



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

Wednesday, February 12, 2020

9:40 AM

Board Room - 1st Floor

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

For information contact the Committee Clerk at (415) 778-5367.

1. Call to Order / 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. [20-0110](#) Minutes of the January 8, 2020 meeting

Action: Committee Approval

Attachments: [2a_01-08-2020_Prog&Allocations_Draft_Minutes.pdf](#)

2b. [20-0118](#) MTC Resolution No. 4078, Revised. Revisions to MTC's Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.

Action: Commission Approval

Presenter: Christina Hohorst

Attachments: [2b_Reso-4078_P-TAP_Revisions.pdf](#)

- 2c. [20-0117](#) MTC Resolution No. 4157, Revised. Regional Measure 2 (RM2) Project 29: Rescission and reallocation of approximately \$1.9 million in RM2 funds to AC Transit to acquire replacement buses that operate Transbay express service on the Dumbarton Corridor.

Action: Commission Approval

Presenter: Anne Spevack

Attachments: [2c_Reso-4157_DumbartonExpressBus.pdf](#)

- 2d. [20-0123](#) MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), including the programming of funds for two corridor planning studies within the Freeway Performance Program; \$3 million for I-80 from the Carquinez Bridge in to the San Francisco-Oakland Bay Bridge Toll Plaza and \$1 million for SR 37 from US 101 and I-80.

Action: Commission Approval

Presenter: Mallory Atkinson

Attachments: [2d_Reso-4202_OBAG2_Revisions.pdf](#)

- 2e. [20-0111](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-31.

Action: Commission Approval

Presenter: Adam Crenshaw

Attachments: [2e_Reso-4375_TIP_Amendment_2019-31.pdf](#)

- 2f. [20-0205](#) MTC Resolution No. 4409. Allocation of \$39 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and operators for projects approved by the State Department of Transportation (Caltrans).

Action: Commission Approval

Presenter: Cheryl Chi

Attachments: [2f_Reso-4409_State_of_Good_Repair.pdf](#)

3. Regional

3a. [20-0113](#) MTC Resolution No. 4402. FY 2020-21 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$873 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2020-21.

Action: Commission Approval

Presenter: William Bacon

Attachments: [3a_Reso-4402_FY2020-21_Fund_Estimate.pdf](#)

3b. [20-0115](#) MTC Resolution No. 4403. Adoption of the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines.

The 2021 Regional ATP Cycle 5 will provide \$37 million in new programming covering the fiscal years 2021-22 through FY 2024-25. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 5 funds.

Action: Commission Approval

Presenter: Karl Anderson

Attachments: [3b_Reso-4403_ATP.pdf](#)

4. Information

4a. [20-0017](#) Update on BART System Initiatives

The BART General Manager will provide an update on BART systemwide initiatives, including quality of life improvements and the Core Capacity Program.

Action: Information

Presenter: Alix Bockelman (MTC) and Bob Powers (BART)

Attachments: [4a_BART_System_Initiatives.pdf](#)

4b. [20-0035](#) CTC Update

Update on the January 29-30, 2020 CTC meeting.

Action: Information

Presenter: Kenneth Kao

Attachments: [4b_CTC_Update.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Programming and Allocations Committee is scheduled to be held on March 11, 2020 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) 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.

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0110 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 1/3/2020 **In control:** Programming and Allocations Committee
On agenda: 2/12/2020 **Final action:**
Title: Minutes of the January 8, 2020 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_01-08-2020_Prog&Allocations_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the January 8, 2020 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

Wednesday, January 8, 2020

9:40 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call / Confirm Quorum

- Present: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan, and Commissioner Worth
Absent: 2 - Commissioner Ronen, and Commissioner Schaaf

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 Mackenzie and Commissioner Spering

2. Consent Calendar

Approval of the Consent Calendar

Agenda Item 2f was pulled from the Consent Calendar.

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

- Aye: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan and Commissioner Worth
Absent: 2 - Commissioner Ronen and Commissioner Schaaf

2a. 20-0005 Minutes of the December 11, 2019 meeting
Action: Committee Approval

2b. 20-0015 Quarterly Report of the Delegated Authority
Action: Information
Presenter: Cheryl Chi

- 2c. [20-0009](#) MTC Resolution No. 3675, Revised. Allocation of \$2,234,000 in Regional Measure 2 (RM2) funds to AC Transit for construction of the Richmond Parkway Transit Center.

Action: Commission Approval

Presenter: Anne Spevack

- 2d. [20-0019](#) MTC Resolution No. 4250, Revised. Allocation of \$600,000 in Regional Measure 2 (RM2) funds to MTC for the environmental and preliminary engineering phases of the West Grand HOV/Bus-Only Lane (Phase 2) project, part of Bay Bridge Forward

Action: Commission Approval

Presenter: Kenneth Kao

- 2e. [20-0052](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-29.

Action: Commission Approval

Presenter: Adam Crenshaw

- 2f. [19-1290](#) MTC Resolution No. 4381, Revised. Allocation of roughly \$35 million in State Transit Assistance (STA) to BART and rescission of \$9.6 million in STA from VTA.

Action: Commission Approval

Presenter: Cheryl Chi

Agenda item 2f was pulled from the Consent Calendar to be considered separately by the Committee.

Upon the motion by Commissioner Bruins and the second by Commissioner Worth, the Committee approved the referral of MTC Resolution No. 4381, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz and Commissioner Worth

Nay: 1 - Commissioner Papan

Absent: 2 - Commissioner Ronen and Commissioner Schaaf

3. Regional

3a. [19-1009](#) MTC Resolution No. 4360, Revised. FY 2019-20 Fund Estimate Revision.

Revises the FY 2019-20 Fund Estimate to incorporate final FY 2018-19 State Transit Assistance (STA) and State of Good Repair (SGR) Program revenues.

Action: Commission Approval

Presenter: William Bacon

Upon the motion by Commissioner Bruins and the second by Commissioner Worth, the Committee unanimously approved the referral of MTC Resoluton No. 4360, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan and Commissioner Worth

Absent: 2 - Commissioner Ronen and Commissioner Schaaf

3b. [20-0016](#) MTC Resolution No. 4347, Revised. Lifeline Transportation Program Cycle 5: Participatory Budgeting Pilot.

A request to program \$600,000 in State Transit Assistance funds from the Participatory Budgeting (PB) Pilot Reserve to the San Francisco Municipal Transportation Agency's Bayview Community Based Transportation Plan Participatory Budgeting Pilot - Bayview Transit Assistants project.

Action: Commission Approval

Presenter: Judis Santos

Upon the motion by Commissioner Worth and the second by Vice Chair Dutra-Vernaci, the Committee unanimously approved the referral of MTC Resolution No. 4347, Revised to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Commissioner Glover, Chair Josefowitz, Commissioner Papan and Commissioner Worth

Absent: 2 - Commissioner Ronen and Commissioner Schaaf

4. State

4a. [20-0018](#) Transit and Intercity Rail Capital Program Cycle 4 Regional Endorsements

Recommended projects for regional endorsement for Cycle 4 of the Transit and Intercity Rail Capital Program (TIRCP), based on MTC's Cap and Trade Framework

Action: Commission Approval

Presenter: Craig Bosman

Commissioner Glover left after Agenda Item 3b.

Upon the motion by Commissioner Papan and the second by Commissioner Bruins, the Committee unanimously approved the referral of the Transit and Intercity Rail Capital Program Endorsement List to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Bruins, Vice Chair Dutra-Vernaci, Chair Josefowitz, Commissioner Papan and Commissioner Worth

Absent: 3 - Commissioner Glover, Commissioner Ronen and Commissioner Schaaf

5. Public Comment / Other Business

6. Adjournment / Next Meeting:

The next meeting of the Programming and Allocations Committee is scheduled to be held on February 12, 2020 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 #: 20-0118 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4078, Revised. Revisions to MTC’s Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.

Sponsors:

Indexes:

Code sections:

Attachments: [2b Reso-4078 P-TAP Revisions.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4078, Revised. Revisions to MTC’s Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.

Presenter:
Christina Hohorst

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2020

Agenda Item 2b

MTC Resolution No. 4078, Revised

Subject: Revisions to MTC's Pavement Management Technical Assistance Program (P-TAP) Guidelines and Project Oversight Measures.

Background: P-TAP provides jurisdictions with assistance and expertise in implementing and maintaining a Pavement Management System and Non-Pavement Asset Management projects. Since 1999, MTC has programmed almost \$21.3 million in STP funds to 837 P-TAP projects and assisted all Bay Area cities and counties with their pavement needs.

The P-TAP Guidelines propose program goals, eligibility and project selection criteria for this program to benefit Bay Area jurisdictions' pavement management programs. The P-TAP Guidelines will inform the programming of federal Surface Transportation Program (STP) funds for FY2020-21, for P-TAP Round 22, totaling \$1.5 million, and subsequent rounds, subject to funding availability.

Changes to Attachment A:

In addition to updates made to applicable dates and fiscal years, substantive changes to the guidelines in Attachment A have been highlighted and include:

(1) The proposed project selection criteria was revised to remove engineering design for pavement rehabilitation (PS&E) projects in order to allow sufficient funding for pavement management system and non-pavement management projects. Jurisdictions may now use California Senate Bill 1 (SB 1) funds for PS&E projects.

(2) The Project Oversight Measures were revised to include more stringent acceptance criteria for contractors and quality management reporting.

MTC staff proposes to formalize these criteria for P-TAP project selection through Commission adoption.

Issues: None

Recommendation: Refer MTC Resolution No. 4078, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 4078, Revised


Therese W. McMillan

Date: November 28, 2012
W.I.: 1233
Referred by: PAC
Revised: 02/24/16-C
02/26/20-C

ABSTRACT

Resolution No. 4078, Revised

This Resolution adopts the program guidelines for MTC's Pavement Management Technical Assistance Program (P-TAP), funded with Surface Transportation Program (STP) funds.

The following attachments are provided with this Resolution:

Attachment A – Pavement Management Technical Assistance Program Guidelines

Attachment B – Project Oversight Measures and Project Assignment Criteria for P-TAP Consultants

On February 24, 2016, Attachment A was revised to include alternative scoring for jurisdictions that update their pavement management systems (PMS) outside of the P-TAP program and are requesting funding for non-PMS projects.

On February 26, 2020, Attachment A was revised to remove engineering design for pavement rehabilitation (PS&E) projects from the list of eligible project scopes for P-TAP; and to include more stringent acceptance criteria for contractors and quality management reporting in Appendix A.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheets dated November 14, 2012, February 10, 2016, and February 12, 2020.

Date: November 28, 2012
W.I.: 1233
Referred by: PAC

RE: Pavement Management Technical Assistance Program Guidelines and Project Oversight Measures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4078

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

WHEREAS, MTC has developed a process and criteria to be used in the selection of Pavement Management Technical Assistance Program (P-TAP) projects and to monitor and oversee the projects once selected attached hereto and incorporated herein as though set forth at length; and

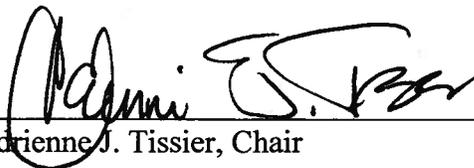
WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to develop a program of projects for the P-TAP; and

WHEREAS, MTC will use the project oversight measures set forth in Attachment B to monitor project data quality and assign consultant to PTAP projects; now, therefore be it

RESOLVED, that MTC approves the process and criteria to be used in the selection and monitoring and oversight of P-TAP projects, as set forth in Attachments A and B of this Resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on November 28, 2012.

Date: November 28, 2012
W.I.: 1233
Referred by: PAC
Revised: 02/24/16-C
02/26/20-C

Attachment A
MTC Resolution No. 4078
Page 1 of 6

Pavement Management Technical Assistance Program (P-TAP) Guidelines

Pavement Management Technical Assistance Program Guidelines

1. Program Goals: The Pavement Management Technical Assistance Program (P-TAP) is intended to fund projects that:

- Implement, update and maintain jurisdictions' pavement management databases
- Provide local decision-makers with accurate pavement condition data to inform funding pavement maintenance
- ~~Support jurisdictions in engineering design for pavement preservation projects~~
- Support jurisdictions' management of non-pavement local street and road assets

2. Funding

P-TAP is funded with federal Surface Transportation Program (STP) funds. P-TAP funding is not guaranteed and is dependent upon fund availability.

