchers from UCLA to conduct a study of the factors affecting changes in transit system ridership in the Bay Area that is expected to be completed at the end of the year. MTC staff are also participating in the TDA Task Force to revise performance standards for transit operators. This work is considering more customer-oriented performance standards to replace farebox recovery as the primary performance standard. When this work is completed sometime next year, it could revise the performance audit process.

**Issues:** While transit operators in this audit cycle appear to be doing a better job at controlling cost growth, system productivity and ridership are significant challenges for most operators.

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

**Attachments:** Transportation Development Act (TDA) Triennial Audit Presentation



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Therese W. McMillan





**METROPOLITAN  
TRANSPORTATION  
COMMISSION**



**FY2019  
TDA**

**Operator Performance Audits**

**Programming & Allocations Committee  
November 13, 2019**



# Presentation Overview

## TDA Performance Audits

- Triennial compliance audits are focused on multi-year trends and performance measures
- Current audit round: SFMTA, VTA, FAST, LAVTA, and Union City.

## TDA Performance Metrics

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



# **FY2019 TDA Performance Audits – Audit Plan**

## **Audit Period**

- FYs 2015-16, 2016-17 and 2017-18

## **Audit Activities**

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

# Operator Profiles – All Modes



## Statistics

- Annual Operating Expense: \$859 M
- Annual Passenger Trips: 225 M
- Vehicle Service Hours : 3.8 M
- Cost/Hour : \$227

## Highlights

- Development of a 5-year Strategic Plan;
- Muni Forward route changes and service improvements;
- Expanded Free Muni program

## Planned Activities

- Central Subway project construction;
- BRT projects on Van Ness and Geary;
- Bus and Light Rail fleet replacements,
- Continuation of Muni Forward



## Statistics

- Annual Operating Expense: \$410 M
- Annual Passenger Trips: 37.5 M
- Vehicle Service Hours : 1.9 M
- Cost/Hour : \$213

## Highlights

- Completion of Alum Rock Santa Clara BRT;
- Express Bus service improvements;
- Transit Sustainability Project policy and service design changes

## Planned Activities

- Eastridge to BART regional connector;
- Fast Transit Program;
- Light Rail Efficiency, Speed, & Safety Enhancements
- VTA System Redesign (New Network)



Annual Operating Expense: \$14.3 M  
Annual Passenger Trips: 1,695,874  
Vehicle Service Hours: 156,838  
Cost Per Hour: \$98

**Highlights:**

- Completed Comprehensive Operations Analysis in FY2016;
- Beginning development of short- and long-range plans with implementation in FY2020;
- Created GoDublin partnership with transportation network companies.



Annual Operating Expense: \$11.3 M  
Annual Passenger Trips: 991,273  
Vehicle Service Hours: 96,781  
Cost Per Hour: \$117

**Highlights:**

- Recent Route additions – Routes 9 and 40; realignments to Routes 2 and 4;
- Purchased 9 MCI motor coaches;
- Conducting Comprehensive Operations Analysis in FY2020.