Single-Year Programming: each P-TAP Round starts and ends in the middle of the federal fiscal year, so each round covers one year but spans two fiscal years (P-TAP Round 22 occurs during FY2020-21 and FY2021-22, and so on).

Funding Agreement: MTC may enter into a funding agreement with a jurisdiction to add local funds to a P-TAP project, conditioned on the following: additional local funds total more than \$25,000; the funding agreement does not delay the project schedule; and the additional scope is an eligible use of P-TAP funds.

3. Eligibility

Project Sponsors: All Bay Area cities, counties and other public agencies within the region in charge of maintaining streets and roads are eligible to apply for P-TAP funds. Priority is given to local jurisdictions whose PMS certifications have expired or are expiring within six months of project award.

Project Sponsors that Do Not Use the P-TAP Program for PMS Projects: an alternative scoring criteria will be applied to applications for project sponsors who elect to perform PMS projects, including PMS inspections, updates to StreetSaver®, and the production of complete certification materials, outside of the P-TAP program. Such sponsors may apply for **PS&E and Non-Pavement Asset Management** projects. To receive scoring consideration in this situation, PMS Certification must be current and all inspections must have been performed by an MTC-certified PMS inspector; PMS certification shall remain current throughout the duration of the P-TAP cycle when a **PS&E or Non-Pavement Asset Management** project is awarded. Project sponsors that meet the criteria referenced herein will be awarded the maximum possible points available within "Project scope", or 25 points, for **PS&E and Non-Pavement Asset Management** projects.

Eligible Projects: P-TAP funding is available for projects in the following categories:

- Pavement Management System Projects: A Pavement Management System (PMS) performs diverse functions geared towards helping Project Sponsors understand the condition of their pavement and whether current and future revenues will be sufficient to fund the pavement maintenance necessary to ensure streets and roads are at an acceptable level of quality. A consultant will work with an awarded Project Sponsor to provide services including, but not limited to the following:
 - Update the Project Sponsor's pavement management system
 - Review and audit the database inventory of the Project Sponsor's road network
 - Enter Maintenance and Rehabilitation (M&R) history, if available
 - Update the decision trees within the system based on the Project Sponsor's preferred treatment strategies
 - Perform pavement inspections and data entry of all distresses found during pavement inspections into StreetSaver®
 - Implement a Quality Control Plan
 - Estimate available revenues for pavements over the next five years
 - Run at least three budget and/or target-driven scenario analyses and show their impacts through the use of GIS maps in the StreetSaver® GIS Toolbox
 - Provide the Project Sponsor with ways to improve their pavement maintenance strategies
 - Deliver an updated PMS database and a Budget Options Report (BOR) to the Project Sponsor for review
 - Establish full linkage of pavement data to GIS map through StreetSaver®
 - Provide assistance with council presentations
 - Provide training on using StreetSaver®
- ~~PS&E Projects: Provide assistance to the Project Sponsor in developing PS&E design work for specific roadway infrastructure maintenance, rehabilitation and/or reconstruction projects. PS&E projects are eligible for P-TAP funding only if the roads are on the federal system (i.e., arterials and collectors); residential PS&E projects are ineligible for P-TAP funds. Tasks in the construction phase including bid support are not eligible uses of P-TAP funds. The Project Sponsor must demonstrate that the construction phase is fully funded before assistance shall be awarded.~~
- Non-Pavement Assets: Provide inventory and condition assessments for signs, storm drains, culverts, curbs and gutters, sidewalks, traffic signals, and street lights.

MTC reserves the right to fund projects other than those listed above that fit within the overall goal of the program.

4. Application and Grant Award Process

Application Process:

Step 1: MTC issues a “call for projects” on an annual basis.

Step 2: Jurisdictions submit applications to MTC for funding consideration. The application is available online.

Step 3: MTC staff evaluates project proposals based on the criteria below and recommends a proposed program of projects that aligns with the funding available.

Step 4: Staff recommends a program of projects to the Commission.

Step 5: Following the Commission’s approval, grant recipients will receive letters with their award confirmation and participate in a program kick off meeting/webinar.

Program Schedule: P-TAP projects must be completed by the deadline set for each round of the program. In general, projects start and end in the spring, and consultants may begin work three to six months after project award, provided the consultant’s contract with MTC is finalized and MTC has issued a Notice to Proceed. The project start date is dependent upon the timing of contract approval. A sample program schedule follows, and may be modified as necessary for the current round of P-TAP:

October	MTC issues “call for projects”
November	P-TAP applications due to MTC
January/February	Program of Projects recommended to Commission for approval MTC notifies Project Sponsor of their award status
February	Program kick off meeting/webinar
February/March	Contracts between MTC and consulting firms approved
March/April	MTC issues a Notice to Proceed to Consultant
June	Work for PMS projects and Non-Pavement Asset Management projects begin
October	Inspections completed, draft Non-Pavement Asset Management report prepared
December	Consultant provides draft report to Project Sponsor for review
February	Consultant revises draft report and submits final report for review
April	Project Sponsor reviews and approves final report
April 30	Project Sponsor for PMS project provides updated PMP Certification Status letter to MTC

Project Selection: MTC is responsible for ensuring a competitive selection process to determine which projects shall receive funding. Projects will be selected on the basis of the following scoring criteria:

Criteria	Maximum Score
1) <u>Project scope</u> : Project Sponsors applying for PMS projects will receive higher scores than those applying for PS&E and Non-Pavement Asset Management projects. However, Project Sponsors that do not use the P-TAP Program to fund the update of their PMS and can demonstrate that, <ul style="list-style-type: none"> A. they have used an MTC-certified inspection team to perform their PMS update; and B. the jurisdiction’s certification status will remain current throughout the duration of the P-TAP Round, will receive points consistent with a PMS project for a Non-Pavement Asset Management project. 	25
2) <u>Number of centerline miles</u> : Project Sponsors with fewer centerline miles will receive higher scores	20
3) <u>Prior P-TAP recipient</u> : Project Sponsors that have not recently received P-TAP funds will receive higher scores	30
4) <u>Certification status</u> : Project Sponsors without current PMP certification will receive higher scores	25

Other Considerations: MTC may consider the program budget for each year of P-TAP, and award the maximum number of projects to match the available funds. MTC may also consider an equitable distribution of project funds among the region’s counties when selecting projects for a round of P-TAP.

Assignment Process: MTC matches Project Sponsors and consulting firms based on the following assignment criteria: (1) Project Sponsor preference; (2) geographic proximity; and (3) history of working with the consulting firm. Project Sponsors are encouraged to include their preference for a particular P-TAP consulting firm in their application. Geographic proximity may be assessed as either the proximity of the firm to the Project Sponsor, or the proximity of the firm’s assigned project sponsors to one-another for quality control purposes. MTC reserves the right to assign Project Sponsors to work with a new firm after working with the same firm for three consecutive rounds of P-TAP.

Local Contribution: P-TAP requires a local contribution of 20% of the total project cost. The 20% local contribution is due to MTC within two months of project award. Local contributions subsidize the federal match (11.47%), provide a two-year subscription for StreetSaver®, and help to fund a portion of MTC's pavement management activities on behalf of local jurisdictions.

Project Cancellation: If an awarded project is cancelled, either at the request of the Project Sponsor or at MTC's discretion, funds may revert back to be reassigned to another project in that round of P-TAP, or the funds may be carried over to the next round. MTC may or may not reassign the funds from cancelled projects to the consulting firm that was first assigned to the cancelled project.

Changes to the Scope, Schedule or Cost of an Existing Project: To change the scope, schedule or total cost of a project, the Project Sponsor and consultant must obtain approval from MTC. The request for a change to the project shall include the reason for the change, and any schedule modifications must meet the program's final deadline.

Deliverables Checklists: MTC developed checklists that allow project sponsors to sign off on the consulting firm's work at four deliverable milestones. MTC shall withhold payment of the consulting firm's invoices until the deliverables checklists have been signed by a project sponsor. These checklists provide an additional level of project oversight.

Project Sponsor's Responsibilities: Project sponsors shall attend a P-TAP kick off meeting/webinar; work with their assigned consulting firms to develop a scope of work; review work deliverables in a timely manner and return signed deliverables checklists to the consulting firm within a reasonable amount of time (i.e., one week for reviewing checklists and two weeks for reviewing work deliverables); provide feedback on the project and the consultant's work. Project sponsors are required to sign and mail their certification letters to MTC within two weeks of receipt from their P-TAP consultant.

Addressing Complaints: MTC encourages project sponsors to work with their assigned consulting firms to address their concerns. If the consulting firm does not adequately address their concerns, project sponsors shall contact MTC's P-TAP Project Manager at the earliest extent possible, so that corrective actions may be discussed. The Project Manager shall coordinate with the project sponsor and assigned consulting firm to generate corrective actions to resolve the concerns prior to the end of the P-TAP round and prior to acceptance of the final report.

Date: November 28, 2012
W.I.: 1233
Referred by: PAC
Revised: 02/24/16-C
02/26/20-C

Attachment B
MTC Resolution No. 4078
Page 1 of 1

Project Oversight Measures and Project Assignment Criteria for P-TAP Consultants

1. Project Oversight

MTC has developed a Data Quality Management Plan for P-TAP, which includes pre-qualification, quality control, and acceptance measures and describes MTC's Rater Certification Program (see Appendix A).

2. Project Assignment Criteria

MTC reserves the right to distribute P-TAP funding and projects among the P-TAP consulting firms according to its discretion, and employs the following criteria when determining project assignments: (1) Project Sponsor preference (25%), (2) firm's past performance in P-TAP (25%), (3) firm's communication with MTC (15%), (4) experience of firm's staff (15%), and, if available, (5) feedback from Project Sponsors (20%).

Date: January 8, 2020
W.I.: 1233
Referred by: PAC

MTC Resolution No. 4078
Page 1 of 6

Appendix A

Data Quality Management Plan MTC Pavement Management Technical Assistance Program (P-TAP)

January 2020

MTC DATA QUALITY MANAGEMENT PLAN

To ensure quality data from our Pavement Management Technical Assistance Program (P-TAP) consultants for maintenance needs assessments, MTC has developed procedures and guidelines for managing the quality of pavement data collection activities before, during, and after production.

MTC's Data Quality Management Plan includes three components:

1. Consultant pre-qualification
2. Quality control --before, during and after production
3. Data quality acceptance

The pre-qualification process is part of consultant selection and is an integral part of the data quality plan during P-TAP's Request for Qualification (RFQ). For consultants that miss the pre-qualification test associated with the P-TAP RFQ, MTC administers a Vendor Certification Program that is essentially identical to the pre-qualification process. The Rater Certification Program; however, ensures that raters are capable of providing the desired level of accuracy on pavement condition ratings. Some StreetSaver[®] users at the local agency level, within or outside the Bay Area, may require that consultants' raters be certified or that the firm is either pre-qualified or vendor-certified by MTC to perform data collection.