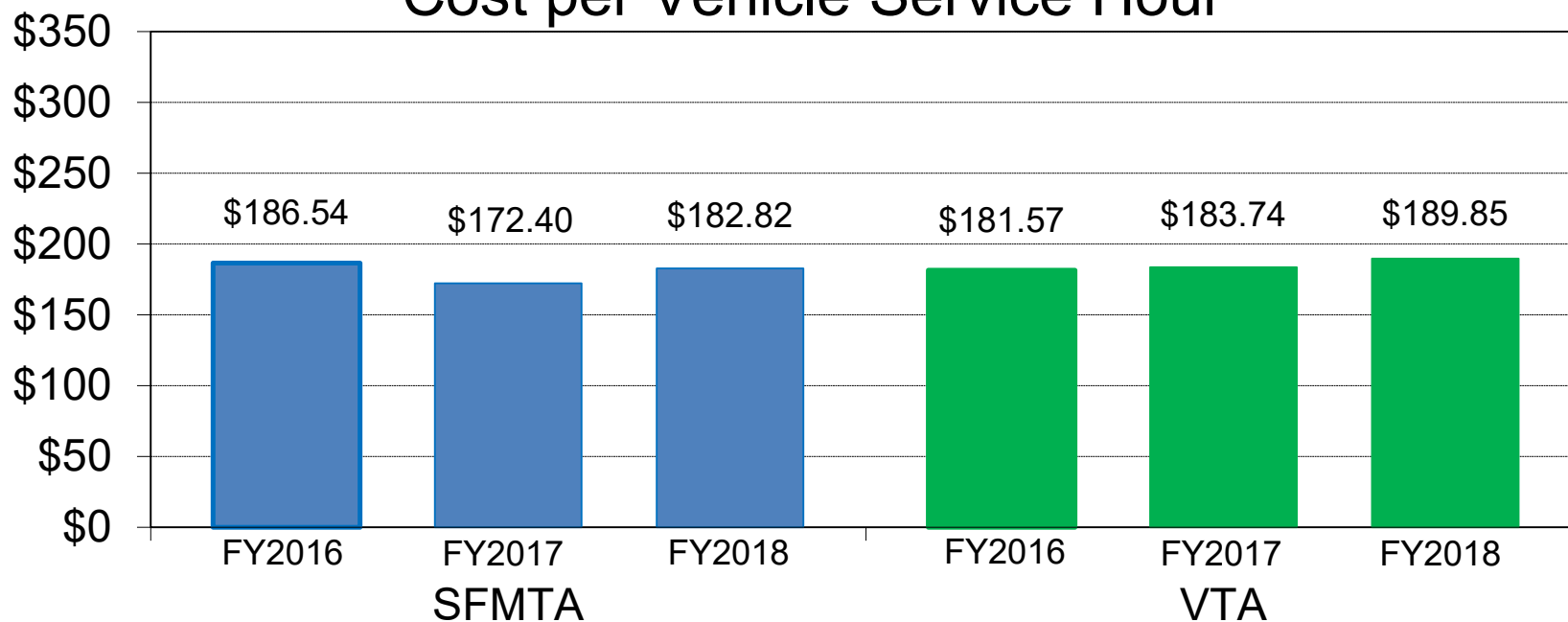
Annual Operating Expense: \$4.8 M  
Annual Passenger Trips: 296,745  
Vehicle Service Hours: 49,831  
Cost Per Hour: \$97

**Highlights:**

- Service adjustments made in 2015 to improve ridership service and productivity;
- FY2019 SRTP will include streamlined routes along truck corridors;
- AVL system, vehicle replacements, and micro-transit pilot program.

## Fixed-Route Bus – Larger Operators

### Cost per Vehicle Service Hour

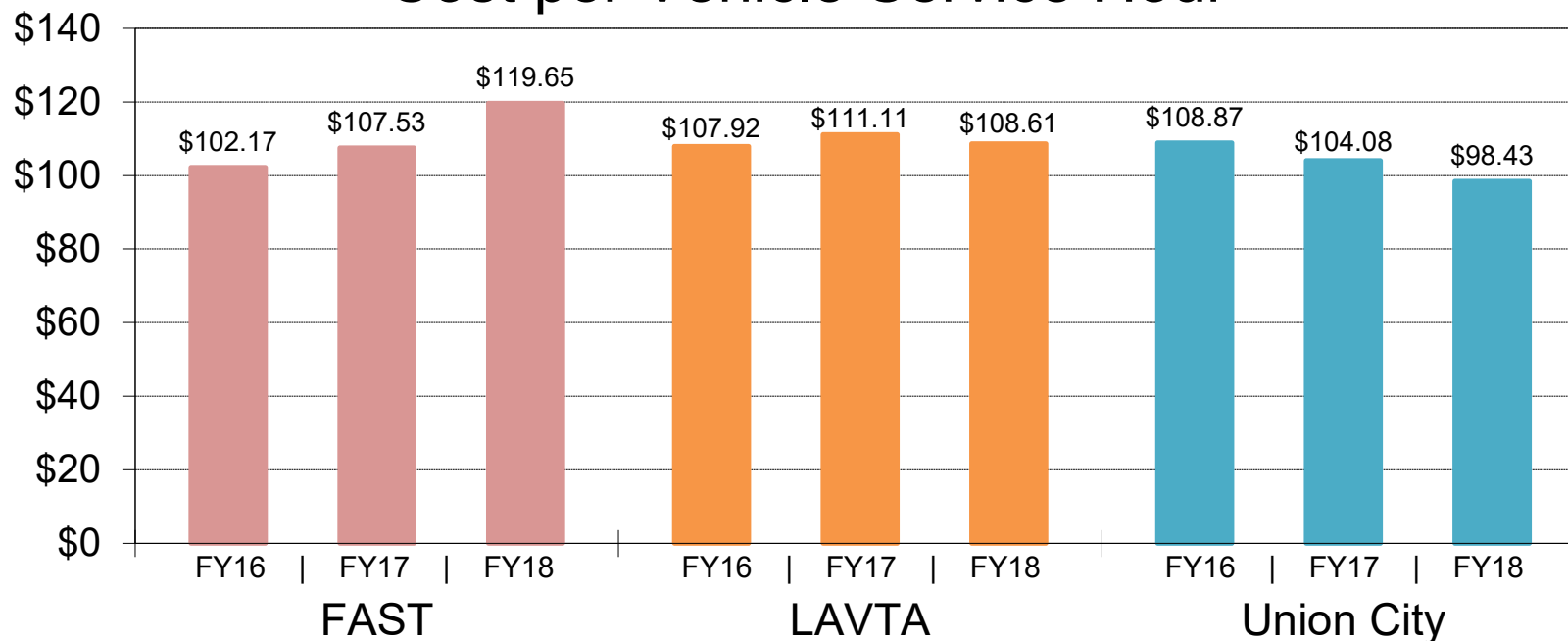


FY2016-FY2018 Average Annual Change (CPI = 3.6%)	
<span style="color: blue;">■</span> SFMTA -1.0%	<span style="color: green;">■</span> VTA 2.3%

- While SFMTA's operating costs increased an average of 4.7% per year, service hours increased by an even greater rate of 5.8% per year.
- VTA's operating costs increased an average of 3.2% per year, while service hours increased less than one percent per year. This was attributed to the mid-life overhaul of the light rail fleet, which VTA completed with in-house labor after determining it was the most cost-effective way to complete the project.

# Fixed-Route Bus – Smaller Operators

## Cost per Vehicle Service Hour



### FY2016-FY2018 Average Annual Change (CPI = 3.6%)



FAST 8.2%



LAVTA 0.3%



Union City -4.9%

- FAST's operating costs increased substantially due to contract negotiations in FY18, while service hours remained steady.
- LAVTA's operating costs and service hours increased moderately throughout the audit period, resulting in very little change to cost per service hour.
- Union City's average growth of 1.1% per year in operating costs coupled with a 6.4% per year increase in service hours resulted in a decreasing trend in cost per service hour.