1) PRE-QUALIFICATION

Pre-qualification of contractors is the first component of the pavement distress data quality plan. The pre-qualification process can ensure that the potential contractors selected to participate in the P-TAP contracts are capable of collecting distress data that is reasonably close to what would be collected by an "expert" rater. However, that does not ensure that the data collected during the network-level distress data collection is reasonably accurate at the desired resolution and precision desired. In this discussion, accuracy indicates that the distress identified is the correct distress, e.g. alligator cracking is identified as alligator cracking instead of block cracking. Resolution indicates that correct severity levels are identified, e.g. low severity longitudinal cracking is identified rather than ignored or high severity longitudinal cracking is recorded as high severity instead of low severity longitudinal cracking. Precision indicates that repeated rating produce reasonably similar recorded distress type, severity, density combinations.

a) Pre-qualification Sites

The pre-qualification sites should be residential streets in a small geographic area of the city near the office building where MTC is located. Specific segments should be selected so that as many as possible of the standard ~~MTC seven asphalt surfaced distress types~~ **eight (8) flexible pavement distress types, and seven (7) rigid pavement distress types** at the three severity levels are included in at least one of the segments. The segments must be carefully rated using a walking survey conducted by very experienced raters. Extensive photographs and distress maps must be completed on all segments included in the pre-qualification sites. The distress data from these sites will be used to calculate the reference or "ground truth" PCI values of the segments. These segments must be full width of the paved surface by 100 feet long for the manual survey segments and 12 feet wide by 200 feet long for the semi-automated survey segments. The beginning and ending of each segment must be marked on the street, and the corners must also

be marked for the semi-automated segments. In all, two segments in very good condition (PCI greater than 75), two in very poor condition (PCI less than 20), and about fourteen in moderate condition (PCI less than 75 and greater than 20) should be selected to include in the pre-qualification process.

b) Data Collection by Potential Contractors

The potential contractors shall rate up to ~~20~~ 24 designated segments (20 flexible and 4 rigid) within ~~a short period of time after the reference inspection under the supervision of MTC or contracted staff~~ an 8-hour period proctored by MTC or contracted staff. The distress data should be provided to MTC staff immediately after the surveys are completed so that they can be entered into the MTC StreetSaver[®] software by MTC or contracted staff to calculate the PCI values.

c) Acceptance Criteria for Pre-qualification

The following acceptance criteria should be used:

- i) At least 50 percent of the PCI values for the rated sections must be within +/- 5 PCI points of the reference, or “ground truth,” PCI values.
- ii) No more than 12 percent of the PCI values for the rated sections can be greater than +/- 15 PCI points of the reference, or “ground truth,” PCI values.

d) Pre-qualified Contractor

Potential contractors that passed the pre-qualification test will be certified by MTC for eligibility to submit Statement of Qualification (SOQ) for P-TAP contracts. This certification is valid for two (2) years and can be renewed through the Vendor Certification Program.

2) QUALITY CONTROL PLAN

Each qualified firm is responsible for providing quality data to the project sponsor and MTC. In the Quality Control Plan (QCP), each firm will be required to describe the qualifications of each rater who will collect pavement distress data, including training and experience. If new raters will be assigned to collecting pavement distress data, the data collection contractor will need to describe the training and supervision that will be exercised during their “internship” period. The qualifications of the new raters must be provided to and approved by MTC before they will be allowed to conduct survey without the direct supervision of experienced raters.

All firms should describe the data verification processes that they will employ to validate accuracy, resolution and precision of the data collected. “Accuracy” indicates that the distress is identified correctly, e.g., alligator cracking is identified as alligator cracking instead of block cracking. “Resolution” indicates that severity levels are identified accurately, e.g., low severity longitudinal cracking is identified and recorded rather than omitted. “Precision” indicates that repeated surveys produce reasonably similar recorded distress type, severity and density combinations. Data verification processes must include:

- i. Periodic ~~re-survey re-inspection~~ of “control” sections by survey teams at least once every two weeks.
- ii. ~~Re-survey re-inspection~~ of at least 5 percent of the sections previously rated within one month of completing surveys. The same survey team may do the re-surveys.
- iii. ~~Re-survey re-inspection~~ of at least 5 percent of the rated sections by a supervisor.
- iv. Checks of collected data against prior survey data and checks of calculated PCI values against PCI values based on prior survey data projected to the survey date for the same section if no treatments have been applied since the prior survey. All of those outside plus or minus 15 PCI point differences should be checked by a supervisor or other person approved by MTC.

The QCP must define what results will be considered acceptable; at a minimum, results must meet the acceptance criteria as defined in ~~the pre-qualification Section 1(c)~~. The firm must also describe which remedial actions will be taken if the results of the data checks are not acceptable. The Plan must identify when, in what format, and how often the results of the quality control plan checks and corrective actions will be submitted to MTC. The Plan must also identify when the ~~survey inspection~~ results will be entered into the StreetSaver[®] software, the PCI values calculated, and the results made available to MTC.

~~Even if a firm has pre-qualified, all of the firm’s inspectors must be certified by MTC through the Inspector Certification Program. In order to be certified, inspectors must inspect test sites as directed by MTC, and achieve the required level of accuracy performing inspections as defined by the Acceptance Criteria in the Pre-Qualification.~~

a) Quality Management Reporting

Quality management reporting encompasses documentation of the QCP procedures performed during all phases of data collection. At a minimum, the quality management reporting should include:

- i. Quality Management Approach
- ii. Deliverables, Protocols, and Quality Standards
- iii. Quality Control
- iv. Quality Team Roles and Responsibilities
- v. Quality Reporting Plan, documenting data verification process and remedial actions

b) Rater Certification Program

Under P-TAP, even if a firm has been pre-qualified, all of the firm’s raters must be certified by MTC through the Rater Certification Program (RCP). The RCP consists of passing a pavement distress manual survey exam, and an online written exam. These exams are designed to evaluate the skills and knowledge of raters in pavement condition rating based on the MTC’s 8AC/7PCC-

distress protocol. A rater must rate up to 24 test sites and achieve the required level of accuracy performing ratings as defined by the RCP Acceptance Criteria below:

RCP Acceptance Criteria:

- i) At least 50 percent of the PCI values for the rated sections must be within +/- 8 PCI points of the reference, or “ground truth,” PCI values.
- ii) No more than in 12 percent of the PCI values for the rated sections can be greater than +/- 18 PCI points of the reference, or “ground truth,” PCI values.

Raters from non-P-TAP consulting firms and local agencies can be certified. The rater certification exam will be conducted at least once a year or as needed. Upon successful completion of the exams, a certificate will be issued that is valid for two years. Renewal is good for another two more years upon successful completion of an online refresher course. Every four years, all certified raters must take the field and written exams to be re-certified.

3) **QUALITY ACCEPTANCE PLAN**

If the data collection contractor does not meet the requirements of the data collection quality control plan or if MTC determines that the collected data does not meet the requirements established in the prequalification requirements, MTC can issue a stop work order and require corrective actions. This may include requiring the data collection contractor to re-qualify all of the survey teams being used to collect data under the P-TAP contract, and re-surveying all sections rated since the last checks that showed the contractor was meeting contract requirements. Other less onerous corrective actions may be imposed by MTC on the data collection contractor. Multiple violations could result in termination of the data collection contract. MTC or its contracted staff will administer the Quality Acceptance Plan.

a) Administer Rater Certification Program

Contractor pre-qualification does not insure that all raters are capable of rating with the desired level of accuracy. All raters employed by the qualified contractors will need to complete the survey of sites as directed by MTC and achieve the same level of accuracy as defined by the Acceptance Criteria in Pre-qualification. Raters from other consulting firms and local agencies can be certified. The Rater Certification Program consists of a field pavement distress survey test, and an online written test. Tests will be given up at least once a year. Upon successful completion of the tests, a certificate will be issued that is valid for two (2) years, and will be renewed for two (2) additional years upon passing an online refresher course.

b) Conduct Audits of Contractor's Quality Control Plan

MTC shall verify that the quality control plans adopted by the data collection contractors are being completed in a timely manner. MTC may conduct audits of the quality control plan results to ensure that the data collected by contractors are meeting the requirements established in their plans. The task will be to spot check or conduct a full audit of the Quality Control Plan from selected projects.

c) Verify Data Collected by Contractors

MTC shall conduct data verification actions including at least some of the following:

1. Checks of collected data against prior survey data and checks of calculated PCI values against PCI values based on prior survey data projected to the survey date for the same section if no treatments have been applied since the prior survey.
2. Survey of sections previously rated by the data collection contractor.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0117 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4157, Revised. Regional Measure 2 (RM2) Project 29: Rescission and reallocation of approximately \$1.9 million in RM2 funds to AC Transit to acquire replacement buses that operate Transbay express service on the Dumbarton Corridor.

Sponsors:

Indexes:

Code sections:

Attachments: [2c_Reso-4157_DumbartonExpressBus.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4157, Revised. Regional Measure 2 (RM2) Project 29: Rescission and reallocation of approximately \$1.9 million in RM2 funds to AC Transit to acquire replacement buses that operate Transbay express service on the Dumbarton Corridor.

Presenter:
Anne Spevack

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2020

Agenda Item 2c

MTC Resolution No. 4157, Revised

Subject: Regional Measure 2 (RM2) Project 29: Rescission and reallocation of approximately \$1.9 million in RM2 funds to AC Transit to acquire replacement buses for the Transbay express service on the Dumbarton Corridor.

Background: In 2014, through the RM2 delivery strategy and following the process outlined in statute, the Commission transferred \$14.8 million from RM2 Project 4, Dumbarton Rail Service, to RM2 Project 29, Regional Express Bus South. In September 2014, the Commission allocated \$10.4 million of these funds to AC Transit for subproject 29.6, Dumbarton Express Bus Replacement. Input received from the Dumbarton Rail Policy Advisory Committee members at the time of allocation supported the Dumbarton Express Bus Replacement as a priority for use of funds on the Dumbarton corridor. AC Transit has completed the Dumbarton Express Bus Replacement project with approximately \$1.9 million in savings.

This item proposes to add subproject 29.8, the Dumbarton Transbay Bus Replacement, and to rescind and reallocate the \$1.9 million in savings to help replace aging coach buses on AC Transit's Transbay Line U, which serves the Dumbarton corridor. The bus purchase is part of a larger contract to replace up to 36 buses serving multiple Transbay lines, at a total cost of \$29 million, with the reallocated RM2 funds fully spent on purchasing up to three buses dedicated to Line U.

Staff has reviewed this request and has determined it is consistent with the principles of the RM2 delivery strategy and the intent of the redirection and allocation of funds to AC Transit on the Dumbarton Corridor. AC Transit plans to have the buses purchased and in operation by Summer 2021.

Issues: None.

Recommendation: Refer MTC Resolution No. 4157, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4157, Revised.


Therese W. McMillan

Date: September 24, 2014
W.I.: 1255
Referred by: PAC
Revised: 02/26/20-C

ABSTRACT

MTC Resolution No. 4157, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Dumbarton Express Bus Replacement project, an element of the Regional Express Bus South program, sponsored by AC Transit, Alameda County Transportation Commission, and the Dumbarton Bridge Regional Operations Consortium member agencies.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet

Attachment B - Project Specific Conditions for Allocation Approval

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

Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Commission Action on February 26, 2020 to rescind \$1,835,059 of previously allocated RM2 funds from Project 29.6, Dumbarton Express Bus Replacement, due to cost savings at project close out, and to allocate \$1,835,059 in RM2 funds for rolling stock acquisition for Project 29.8, Dumbarton Transbay Bus Replacement.

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated September 10, 2014 and February 12, 2020.

Date: September 24, 2014
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 Funds for the Dumbarton Express Bus Replacement Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4157

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

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

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

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

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

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

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

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, and the Dumbarton Bridge Regional Operations Consortium member agencies are the

project co-sponsors and have designated the AC Transit as the lead project sponsor and implementing agency for the Dumbarton Express Bus Replacement project; and

WHEREAS, AC Transit has submitted a request for the allocation of RM 2 funds for the Dumbarton Express Bus Replacement project; and

WHEREAS, the Dumbarton Express Bus Replacement project is an element of the Regional Measure 2 Express Bus South program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, AC Transit has submitted an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

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

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

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

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; 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 MTC staff's review of AC Transit's IPR for this project as set forth in Attachment C; and be it further

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

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

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

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

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 24, 2014.

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Dumbarton Express Bus Replacement
 Sponsor: AC Transit
 Project Number: 29.6

Activities to be funded with Allocation #1:						
Procurement of replacement fleet for Dumbarton Express buses.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
15415701	24-Sep-14	\$ 10,041,581	CON	FY 2014-15	\$ 10,041,581	
15415701	26-Feb-20	\$ (1,855,059)	CON	FY 2014-15	\$ 8,186,522	

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Dumbarton Express Bus Replacement
Sponsor: AC Transit
Project Number: 29.6

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

1. none.