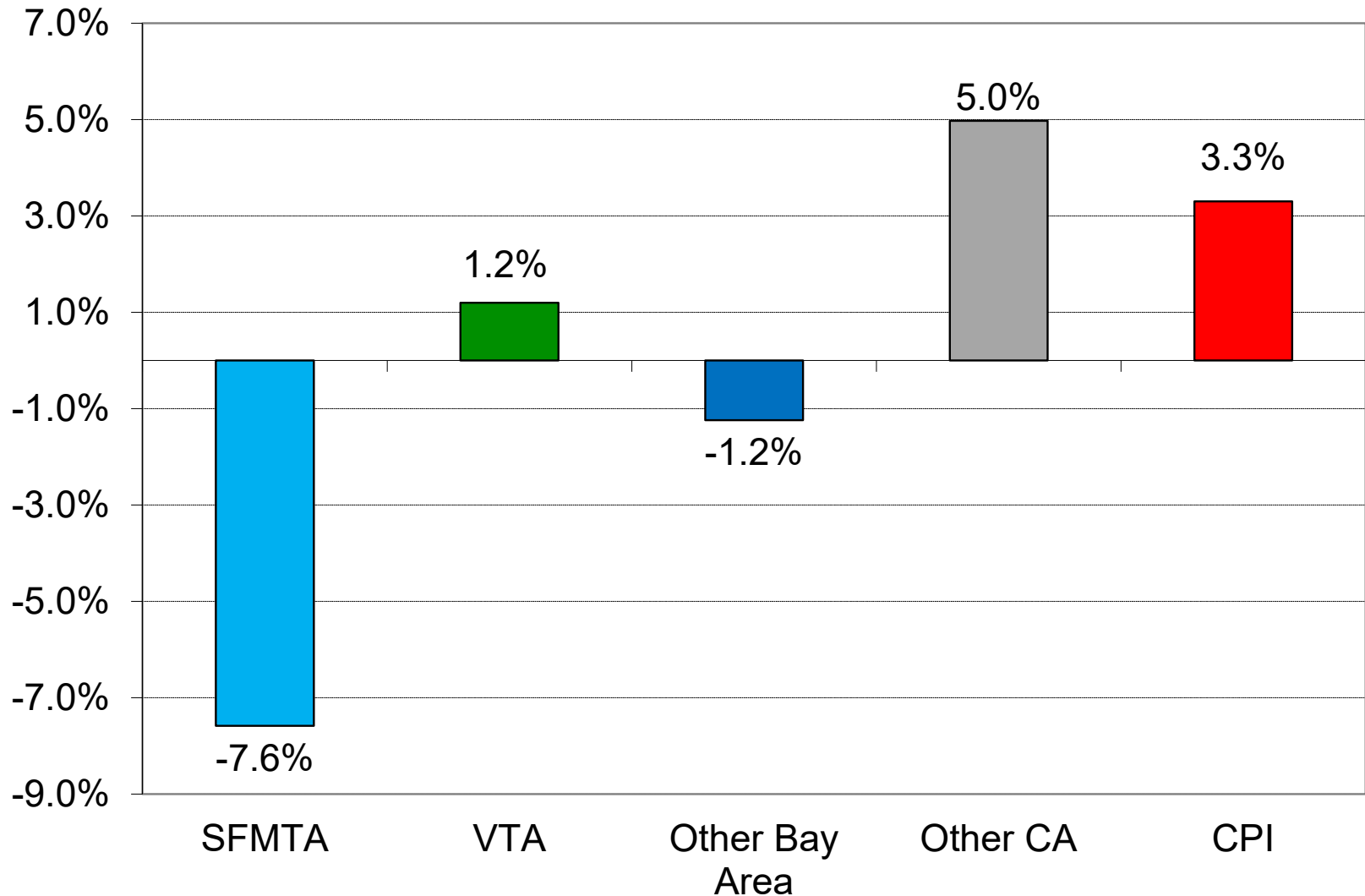


# Passengers per Vehicle Service Hour and Ridership Trends

## FY2016 through FY2018

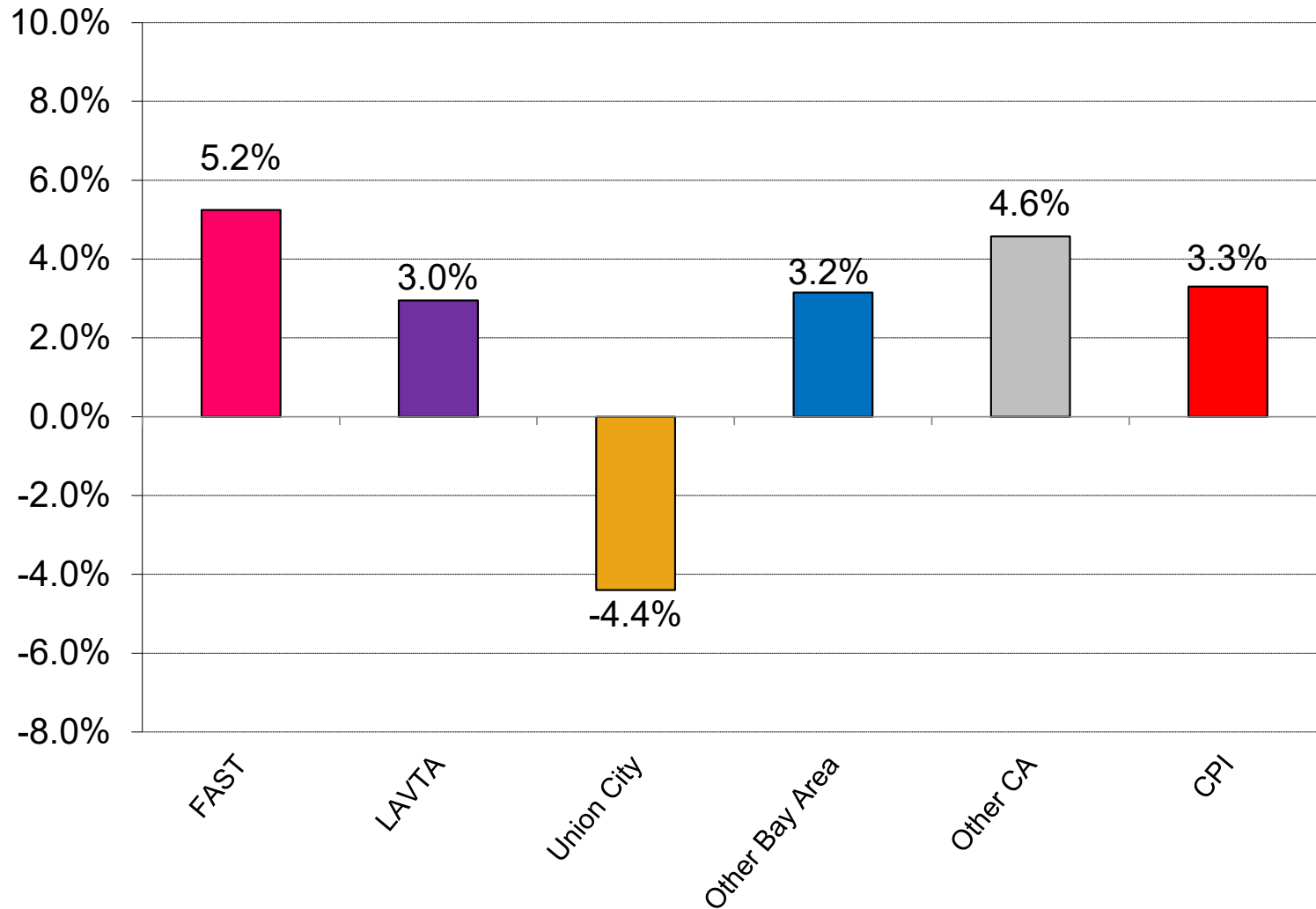
Agency	Productivity	Ridership	Notes
SFMTA	↔	↑	Steady service levels and ridership increases
VTA	↓	↓	Steady service levels and decrease in ridership
FAST	↓	↓	Steady service levels and decrease in ridership
LAVTA	↔	↔	Steady service levels and ridership
Union City	↓	↓	Service level increases and decrease in ridership

# Comparison of Average Annual Change in Cost per Vehicle Service Hour for Larger Operators Fixed-Route Bus - FY2016 to FY2017



“Other Bay Area”: AC Transit, SamTrans, GGBHTD, and CCCTA

## Comparison of Average Annual Change in Cost per Vehicle Service Hour for Smaller Operators Fixed-Route Bus - FY2016 to FY2017



“Other Bay Area”: WestCAT, Tri Delta, SCT, Santa Rosa, NVRTA, Vacaville, Dixon, Petaluma, and Rio Vista.

# Audit Recommendations

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

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

The following summarizes the recommendations by operator.

# **Audit Recommendations, *continued***

- SFMTA – continue efforts toward obtaining accurate results from automatic passenger counters.
- VTa – address the significant increase in casualty/liability costs for the fixed-route bus and light rail service, and examine the increase in lost days due to industrial accidents for the fixed-route bus service.
- FAST – examine maintenance activities and address the recently increasing mechanical failure rates on the bus and paratransit services.
- LAVTA – continue to ensure that data is collected and reported accurately for paratransit service.
- Union City – ensure that operating and performance data is collected and reported accurately, especially by the contract operator.



# Metropolitan Transportation Commission

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San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 19-1010      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 8/26/2019      **In control:** Programming and Allocations Committee  
**On agenda:** 11/13/2019      **Final action:**  
**Title:** California Transportation Commission (CTC) Update  
Update on the October 9, 2019 CTC meeting.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6a CTC Update.pdf](#)

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

California Transportation Commission (CTC) Update

Update on the October 9, 2019 CTC meeting.

### Presenter:

Kenneth Kao

### Recommended Action:

Information



# Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2019

Agenda Item 6a

## California Transportation Commission (CTC) Update

**Subject:** Updates on the October 9, 2019 California Transportation Commission meeting and the October 10, 2019 Joint California Air Resources Board/California Transportation Commission meeting.

**Background:** The California Transportation Commission (CTC) is responsible for programming and allocating certain state funds for the construction of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has two (2) CTC members residing in its geographic area: Bob Alvarado (Executive Officer, Northern California Carpenters Regional Council) and Carl Guardino (President and CEO, Silicon Valley Leadership Group).

### October CTC Meeting (October 9, Modesto, CA)

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

#### **San Mateo US-101 Express Lanes Allocation Approved**

The CTC allocated \$171 million in Solutions for Congested Corridors, Local Partnership Competitive, and State Transportation Improvement Program funds to the Northern Segment of the US-101 Express Lanes project in San Mateo. The full project will complete a 22-mile high-occupancy toll facility on US-101 from the Santa Clara County Line to I-380. The CTC approved the allocation contingent on a project amendment to separate the system integrator contract from the overall capital contract, for consideration at the December CTC meeting. Construction of the Northern Segment is expected to start in Spring 2020.

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

- SB 1 Cycle 2 Update. CTC held guideline workshops on the Solutions for Congested Corridors, Local Partnership, and Trade Corridor Enhancement Programs in September and October. CTC's current schedule targets early 2020 for Guidelines adoption, applications due late Spring 2020, and competitive program adoption in October 2020.

**Allocations, Extensions, and Amendments.** The CTC approved the following:

- Funding allocations for two Active Transportation Program (ATP) projects in Alameda and Contra Costa Counties;
- Funding allocation for one State Transportation Improvement Program (STIP) project in Santa Clara County;
- Funding allocation for one Transit and Intercity Rail Capital Program (TIRCP) project in Alameda County;
- Contract award deadline extension for one ATP project in Solano County; and
- One baseline agreement approval for one ATP project in Alameda County.

MTC staff will continue to work with project sponsors of ATP and other CTC-managed programs to meet CTC delivery deadlines and requirements.

**CTC Commissioner Updates**

In late September, the Governor announced his appointments to fill the two CTC Commissioner vacancies created by the retirement of Commissioner Earp (Sacramento) and the resignation of Commissioner Madaffer (San Diego). The Governor's appointments are Tamika Butler and Hilary Norton, both from Los Angeles. Additionally, Commissioner Ghielmetti announced his resignation from the Commission effective immediately as of the conclusion of the October CTC meeting. The Governor subsequently named Mr. Ghielmetti to the California High Speed Rail Commission.

The next CTC meeting is scheduled for December 4-5, 2019 in Riverside, CA.

**October 10, 2019 Joint CARB/CTC Meeting**

As mandated by State Law, the California Air Resources Board (CARB) and the California Transportation Commission met jointly on October 10. Topics discussed include:

- California's response to the implementation of the federal "Safer Affordable Fuel Efficient" (SAFE) Vehicle Rule, which becomes effective November 26. Caltrans, CalSTA, and CARB have formed an internal working group to analyze the potential effects, communicate to stakeholders, and develop solutions to minimize impacts to transportation projects and programs. California joins many other states in filing a permanent injunctive relief request to reverse the Rule.
- Housing and Transportation Linkages, including discussion of the Governor's Executive Order directing future funds to reduce the state's greenhouse gas emissions. The Order could have significant impacts on future funding programs, including the Transit and Intercity Rail Capital Program and the Solutions for Congested Corridors Program.
- Panel Discussion with Central Valley Councils of Governments. Topics included technology and jobs/housing imbalance with the Bay Area.

Starting next year, the California Department of Housing and Community Development will also meet jointly with CARB and CTC.

**Issues:** None.

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

**Attachments:** None.



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Therese W. McMillan