RM2 Project Number: 29.6 **Dumbarton Express Bus Replacement**

Lead Sponsor AC Transit	Other Sponsors(s) Alameda County Transportation Commission, Dumbarton Bridge Regional Operations Consortium member agencies	Implementing Agency (if applicable) AC Transit
Legislated Project Description Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV access, construct ramp improvements, and purchase rolling stock.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,932 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$8,187) 29.7 Bay Bridge Forward (\$21,000) 29.8 Dumbarton Transbay Bus Replacement (\$1,850)		Total Estimated Project Cost (in \$1,000) \$8,187
Project Purpose and Description Replace current fleet of 16 buses that serve the Dumbarton Express service		
Funding Description Committed Funds: Fully funded by RM2. Uncommitted Funds: None. Operating Capacity: Operations for the Dumbarton Express bus service will be funded consistent with current service funding, largely from RM2 operating funds.		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	n/a	n/a	\$0
2	Designs, Plans, Specs, & Estimates	n/a	n/a	\$0
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	10/2014	12/2015	\$8,187

Total: \$8,187

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Dumbarton Express Bus Replacement	Project No.	29.6
Lead Sponsor	AC Transit	Last Updated	2/26/2020

Fund Source	Phase	Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Committed										
RM2	Construction		8,187							8,187
Total:		0	8,187							\$ 8,187
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Future	Total
Total:		0	8,187	0	0	0	0	0	0	\$ 8,187

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Dumbarton Express Bus Replacement

Sponsor: AC Transit

RM2 Project Number: 29.6

RM2 Project No. 29.6	PRIOR	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	TOTAL
RM2 Funds Total		-	8,134,850	1,552	125	49,995	8,186,522
PA/ED	0	0	0	0	0	0	0
							0
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	8,134,850	1,552	125	49,995	8,186,522
RM-2			8,134,850	1,552	125	49,995	8,186,522
							0
							0
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	8,134,850	1,552	125	49,995	8,186,522
PROJECT TOTAL	0	0	8,134,850	1,552	125	49,995	8,186,522

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: Dumbarton Transbay Bus Replacement
Sponsor: AC Transit
Project Number: 29.8

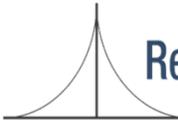
Activities to be funded with Allocation #1:						
Procurement of replacement fleet for AC Transit Line U buses.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date	
20415702	26-Feb-20	\$ 1,855,059	CON	FY 2019-20	\$ 1,855,059	

REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: Dumbarton Transbay Bus Replacement
Sponsor: AC Transit
Project Number: 29.8

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

1. none.



Regional Measure 2 Regional Traffic Relief Plan

February 26, 2020
Attachment C
MTC Resolution No. 4157

RM2 Project Number: 29.8 Dumbarton Transbay Bus Replacement

Lead Sponsor AC Transit	Other Sponsors(s) Alameda County Transportation Commission, Dumbarton Bridge Regional Operations Consortium member agencies	Implementing Agency (if applicable) AC Transit
Legislated Project Description Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV access, construct ramp improvements, and purchase rolling stock.		
RM2 Legislated Funding (in \$1,000) Total Overall Funding \$54,932 29.1 AC Transit Rolling Stock (\$5,300) 29.2 Route 84 WB-Newark Boulevard HOV On-ramp (\$39) 29.3 Route 84 WB - HOV Lane Extension between I-880/Newark Blvd (\$4,063) 29.4 Grand-MacArthur Express Bus Corridor (\$3,515) 29.5 Ardenwood Boulevard Park and Ride Lot (\$6,173) 29.6 Dumbarton Express Bus Replacement (\$8,187) 29.7 Bay Bridge Forward (\$21,000) 29.8 Dumbarton Transbay Bus Replacement (\$1,855)		Total Estimated Project Cost (in \$1,000) \$2,300
Project Purpose and Description Replace up to three buses that currently serve the AC Transit Transbay Line U		
Funding Description Committed Funds: Fully funded by RM2 and local district funds Uncommitted Funds: None. Operating Capacity: AC Transit will manage and fund the operation of the buses consistent with its current Transbay Operations		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Environmental Document/Preliminary Engineering	n/a	n/a	\$0
2	Designs, Plans, Specs, & Estimates	n/a	n/a	\$0
3	Right-of-Way Acquisition	n/a	n/a	\$0
4	Construction	2/2020	6/2021	\$2,300

Total: \$2,300

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Dumbarton Transbay Bus Replacement	Project No.	29.8
Lead Sponsor	AC Transit	Last Updated	2/26/2020

Fund Source	Phase	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
Committed										
RM2	Construction		1,855							1,855
Local	Construction		445							445
Total:		0	1,855							\$ 2,300
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	\$ -
Total Project Committed and Uncommitted										
		Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Future	Total
Total:		0	1,855	0	0	0	0	0	0	\$ 2,300

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: Dumbarton Transbay Bus Replacement

Sponsor: AC Transit

RM2 Project Number: 29.8

RM2 Project No. 29.6	PRIOR	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	TOTAL
RM2 Funds Total		-	2,300,000	-	-	-	2,300,000
PA/ED	0	0	0	0	0	0	0
							0
Final Design (PS&E)	0	0	0	0	0	0	0
							0
							0
							0
Right of Way	0	0	0	0	0	0	0
							0
							0
							0
Construction	0	0	2,300,000	0	0	0	2,300,000
RM-2			1,855,059				1,855,059
Local			444,941				444,941
							0
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	0	0	0	0	0
Right of Way	0	0	0	0	0	0	0
Construction	0	0	2,300,000	0	0	0	2,300,000
PROJECT TOTAL	0	0	2,300,000	0	0	0	2,300,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0123 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4202, Revised. Revisions to the One Bay Area Grant 2 Program (OBAG 2), including the programming of funds for two corridor planning studies within the Freeway Performance Program; \$3 million for I-80 from the Carquinez Bridge in to the San Francisco-Oakland Bay Bridge Toll Plaza and \$1 million for SR 37 from US 101 and I-80.

Sponsors:

Indexes:

Code sections:

Attachments: [2d_Reso-4202_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 2 Program (OBAG 2), including the programming of funds for two corridor planning studies within the Freeway Performance Program; \$3 million for I-80 from the Carquinez Bridge in to the San Francisco-Oakland Bay Bridge Toll Plaza and \$1 million for SR 37 from US 101 and I-80.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 12, 2019

Agenda Item 2d

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2) including the programming of funds for two corridor planning studies within the Freeway Performance Program; \$3 million for I-80 from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza and \$1 million for SR 37 from US 101 to I-80.

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 regional and county programs.

Freeway Performance Program

The Commission programmed \$43 million in OBAG 2 funds to the Freeway Performance Program (previously referred to as the Columbus Day Initiative). A status update on the Freeway Performance Program is provided as Attachment A.

- **SR 37 (Marin, Sonoma, Napa, and Solano Counties):** Direct \$1 million in unprogrammed balances to continue corridor planning efforts for SR 37 from US 101 to I-80. MTC, in collaboration with Caltrans, and the four North Bay County Transportation Agencies (CTAs), is working on a comprehensive and multi-benefit improvement plan for the corridor that integrates transportation, ecology and sea level adaptation into a more resilient SR 37.

Near-term strategies include operational improvements that optimize current roadway efficiencies, and contra-flow and shoulder-running managed lanes.

The ultimate project, at an estimated cost of \$4 billion, would reconstruct the highway for resiliency, integrate ecosystem design elements, such as near- and long-term ecological enhancements and restoration efforts, and include transportation infrastructure improvements for all modes of travel, including transit, public access and bike path.

- **I-80 (Contra Costa and Alameda Counties):** Program \$3 million in unprogrammed balances to MTC to identify a range of innovative near- to mid-term operational improvement and demand management strategies to address traffic flow and circulation along I-80 from the Carquinez Bridge to the San Francisco Oakland Bay Bridge (SFOBB) Toll Plaza. Potential strategies would aim to influence a mode shift to increase person throughput within the corridor, and strategies that support transit and other modes of travel, including bus on shoulder lanes, HOV/express lanes, HOV hours of operations and occupancy policies, express bus services, adaptive ramp metering integration, intersection/interchange treatments to improve bus operations, and other complementary demand management strategies, for purposes of moving more people in fewer cars.

Contra Cosa County

Revise the project name for Concord's Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program, at the request of the Contra Costa Transportation Authority (CCTA). This change to the project name reflects the removal of 6th Street from the project's scope of work.

Housing Incentive Pool

Within the OBAG 2 Project Selection Criteria and Programming Policy, remove text and add clarifying language to reflect that the guidelines for the Housing Incentive Pool have been approved by the Commission (MTC Resolution No. 4348, October 2018). This is a clean-up action only; revision does not include any policy change.

Issues: None.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval.

Attachments: Attachment A - Freeway Performance Program Update
MTC Resolution No. 4202, Revised, Attachments A, B-1, and B-2


Therese W. McMillan

OBAG 2 Freeway Performance Program

February 2020 Status Update

Project	County	Fund Programming		Status Updates
		Current	Proposed*	
I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	Alameda	\$625,000	\$625,000	<ul style="list-style-type: none"> Project development estimated to be completed by 2021
I-880 (I-80 to I-280)	Alameda, Contra Costa	\$3,000,000	\$3,000,000	<ul style="list-style-type: none"> Underway; estimated completion by 2022
I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	Contra Costa	\$10,000,000	\$10,000,000	<ul style="list-style-type: none"> Underway; preliminary engineering phase estimated completion by 2022
Richmond: I-80 Central Ave Interchange Improvements	Contra Costa	\$2,000,000	\$2,000,000	<ul style="list-style-type: none"> Richmond project sponsor
US 101 (SR 85 to San Francisco Co. Line)	San Mateo, Santa Clara	\$3,000,000	\$3,000,000	<ul style="list-style-type: none"> Underway; estimated completion by 2023
SR 84 (US 101 to I-880) Dumbarton Forward	Alameda, San Mateo	\$4,375,000	\$4,375,000	<ul style="list-style-type: none"> Bus-on-shoulder estimated completion by 2023 (construction funded through BATA) Remaining Dumbarton Forward Improvements underway, estimated completion by 2025
SCTA: US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	Sonoma	\$1,000,000	\$1,000,000	<ul style="list-style-type: none"> SCTA project sponsor
SR 37 (US 101 to I-80) PL Only	Marin, Napa, Solano, Sonoma	\$0	\$1,000,000	<ul style="list-style-type: none"> Proposed
I-80 (Carquinez Bridge to SFOBB Toll Plaza) PL Only	Alameda, Contra Costa	\$0	\$3,000,000	<ul style="list-style-type: none"> Proposed
Unprogrammed balance		\$19,240,000	\$15,240,000	<ul style="list-style-type: none"> Remaining funds to be directed through future Commission action
Total		\$43,240,000	\$43,240,000	

*Programming revisions proposed for Commission consideration and approval are shaded in green.

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
02/26/20-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

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MTC Resolution No. 4202, Revised

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subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen 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

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the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

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

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

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

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle

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Programs within the Regional Climate Initiatives Program, conditioned on the Air District 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

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exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

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

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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.

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.

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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 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.

ABSTRACT

MTC Resolution No. 4202, Revised

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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 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

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program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

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.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program \$1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and \$3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

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, November 13, 2019, and February 12, 2020.

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

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

8. Housing Production Incentive

As part of the OBAG 2 framework, MTC will develop a challenge grant program for the production and preservation of affordable housing. The purpose of the program is to reward local jurisdictions that produce the most housing units at the very low, low, and moderate income levels.

On October 24, 2018, MTC approved Resolution No. 4348, establishing the framework and qualifying criteria for the Housing Incentive Pool (HIP).

The proposed concept for this program is to set a six year target for production of low and moderate income housing units (2015 through 2020), based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2014-22. The target for the proposed challenge grant period is approximately 80,000 low and moderate income units (35,000 very low, 22,000 low and 25,000 moderate units, for a total of 82,000 units, derived from the years of the current RHNA cycle). The units would need to be located in PDA's or in Transit Priority Areas (TPA's). Additionally, to be credited towards reaching the production targets, very low and low income units need to be deed restricted; moderate income units do not require deed restriction to be credited in the program. Existing units that are preserved for long-term affordability will also be credited towards the program's production targets.

At the end of the production challenge cycle, MTC will distribute grant funds to the jurisdictions that contribute the most toward reaching the regional production target. To keep the grant size large enough to serve as an incentive for housing production, the grant program would be limited to no more than the top 15 producers of affordable housing units, or fewer, if the 80,000 unit target is reached by less than 15 jurisdictions. In addition, at least one jurisdiction from each county will be awarded a challenge grant. Staff will provide annual progress reports on production of affordable housing units.

The funds provided for the HIP program through OBAG 2 would be STP/CMAQ, and would need to be used only for federally-eligible transportation purposes. Additional funds may be added outside of OBAG 2 to increase the size of the challenge grant program.

COUNTY PROGRAMMING POLICIES

The policies below apply to the programs managed by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ **Program Eligibility:** The CMA, or substitute agency, may program funds from its OBAG 2 county fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Planning and Outreach Activities
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements

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MTC Res. No. 4202 Attachment B-1
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 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
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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$483,825,151	\$17,809,849
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$500,000	
PDA Planning			
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	
BART AB2923 Implementation	BART	\$1,000,000	
Unprogrammed balance	MTC	\$7,862,000	
Community-Based Transportation Plan (CBTP) Updates			
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION	TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Carsharing Implementation	MTC	\$800,000	

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program Columbus Day Initiative (CDI)			
Freeway Performance Program	MTC	\$15,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to SFOBB Toll Plaza) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	\$845,000	

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$36,220,151	\$3,779,849
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$185,503,151	\$3,779,849
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Albany		\$251,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	East Bay Regional Parks District		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
San Francisco: McLaren Park and Neighborhood Connections Plan	San Francisco Recreation and Parks		\$194,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
Half Moon Bay: Pillar Point Public Access Improvements	Half Moon Bay		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo County: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo County		\$110,000
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Im	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Santa Clara Valley Open Space Dist.		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Dist.		\$1,000,000
Unprogrammed Balance	TBD		\$1,647,000
North Bay PCA Grant Program			
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Parax	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehab. (for Carmel Open Space Acquisition)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$8,200,000	\$30,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Solano County projects - TBD	TBD	\$4,000,000	
Other North Bay County projects - TBD	TBD	\$1,000,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000

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OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$483,825,151	\$17,809,849
9. REGIONAL STRATEGIC INVESTMENTS (RSI)			
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
Novato: Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	TAM	\$1,120,000	
San Rafael: Grand Ave Bridge	San Rafael	\$763,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
9. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL:	\$23,900,000
OBAG 2 REGIONAL PROGRAMS		TOTAL:	\$483,825,151 \$17,809,849

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Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
February 2020

MTC Res. No. 4202 Attachment B-2
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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
ALAMEDA COUNTY		
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
ALAMEDA COUNTY	TOTAL:	\$76,655,000
CONTRA COSTA COUNTY		
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	\$628,000
Clayton: Neighborhood Streets Rehabilitation	Clayton	\$308,000
Concord: Monument Blvd Class I Path	Concord	\$4,368,000

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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
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
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
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	\$2,410,000
Pleasant Hill: Pleasant Hill Rd Improvements	Pleasant Hill	\$920,000
Richmond: ADA Improvements on 7th, Central, Cutting, Giant Hwy	Richmond	\$2,205,000
San Pablo: Giant Rd Pavement Rehabilitation	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
Walnut Creek: Ygnacio Valley Rd Rehabilitation	Walnut Creek	\$2,608,000
CONTRA COSTA COUNTY	TOTAL:	\$56,136,000
MARIN COUNTY		
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 SM	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
MARIN COUNTY	TOTAL:	\$10,870,000
NAPA COUNTY		
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
NAPA COUNTY	TOTAL:	\$8,150,000

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
February 2020

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C

OBAG 2 County Programs Project List

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

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
February 2020

MTC Res. No. 4202 Attachment B-2

Adopted: 11/18/15-C

Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
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
SAN MATEO COUNTY	TOTAL:	\$32,545,000
SANTA CLARA COUNTY		
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
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
County Program		
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

Attachment B-2
MTC Resolution No. 4202
OBAG 2 County Programs
FY 2017-18 through FY 2021-22
February 2020

MTC Res. No. 4202 Attachment B-2
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 12/21/16-C 04/26/17-C 06/28/17-C 11/15/17-C
 12/20/17-C 02/28/18-C 05/23/18-C 06/27/18-C 09/26/18-C
 12/19/18-C 01/23/19-C 06/26/19-C 09/25/19-C 11/20/19-C
 02/26/20-C

OBAG 2 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	OBAG 2 STP/CMAQ
OBAG 2 COUNTY PROGRAMS		\$385,512,000
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
VTA/Milpitas: Montague Exwy Pedestrian Overcrossing at Milpitas BART	VTA/Milpitas	\$3,560,000
SANTA CLARA COUNTY		TOTAL: \$104,073,000
SOLANO COUNTY		
CMA Planning Activities		
Planning Activities Base	STA	\$3,822,000
Planning Activities - Supplemental	STA	\$3,039,000
Federal Aid Secondary (FAS)		
Solano County: County Roads Paving	Solano County	\$506,000
Solano County: Farm to Market Phase 2 Imps	Solano County	\$1,000,000
Safe Routes To School (SRTS)		
Fairfield: Grange Middle School SRTS Imps	Fairfield	\$260,000
STA: Countywide SRTS Non-Infrastructure Program	STA	\$1,209,000
County Program		
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
SOLANO COUNTY		TOTAL: \$21,177,000
SONOMA COUNTY		
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
SONOMA COUNTY		TOTAL: \$27,723,000
OBAG 2 COUNTY PROGRAMS		TOTAL: \$385,512,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0111 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-31.

Sponsors:

Indexes:

Code sections:

Attachments: [2e Reso-4375 TIP Amendment 2019-31.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-31.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2020

Agenda Item 2e

MTC Resolution Nos. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-31.

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 2019-31 makes revisions to three projects with a net funding increase of approximately \$6.5 million. Among other changes, this revision:

- Amends SolTrans's Electric Bus Charging Infrastructure project into the TIP to reflect the award of \$1.8 million in FTA Bus and Bus Facilities Program funds;
- Updates the scope and funding of the City of Concord's Willow Pass Road Repaving and Safe Routes to Schools Improvements project; and
- Archives one completed project.

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

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

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

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

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

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

Issues:

This Amendment contains changes that are contingent upon Commission approval of programming changes included in Programming and Allocations Committee Item 2d MTC Resolution No. 4202, Revised.

On November 26, 2019, Part I of the EPA and National Highway Traffic Safety Agency's SAFE Vehicle Rule went into effect. This portion of the rule withdrew California's waiver to set higher fuel efficiency standards and subsequently altered the latest planning assumptions underlying the air quality emissions model that must be used when MTC performs a regional transportation-air quality conformity analysis. FHWA has not yet released guidance on how this development impacts TIP amendments. Because this amendment does not impact air quality, and a new or revised air quality conformity analysis is not required, staff believes the revision may still move forward and receive final federal approval.

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

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-31; and
MTC Resolution No. 4375, Revised


Therese W. McMillan

TIP Revision Summary
2019-31

ATTACHMENT 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
CC-170037	Concord	Concord Willow Pass Road Repaving SR2T	Update the scope of the project to remove improvements on 6th St and update the funding plan to add \$150K in FY21 CON CMAQ, \$163K in FY19 PE Sales Tax, \$120K in FY19 PE Local, \$5K in FY19 ROW Sales Tax and \$715K in FY21 CON Sales Tax funds	\$1,153,000	17.7%
SCL090004	San Jose	Almaden Ave & Vine St Safety Improvements	Archive this project as it has been completed	\$0	0.0%
System: Transit					
SOL190017	Solano County Transit (SolTrans)	SolTrans Electric Bus Charging Infrastructure	Amend a new exempt project into the TIP with \$1M in PSE TIRCP, \$1.8M in CON 5339 Discretionary, \$200K in CON Local, \$624K in CON TDA and \$1.7M in CON LCTOP funds	\$5,355,000	~%
Total Funding Change:				\$6,508,000	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$6,760,000	\$0	\$0	\$1,572,000	\$8,332,000	\$6,517,000
Proposed:	\$8,710,000	\$2,731,000	\$0	\$3,399,000	\$14,840,000	\$12,025,000
Delta:	\$1,950,000	\$2,731,000	\$0	\$1,827,000	\$6,508,000	\$5,508,000

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C
02/27/19-C 03/27/19-C
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 12/18/19-C
01/22/20-C 02/26/20-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, November 13, 2019, December 11, 2019, January 8, 2020, and February 12, 2020. 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

ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-13	Admin. Mod.	22	\$15,402,477	7/3/2019	7/3/2019
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.	6	\$0	10/31/2019	10/31/2019
2019-21	Amendment	15	-\$141,949,908	9/25/2019	10/18/2019
2019-22	Admin. Mod.	10	\$1,370,190	12/12/2019	12/12/2019
2019-23	Amendment	6	\$185,014,158	10/23/2019	11/13/2019
2019-24	Admin. Mod.	Pending	Pending	Pending	Pending
2019-25	Amendment	17	\$204,462,942	11/20/2019	12/23/2019
2019-26	Admin. Mod.	Pending	Pending	Pending	Pending
2019-27	Amendment	12	\$112,588,334	12/18/2019	Pending
2019-28	Admin. Mod.	Pending	Pending	Pending	Pending
2019-29	Amendment	8	\$1,762,160	1/22/2020	Pending
2019-30	Admin. Mod.	Pending	Pending	Pending	Pending
2019-31	Amendment	3	\$6,508,000	2/26/2020	Pending
Net Funding Change		408	\$1,533,838,616		
Absolute Funding Change			\$1,954,693,468		

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_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

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

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

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

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

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

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

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

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

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

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

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

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

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

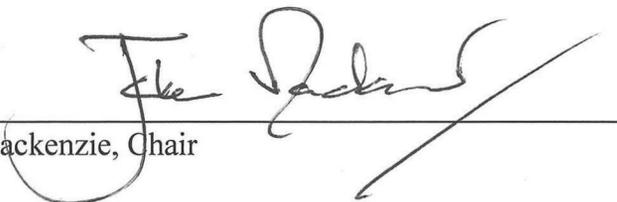
RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2019 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

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

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

Attachment A
Resolution No. 4375
Page 1 of 1

2019 Transportation Improvement Program

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

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

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

Attachment B
Resolution No. 4375, Revised
Page 1 of 12

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 7th 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 an administrative modification that revises six projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 31, 2019. Among other changes, this revision updates the funding plans of the six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and future obligations, transfers of funding to the Federal Transit Administration and conversions of advanced construction to federal funds. MTC's 2019 TIP, as revised with Revision No. 2019-20, 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 2019-21 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 an administrative modification that revises 10 projects with a net funding increase of approximately \$1.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 12, 2019. Among other changes, this revision:

- Updates the funding plans of three Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflected planned obligations;
- Splits the Treasure Island Mobility Management Agency (TIMMA) sponsored Treasure Island Ferry Terminal Landside Improvements project out from the San Francisco County Transportation Authority sponsored Treasure Island Pricing Mobility Improvements project and programs \$3 million in FHWA Ferry Boat Discretionary to TIMMA's project;
- Splits the BART managed Transit Oriented Development Implementation program from the MTC managed Regional Planning-PDA Implementation program; and
- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$644,731 in FHWA Ferry Boat Program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in Ferry Boat Discretionary and \$644,731 in Ferry Boat Program funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-22, 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 2019-23 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 was received on October 31, 2019, and final federal approval was received on November 13, 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 was received on November 21, 2019, and final federal approval was received on December 23, 2019. 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.

Revision 2019-26 is a pending administrative modification.

Revision 2019-27 is an amendment that revises 12 projects with a net funding increase of approximately \$113 million. The revision was referred by the Programming and Allocations Committee on December 11, 2019, and approved by the MTC Commission on December 18, 2019. Caltrans approval was received on January 2, 2020, and final federal approval is expected in mid-February 2020. Among other changes, this revision:

- Updates the funding plans of two Water Emergency Transportation Authority projects to reflect the latest programming decisions;
- Updates four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect changes in funding and scope;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing, amends one exempt project back into the TIP and revises the funding plan of another project to reflect the latest information from Caltrans; and
- Updates the funding plans and back-up listings of two Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listings to reflect the latest information from Caltrans.

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

Revision 2019-28 is a pending administrative modification.

Revision 2019-29 is an amendment that revises eight projects with a net funding increase of approximately \$1.8 million. The revision was referred by the Programming and Allocations Committee on January 8, 2020, and approved by the MTC Commission on January 22, 2020. Caltrans approval is expected in late February 2020, and final federal approval is expected in mid-March 2020. Among other changes, this revision:

- Updates the funding plans of three existing Petaluma Transit projects and amends two new projects into the TIP to reflect the programming of Transit Capital Priorities funds;
- Amends one new exempt project into the TIP to reflect the programming of One Bay Area Grant 2 County Program funds; and
- Amends one previously-archived project back into the TIP to reprogram cost savings among sub-projects.

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

Revision 2019-30 is a pending administrative modification.

Revision 2019-31 is an amendment that revises three projects with a net funding increase of approximately \$6.5 million. The revision was referred by the Programming and Allocations Committee on February 12, 2020, and approved by the MTC Commission on February 26, 2020. Caltrans approval is expected in late March 2020, and final federal approval is expected in mid-April 2020. Among other changes, this revision:

- Amends SolTrans's Electric Bus Charging Infrastructure project into the TIP to reflect the award of \$1.8 million in FTA Bus and Bus Facilities Program funds;
- Updates the scope and funding of the City of Concord's Willow Pass Road Repaving and Safe Routes to Schools Improvements project; and
- Archives one completed project.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0205 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 1/15/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4409. Allocation of \$39 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and operators for projects approved by the State Department of Transportation (Caltrans).

Sponsors:

Indexes:

Code sections:

Attachments: [2f Reso-4409 State of Good Repair.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4409. Allocation of \$39 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and operators for projects approved by the State Department of Transportation (Caltrans).

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 12, 2020

Agenda Item 2f

MTC Resolution No. 4409

Subject: Allocation of \$39 million of State Transit Assistance-State of Good Repair (STA-SGR) funds to MTC and operators for projects approved by the State Department of Transportation (Caltrans).

Background: The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), created the State of Good Repair Account within the State Transit Assistance Program. The State Controller provides the estimate of funding available by operator in accordance with PUC Section 99314 (Revenue-based share) and to the MTC region in accordance with PUC Section 99314 (Population-based share). Approximately \$29 million is expected in revenue-based funds, along with \$10.5 million in population-based funds and these amounts are included in the MTC Fund Estimate (MTC Resolution 4360, Revised).

MTC compiled and submitted the FY 2019-20 STA-SGR proposed project list for Caltrans' review through Resolution 4389 in July 2019. Caltrans published the approved project list in December 2019. Now, MTC proposes to allocate funds to the approved projects as required by statute. Funding recipients are responsible for working directly with Caltrans to deliver their projects and meet the program guidelines. Funds will be allocated to a variety of projects to improve the state of good repair of the Bay Area's transit systems – see Attachment A to this resolution for the complete list of projects and allocations.

Most operators will use their revenue-based funds for state of good repair projects at facilities and stations, to provide local match for projects funded with other state or federal funds, or for the rehabilitation or purchase of public transit vehicles. In accordance with the policy set forth in MTC Resolution 4321, the population-based STA-SGR funds are allocated to MTC to assist in the delivery of the Next Generation Clipper® system.

Issues: None

Recommendation: Refer MTC Resolution No. 4409 to the Commission for approval.

Attachments: MTC Resolution No. 4409



Therese W. McMillan

Date: February 12, 2020
W.I.: 1514
Referred by: PAC

ABSTRACT
Resolution No. 4409

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

This resolution allocates STA-SGR funds to MTC and to transit operators in the MTC region with approved projects in accordance with the program guidelines developed by the State Department of Transportation as the program administrator.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated February 12, 2020.

Date: February 26, 2020
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2019-20 State Transit Assistance State of Good Repair funds to recipients in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4409

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 Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017) created a Transportation Improvement Fee, Revenue and Taxation Code Section 11053(a), for allocation under the State Transit Assistance Program; and

WHEREAS, the Road Repair and Accountability Act of 2017, SB 1 (Chapter 5, Statutes of 2017) created the State of Good Repair Program within the State Transit Assistance Program, Public Utilities Code Section, 99312.1(c)

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(a), 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 99312.2(b)(2), 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 projects to the State Department of Transportation for approval as required by Public Utilities Code Section 99312.1(d) and the State Department of Transportation has approved those projects for 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 may be 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; now, therefore, be it

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; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$500,000 for each project, in consultation with the affected sponsor and the State Department of Transportation.

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 February 26, 2020.

ALLOCATION OF STATE TRANSIT ASSISTANCE - STATE OF GOOD REPAIR FUNDS FOR FISCAL YEAR 2019-20

Recipients are responsible for meeting program guidelines and requirements adopted by Caltrans such as annual reporting and fiscal audit. Allocation amounts below are estimated. Final allocation amounts and disbursements will be based on actual funds received from the State of California. At the end of the fiscal year, any revenue received in excess of the allocation amount, but below \$100, will be processed under the existing allocation authorization. If total payment by the State for any allocation is more than \$100 over the allocated amount, the allocation will be amended. If funds paid by the State are less than the allocated amount, the allocation will be reduced accordingly.

		A	B	C	D	E	F	G=SUM(A:F)			
Recipient	FY 19/20 Project	Estimated FY20 Revenue	Unpaid revenue from FY18	FY18 Interest in MTC account	FY19 Revenue	FY19 Interest in MTC account	FY19 Disbursement by MTC	Estimated Total Allocation ¹	Alloc. No.	Approval Date	
<i>Population-based Share</i>											
MTC	Clipper/Clipper 2.0	\$ 10,490,248	\$ 49,064	\$ 17,872	\$ 10,250,287	\$ 49,452	\$ (10,317,223)	\$ 10,539,700	01	02/26/20	
<i>Revenue-based Share</i>											
AC Transit	East Bay Bus Rapid Transit (BRT)	\$ 1,949,383	\$ 4,750	\$ 5,475	\$ 3,054,101	\$ 6,232	\$ (3,063,490)	\$ 1,956,451	02	02/26/20	
	Non-revenue Vehicles	\$ 1,000,000						\$ 1,000,000	03	02/26/20	
	Portable lifts	\$ 300,000						\$ 300,000	04	02/26/20	
	Replace Roof at Division 2	\$ 500,000						\$ 500,000	05	02/26/20	
BART	Maintenance and Renovation of Elevators, Escalators, and Security Cameras	\$ 6,288,661	\$ 9,204	\$ 10,608	\$ 5,981,647	\$ 12,073	\$ (5,999,818)	\$ 6,302,374	06	02/26/20	
SFMTA	Facilities SGR Project FY19-20	\$ 4,897,161	\$ 14,327	\$ 16,513	\$ 9,796,966	\$ 18,795	\$ (9,825,143)	\$ 4,918,619	07	02/26/20	
	Fixed Guideway SGR Project FY19-20	\$ 4,897,162						\$ 4,897,162	08	02/26/20	
CCCTA	ITS Security Maintenance	\$ 122,020	\$ 179	\$ 207	\$ 115,354	\$ 227	\$ (115,708)	\$ 122,280	09	02/26/20	
ECCTA	Maintenance Facility HVAC Unit Replacement	\$ 64,126	\$ 84	\$ 96	\$ 53,999	\$ 106	\$ (54,163)	\$ 64,248	10	02/26/20	
City of Fairfield	Corporation Yard Transit Fleet Electrification	\$ 25,272	\$ 40	\$ 46	\$ 35,009	\$ 69	\$ (35,084)	\$ 25,351	11	02/26/20	
GGBHTD	New Vessel Acquisition	\$ 1,319,709	\$ 872	\$ 1,005	\$ 1,250,325	\$ 2,445	\$ (1,251,861)	\$ 1,322,495	12	02/26/20	
LAVTA	Bus Shelter and Stop Maintenance	\$ 54,039	\$ 84	\$ 97	\$ 51,043	\$ 101	\$ (51,209)	\$ 54,155	13	02/26/20	
Marin Transit	Purchase Eleven 40-foot Hybrid Replacement Buses	\$ 257,757	\$ 309	\$ 357	\$ 211,596	\$ 417	\$ (212,678)	\$ 257,757	14	02/26/20	
NVTA	Vine Transit Bus Maintenance Facility	\$ 17,924	\$ 20	\$ 23	\$ 16,400	\$ 32	\$ (16,439)	\$ 17,962	15	02/26/20	
PCJPB (Caltrain)	F40 SOGR FY20	\$ 1,312,844	\$ 1,878	\$ 2,165	\$ 1,250,066	\$ 2,463	\$ (1,256,559)	\$ 1,312,856	16	02/26/20	
	<i>Santa Clara VTA Share</i>										
	F40 SOGR FY20	\$ 103,998	\$ 6,531	\$ 7,528	\$ 4,472,421	\$ 8,807	\$ (4,485,260)	\$ 114,025	17	02/26/20	
	Bayshore Station Overpass	\$ 1,166,972						\$ 1,166,972	18	02/26/20	
	CEMOF SOGR	\$ 474,200						\$ 474,200	19	02/26/20	
	Caltrain Network Infrastructure Refresh	\$ 342,494						\$ 342,494	20	02/26/20	
	Systemwide Tarck Rehabilitation	\$ 920,000						\$ 920,000	21	02/26/20	
	MP36 SOGR FY20	\$ 113,653						\$ 113,653	22	02/26/20	
	Stations State of Good Repair	\$ 150,000						\$ 150,000	23	02/26/20	
	Preventative Maintenance	\$ 321,088						\$ 321,088	24	02/26/20	
	<i>Santa Clara VTA-ACE Share</i>										
	Preventative Maintenance	\$ 33,545	\$ -	\$ 51	\$ 31,371	\$ 61	\$ (31,412)	\$ 33,616	24	02/26/20	

Recipient	FY 19/20 Project	Estimated FY20 Revenue	Unpaid revenue from FY18	FY18 Interest in MTC account	FY19 Revenue	FY19 Interest in MTC account	FY19 Disbursement by MTC	Estimated Total Allocation ¹	Alloc. No.	Approval Date
City of Petaluma	Preventative Maintenance	\$ 7,630	\$ 10	\$ 11	\$ 6,195	\$ 12	\$ (6,215)	\$ 7,644	25	02/26/20
WETA	Replacement Vehicle for the M/V Bay Breeze	\$ 357,702	\$ 418	\$ 482	\$ 301,395	\$ 593	\$ (302,212)	\$ 358,378	26	02/26/20
SamTrans	North and South Base Bus Parking Area Restriping	\$ 258,000						\$ 258,000	27	02/26/20
	North and South Base Bus Vacuum Replacement Design	\$ 150,000						\$ 150,000	28	02/26/20
	North Base Bus Washer Replacement	\$ 540,000						\$ 540,000	29	02/26/20
	South Base Bus Washer Walls Rehab	\$ 306,860	\$ 1,849	\$ 2,132	\$ 1,226,604	\$ 2,417	\$ (1,230,250)	\$ 309,611	30	02/26/20
City of Santa Rosa	Preventive Maintenance of Fixed-Route fleet	\$ 24,755	\$ 44	\$ 50	\$ 25,432	\$ 50	\$ (25,518)	\$ 24,813	31	02/26/20
Solano County Transit	Mid-Life Battery Refresh for Two Diesel Hybrid Buses									
	<i>Solano County Transit Share</i>	\$ 54,385	\$ 89	\$ 102	\$ 54,916	\$ 108	\$ (55,090)	\$ 54,510	32	02/26/20
	<i>Dixon Share</i>	\$ 1,144	\$ 1	\$ 2	\$ 1,055	\$ 2	\$ (1,057)	\$ 1,147	32	02/26/20
	<i>Rio Vista Share</i>	\$ 1,152	\$ 0	\$ 1	\$ 348	\$ 1	\$ (348)	\$ 1,153	32	02/26/20
	<i>Vacaville Share</i>	\$ 4,526	\$ 7	\$ 8	\$ 3,983	\$ 8	\$ (396)	\$ 8,135	32	02/26/20
County of Sonoma	Maintenance Facility Roof Rehabilitation	\$ 34,879	\$ 52	\$ 59	\$ 34,166	\$ 67	\$ (34,267)	\$ 34,956	33	02/26/20
SMART	SMART Capital Spare Parts	\$ 261,992	\$ 232	\$ 267	\$ 256,492	\$ 503	\$ (256,920)	\$ 262,565	34	02/26/20
City of Union City	Bus Stop Improvements	\$ 17,993	\$ 26	\$ 30	\$ 16,518	\$ 33	\$ (16,568)	\$ 18,031	35	02/26/20
WCCTA	Local Match to Purchase Replacement Revenue Vehicles	\$ 77,944	\$ 108	\$ 124	\$ 71,781	\$ 141	\$ (71,992)	\$ 78,106	36	02/26/20
ACE- ACTC Share	Railcar Midlife Overhaul	\$ 44,850	\$ -	\$ 65	\$ 40,610	\$ 80	\$ (40,664)	\$ 44,940	37	02/26/20
Revenue-based Total:		\$ 28,775,819						\$ 28,839,746		

Notes

1. Total allocation amount may be different due to rounding.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0113 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 1/3/2020 **In control:** Programming and Allocations Committee
On agenda: 2/12/2020 **Final action:**
Title: MTC Resolution No. 4402. FY 2020-21 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$873 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2020-21.

Sponsors:

Indexes:

Code sections:

Attachments: [3a Reso-4402 FY2020-21 Fund Estimate.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4402. FY 2020-21 Fund Estimate

Annual Fund Estimate and proposed apportionment and distribution of \$873 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2020-21.

Presenter:

William Bacon

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 12, 2020

Agenda Item 3a

MTC Resolution No. 4402. FY 2020-21 Fund Estimate

Subject: Annual Fund Estimate and proposed apportionment and distribution of \$873 million in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2020-21.

Background: MTC is required by state statute to prepare and adopt an annual fund estimate of TDA Local Transportation Fund (LTF) ¼ cent sales tax revenues for the upcoming fiscal year by March 1st. This estimate assists the Bay Area's transit operators in budgeting for the next fiscal year, in this case FY 2020-21. The fund estimate prepared by MTC also includes a number of other fund sources which MTC allocates to transit operators, primarily for operations.

The following are highlights of the fund estimate for FY 2020-21:

- 1. Economic Overview:** The Bay Area economy continues to post strong economic indicators with record low unemployment rates and continued growth in taxable sales. However, with the Bay Area economy entering its eleventh year of expansion, the likelihood of an economic downturn is increasing based on historic economic cycles. With the size of the labor market essentially flat and population growth slowing, it is prudent for transit operators to budget cautiously should the economic outlook worsen in the coming year.
- 2. Transportation Development Act (TDA):** State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to increase by less than 1% in the current year of FY 2019-20 to \$427 million, with an additional increase of 2.1% in FY 2020-21 to \$436 million.

MTC advises that transit operators in all counties exercise caution when budgeting for FY 2020-21 as many of the county auditors are uncertain how actual FY 2019-20 revenues will come in due to economic uncertainty and the impacts of the *Wayfair* decision and the attribution of sales taxes collected from out of state transactions.

- 3. AB 1107:** A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and MTC staff is responsible for estimating the annual revenue generation. Given the economic uncertainty and indicators described above staff proposes to leave the current FY 2019-20 estimate unchanged at \$91 million and to forecast FY 2020-21 revenues of \$93.5 million (0% growth above actual FY 2018-19 revenues). This amount would be split evenly between SFMTA and AC Transit per longstanding Commission policy.

4. **State Transit Assistance (STA):** Governor Newsom's proposed FY 2020-21 State Budget estimates \$692 million in STA funds statewide in FY 2020-21. Based on this estimate, the Bay Area would receive approximately \$253 million (\$185 million in Revenue-Based and \$68 million in Population-Based) in FY 2020-21 STA funds. Staff will return to the Commission to update the estimates following the state budget approval later this year.
5. **State of Good Repair (SGR) Program:** Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring over \$40 million to the Bay Area in FY 2020-21 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program. However, unlike regular STA program funds, recipients of SGR Program funds must have their projects pre-approved by MTC and Caltrans.
6. **Bridge Tolls:** In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.
7. **Cap and Trade – Low Carbon Transit Operations Program:** The FY 2020-21 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2020-21, the region is projected to receive \$46 million from the program based on an estimate from Governor Newsom's proposed FY 2020-21 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Issues: None.

Recommendation: Refer MTC Resolution No. 4402 to the Commission for approval.

Attachments: MTC Resolution No. 4402
Presentation slides



Therese W. McMillan

Date: February 26, 2020
W.I.: 1511
Referred by: PAC

ABSTRACT

MTC Resolution No. 4402

This resolution approves the FY 2020-21 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated February 12, 2020.

Date: February 26, 2020
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2020-21

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4402

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

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2019-20 and FY 2020-21 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2020-21 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2020-21 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2020-21 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION

Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 26, 2020.

**FY 2020-21 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4402
Page 1 of 20
2/26/2020

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	FY2020-21	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance¹	Outstanding Commitments, Refunds, & Interest²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	25,295,584	(94,411,133)	93,648,000	(2,467,124)	(3,647,235)	93,151,568	(3,726,063)	107,843,598
Contra Costa	23,056,557	(49,728,394)	49,794,669	(4,999,279)	(1,791,816)	46,139,252	(1,845,570)	60,625,420
Marin	1,232,960	(15,259,572)	14,695,062	(944,506)	(550,022)	14,000,000	(560,000)	12,613,923
Napa	5,324,402	(12,181,740)	8,941,741	909,816	(394,062)	9,885,444	(395,417)	12,090,183
San Francisco	5,043,607	(52,189,582)	49,262,500	3,695,000	(2,118,300)	53,477,500	(2,139,101)	55,031,623
San Mateo	9,943,567	(50,420,083)	47,777,676	(1,304,405)	(1,858,931)	48,558,690	(1,942,347)	50,754,168
Santa Clara	7,728,201	(118,711,244)	117,635,000	2,118,348	(4,790,134)	121,909,000	(4,876,360)	121,012,812
Solano	25,556,728	(21,874,451)	21,239,810	1,011,999	(890,072)	22,251,809	(890,072)	46,405,751
Sonoma	11,606,642	(27,907,834)	26,800,000	(1,300,000)	(1,020,000)	26,300,000	(1,052,000)	33,426,809
TOTAL	\$114,788,249	(\$442,684,032)	\$429,794,458	(\$3,280,151)	(\$17,060,572)	\$435,673,263	(\$17,426,930)	\$499,804,287

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E=Sum(A:D)
	6/30/2019	FY2018-20	FY2019-20	FY2020-21	FY2020-21
Fund Source	Balance (w/ interest)¹	Outstanding Commitments²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance					
Revenue-Based	17,319,547	(180,293,917)	186,228,565	185,087,967	208,342,160
Population-Based	65,955,514	(70,872,350)	67,889,961	67,474,153	130,447,279
SUBTOTAL	83,275,061	(251,166,267)	254,118,526	252,562,120	338,789,439
AB1107 - BART District Tax (25% Share)	0	(91,000,000)	91,000,000	93,500,000	93,500,000
Bridge Toll Total					
MTC 2% Toll Revenue	6,283,125	(4,810,199)	1,450,000	1,450,000	4,372,925
5% State General Fund Revenue	13,168,890	(8,520,416)	3,614,688	3,656,386	11,919,546
SUBTOTAL	19,452,015	(13,330,615)	5,064,688	5,106,386	16,292,471
Low Carbon Transit Operations Program	0	0	41,628,333	45,605,097	87,233,430
State of Good Repair Program					
Revenue-Based	60,329	(217,121)	28,775,741	29,610,203	58,229,150
Population-Based	6,112,080	(6,062,628)	10,490,248	10,794,453	21,334,153
SUBTOTAL	6,172,408	(6,279,749)	39,265,989	40,404,656	79,563,303
TOTAL	\$108,899,484	(\$361,776,631)	\$431,077,536	\$437,178,259	\$615,378,643

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/30/20.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

Attachment A
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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	93,648,000		13. County Auditor Estimate	93,151,568	
2. Revised Revenue (Feb, 20)	91,180,876		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(2,467,124)	14. MTC Administration (0.5% of Line 13)	465,758	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	465,758	
4. MTC Administration (0.5% of Line 3)	(12,336)		16. MTC Planning (3.0% of Line 13)	2,794,547	
5. County Administration (Up to 0.5% of Line 3)	(12,336)		17. Total Charges (Lines 14+15+16)	3,726,063	
6. MTC Planning (3.0% of Line 3)	(74,014)		18. TDA Generations Less Charges (Lines 13-17)	89,425,505	
7. Total Charges (Lines 4+5+6)		(98,686)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(2,368,438)	19. Article 3.0 (2.0% of Line 18)	1,788,510	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	87,636,995	
9. Article 3 Adjustment (2.0% of line 8)	(47,369)		21. Article 4.5 (5.0% of Line 20)	4,381,850	
10. Funds Remaining (Lines 8-9)		(2,321,069)	22. TDA Article 4 (Lines 20-21)	83,255,145	
11. Article 4.5 Adjustment (5.0% of Line 10)	(116,053)				
12. Article 4 Adjustment (Lines 10-11)		(2,205,016)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,112,028	100,387	4,212,415	(4,460,670)	0	1,798,042	(47,369)	1,502,418	1,788,510	3,290,928
Article 4.5	287,734	8,503	296,236	(4,672,074)	0	4,405,202	(116,053)	(86,689)	4,381,850	4,295,161
SUBTOTAL	4,399,762	108,889	4,508,651	(9,132,744)	0	6,203,244	(163,422)	1,415,729	6,170,360	7,586,089
Article 4										
AC Transit										
District 1	3,062,647	13,214	3,075,861	(56,458,618)	0	53,652,104	(1,413,446)	(1,144,099)	53,403,679	52,259,580
District 2	806,369	3,477	809,846	(15,134,949)	0	14,405,019	(379,495)	(299,579)	14,168,270	13,868,691
BART ³	6,664	28	6,692	(105,865)	0	99,686	(2,626)	(2,113)	99,042	96,929
LAVTA	9,729,738	166,545	9,896,283	(13,069,238)	0	11,862,197	(312,505)	8,376,737	11,847,775	20,224,512
Union City	7,290,405	137,706	7,428,111	(939,579)	0	3,679,830	(96,944)	10,071,418	3,736,380	13,807,798
SUBTOTAL	20,895,823	320,971	21,216,793	(85,708,249)	0	83,698,836	(2,205,016)	17,002,364	83,255,145	100,257,509
GRAND TOTAL	\$25,295,584	\$429,860	\$25,725,444	(\$94,840,993)	\$0	\$89,902,080	(\$2,368,438)	\$18,418,093	\$89,425,505	\$107,843,598

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	49,794,669		13. County Auditor Estimate	46,139,252	
2. Revised Revenue (Feb, 20)	44,795,390		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(4,999,279)	14. MTC Administration (0.5% of Line 13)	230,696	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	230,696	
4. MTC Administration (0.5% of Line 3)	(24,996)		16. MTC Planning (3.0% of Line 13)	1,384,178	
5. County Administration (Up to 0.5% of Line 3)	(24,996)		17. Total Charges (Lines 14+15+16)	1,845,570	
6. MTC Planning (3.0% of Line 3)	(149,978)		18. TDA Generations Less Charges (Lines 13-17)	44,293,682	
7. Total Charges (Lines 4+5+6)		(199,970)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(4,799,309)	19. Article 3.0 (2.0% of Line 18)	885,874	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	43,407,808	
9. Article 3 Adjustment (2.0% of line 8)	(95,986)		21. Article 4.5 (5.0% of Line 20)	2,170,390	
10. Funds Remaining (Lines 8-9)		(4,703,323)	22. TDA Article 4 (Lines 20-21)	41,237,418	
11. Article 4.5 Adjustment (5.0% of Line 10)	(235,166)				
12. Article 4 Adjustment (Lines 10-11)		(4,468,157)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,400,231	37,912	1,438,144	(2,300,780)	0	956,058	(95,986)	(2,564)	885,874	883,310
Article 4.5	104,379	3,785	108,165	(2,438,715)	0	2,342,341	(235,166)	(223,375)	2,170,390	1,947,015
SUBTOTAL	1,504,611	41,698	1,546,308	(4,739,495)	0	3,298,399	(331,152)	(225,939)	3,056,264	2,830,325
Article 4										
AC Transit										
District 1	302,874	5,047	307,921	(7,960,285)	0	7,683,913	(771,449)	(739,900)	7,093,016	6,353,116
BART ³	14,464	108	14,572	(322,790)	0	309,402	(31,063)	(29,880)	286,548	256,668
CCCTA	14,848,246	234,038	15,082,284	(23,595,938)	1,922,550	20,909,368	(2,099,257)	12,219,007	19,415,580	31,634,587
ECCTA	4,130,995	53,170	4,184,165	(12,731,835)	0	12,929,972	(1,298,142)	3,084,160	11,970,179	15,054,339
WCCTA	2,255,368	40,704	2,296,072	(4,542,024)	1,866,659	2,671,829	(268,246)	2,024,290	2,472,094	4,496,384
SUBTOTAL	21,551,947	333,067	21,885,013	(49,152,872)	3,789,209	44,504,484	(4,468,157)	16,557,677	41,237,418	57,795,095
GRAND TOTAL	\$23,056,557	\$374,764	\$23,431,322	(\$53,892,367)	\$3,789,209	\$47,802,883	(\$4,799,309)	\$16,331,738	\$44,293,682	\$60,625,420

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	14,695,062		13. County Auditor Estimate	14,000,000	
2. Revised Revenue (Feb, 20)	13,750,556		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(944,506)	14. MTC Administration (0.5% of Line 13)	70,000	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	70,000	
4. MTC Administration (0.5% of Line 3)	(4,723)		16. MTC Planning (3.0% of Line 13)	420,000	
5. County Administration (Up to 0.5% of Line 3)	(4,723)		17. Total Charges (Lines 14+15+16)	560,000	
6. MTC Planning (3.0% of Line 3)	(28,335)		18. TDA Generations Less Charges (Lines 13-17)	13,440,000	
7. Total Charges (Lines 4+5+6)		(37,781)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(906,725)	19. Article 3.0 (2.0% of Line 18)	268,800	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	13,171,200	
9. Article 3 Adjustment (2.0% of line 8)	(18,135)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(888,590)	22. TDA Article 4 (Lines 20-21)	13,171,200	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(888,590)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	677,079	39,156	716,235	(931,511)	0	282,145	(18,135)	48,734	268,800	317,534
Article 4.5										
SUBTOTAL	677,079	39,156	716,235	(931,511)	0	282,145	(18,135)	48,734	268,800	317,534
Article 4/8										
GGBHTD	310,145	8,060	318,204	(8,596,924)	0	8,286,774	(532,621)	(524,567)	7,731,494	7,206,927
Marin Transit	245,736	5,726	251,462	(5,784,078)	0	5,538,341	(355,969)	(350,244)	5,439,706	5,089,462
SUBTOTAL	555,881	13,785	569,666	(14,381,002)	0	13,825,115	(888,590)	(874,811)	13,171,200	12,296,389
GRAND TOTAL	\$1,232,960	\$52,942	\$1,285,901	(\$15,312,513)	\$0	\$14,107,260	(\$906,725)	(\$826,077)	\$13,440,000	\$12,613,923

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	8,941,741		13. County Auditor Estimate		9,885,444
2. Revised Revenue (Feb, 20)	9,851,557		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		909,816	14. MTC Administration (0.5% of Line 13)		49,427
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		49,427
4. MTC Administration (0.5% of Line 3)	4,549		16. MTC Planning (3.0% of Line 13)		296,563
5. County Administration (Up to 0.5% of Line 3)	4,549		17. Total Charges (Lines 14+15+16)		395,417
6. MTC Planning (3.0% of Line 3)	27,294		18. TDA Generations Less Charges (Lines 13-17)		9,490,027
7. Total Charges (Lines 4+5+6)		36,392	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		873,424	19. Article 3.0 (2.0% of Line 18)		189,801
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		9,300,226
9. Article 3 Adjustment (2.0% of line 8)	17,468		21. Article 4.5 (5.0% of Line 20)		465,011
10. Funds Remaining (Lines 8-9)		855,956	22. TDA Article 4 (Lines 20-21)		8,835,215
11. Article 4.5 Adjustment (5.0% of Line 10)	42,798				
12. Article 4 Adjustment (Lines 10-11)		813,158			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	379,236	9,553	388,788	(496,479)	0	171,681	17,468	81,458	189,801	271,259
Article 4.5	0	0	0	(380,318)	0	420,620	42,798	83,100	465,011	548,111
SUBTOTAL	379,236	9,553	388,788	(876,797)	0	592,301	60,266	164,558	654,812	819,370
Article 4/8										
NVTA ³	4,945,166	90,501	5,035,667	(11,404,997)	0	7,991,770	813,158	2,435,598	8,835,215	11,270,813
SUBTOTAL	4,945,166	90,501	5,035,667	(11,404,997)	0	7,991,770	813,158	2,435,598	8,835,215	11,270,813
GRAND TOTAL	\$5,324,402	\$100,054	\$5,424,456	(\$12,281,794)	\$0	\$8,584,071	\$873,424	\$2,600,156	\$9,490,027	\$12,090,183

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	49,262,500		13. County Auditor Estimate	53,477,500	
2. Revised Revenue (Feb, 20)	52,957,500		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		3,695,000	14. MTC Administration (0.5% of Line 13)	267,388	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	267,388	
4. MTC Administration (0.5% of Line 3)	18,475		16. MTC Planning (3.0% of Line 13)	1,604,325	
5. County Administration (Up to 0.5% of Line 3)	18,475		17. Total Charges (Lines 14+15+16)	2,139,101	
6. MTC Planning (3.0% of Line 3)	110,850		18. TDA Generations Less Charges (Lines 13-17)	51,338,399	
7. Total Charges (Lines 4+5+6)		147,800	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		3,547,200	19. Article 3.0 (2.0% of Line 18)	1,026,768	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	50,311,631	
9. Article 3 Adjustment (2.0% of line 8)	70,944		21. Article 4.5 (5.0% of Line 20)	2,515,582	
10. Funds Remaining (Lines 8-9)		3,476,256	22. TDA Article 4 (Lines 20-21)	47,796,049	
11. Article 4.5 Adjustment (5.0% of Line 10)	173,813				
12. Article 4 Adjustment (Lines 10-11)		3,302,443			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,491,449	42,283	1,533,733	(2,361,286)	0	945,840	70,944	189,231	1,026,768	1,215,999
Article 4.5	177,607	1,386	178,993	0	(2,494,916)	2,317,308	173,813	175,198	2,515,582	2,690,780
SUBTOTAL	1,669,056	43,669	1,712,726	(2,361,286)	(2,494,916)	3,263,148	244,757	364,429	3,542,350	3,906,779
Article 4										
SFMTA	3,374,551	26,357	3,400,908	(49,898,323)	2,494,916	44,028,851	3,302,443	3,328,795	47,796,049	51,124,844
SUBTOTAL	3,374,551	26,357	3,400,908	(49,898,323)	2,494,916	44,028,851	3,302,443	3,328,795	47,796,049	51,124,844
GRAND TOTAL	\$5,043,607	\$70,027	\$5,113,634	(\$52,259,609)	\$0	\$47,291,999	\$3,547,200	\$3,693,224	\$51,338,399	\$55,031,623

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	47,777,676		13. County Auditor Estimate	48,558,690	
2. Revised Revenue (Feb, 20)	46,473,271		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(1,304,405)	14. MTC Administration (0.5% of Line 13)	242,793	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	242,793	
4. MTC Administration (0.5% of Line 3)	(6,522)		16. MTC Planning (3.0% of Line 13)	1,456,761	
5. County Administration (Up to 0.5% of Line 3)	(6,522)		17. Total Charges (Lines 14+15+16)	1,942,347	
6. MTC Planning (3.0% of Line 3)	(39,132)		18. TDA Generations Less Charges (Lines 13-17)	46,616,343	
7. Total Charges (Lines 4+5+6)		(52,176)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,252,229)	19. Article 3.0 (2.0% of Line 18)	932,327	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	45,684,016	
9. Article 3 Adjustment (2.0% of line 8)	(25,045)		21. Article 4.5 (5.0% of Line 20)	2,284,201	
10. Funds Remaining (Lines 8-9)		(1,227,184)	22. TDA Article 4 (Lines 20-21)	43,399,815	
11. Article 4.5 Adjustment (5.0% of Line 10)	(61,359)				
12. Article 4 Adjustment (Lines 10-11)		(1,165,825)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,932,496	101,875	4,034,370	(2,899,417)	0	917,331	(25,045)	2,027,239	932,327	2,959,566
Article 4.5	435,943	26,484	462,428	(2,540,745)	0	2,247,462	(61,359)	107,786	2,284,201	2,391,987
SUBTOTAL	4,368,439	128,359	4,496,798	(5,440,162)	0	3,164,793	(86,404)	2,135,025	3,216,528	5,351,553
Article 4										
SamTrans	5,575,128	431,953	6,007,081	(45,540,233)	0	42,701,777	(1,165,825)	2,002,800	43,399,815	45,402,615
SUBTOTAL	5,575,128	431,953	6,007,081	(45,540,233)	0	42,701,777	(1,165,825)	2,002,800	43,399,815	45,402,615
GRAND TOTAL	\$9,943,567	\$560,312	\$10,503,879	(\$50,980,395)	\$0	\$45,866,570	(\$1,252,229)	\$4,137,825	\$46,616,343	\$50,754,168

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2019-20 TDA Revenue Estimate		FY2020-21 TDA Revenue Estimate	
FY2019-20 Generation Estimate Adjustment		FY2020-21 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 19)	117,635,000	13. County Auditor Estimate	121,909,000
2. Revised Revenue (Feb, 20)	119,753,348	FY2020-21 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	2,118,348	14. MTC Administration (0.5% of Line 13)	609,545
FY2019-20 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	609,545
4. MTC Administration (0.5% of Line 3)	10,592	16. MTC Planning (3.0% of Line 13)	3,657,270
5. County Administration (Up to 0.5% of Line 3)	10,592	17. Total Charges (Lines 14+15+16)	4,876,360
6. MTC Planning (3.0% of Line 3)	63,550	18. TDA Generations Less Charges (Lines 13-17)	117,032,640
7. Total Charges (Lines 4+5+6)	84,734	FY2020-21 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	2,033,614	19. Article 3.0 (2.0% of Line 18)	2,340,653
FY2019-20 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	114,691,987
9. Article 3 Adjustment (2.0% of line 8)	40,672	21. Article 4.5 (5.0% of Line 20)	5,734,599
10. Funds Remaining (Lines 8-9)	1,992,942	22. TDA Article 4 (Lines 20-21)	108,957,388
11. Article 4.5 Adjustment (5.0% of Line 10)	99,647		
12. Article 4 Adjustment (Lines 10-11)	1,893,295		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,019,259	185,369	5,204,628	(6,076,146)		2,258,592	40,672	1,427,746	2,340,653	3,768,399
Article 4.5	135,445	447	135,892	(5,642,388)	0	5,533,550	99,647	126,701	5,734,599	5,861,300
SUBTOTAL	5,154,704	185,815	5,340,519	(11,718,534)	0	7,792,142	140,319	1,554,447	8,075,252	9,629,699
Article 4										
VTA	2,573,497	26,855	2,600,352	(107,205,380)	0	105,137,458	1,893,295	2,425,725	108,957,388	111,383,113
SUBTOTAL	2,573,497	26,855	2,600,352	(107,205,380)	0	105,137,458	1,893,295	2,425,725	108,957,388	111,383,113
GRAND TOTAL	\$7,728,201	\$212,670	\$7,940,871	(\$118,923,914)	\$0	\$112,929,600	\$2,033,614	\$3,980,172	\$117,032,640	\$121,012,812

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	21,239,810		13. County Auditor Estimate	22,251,809	
2. Revised Revenue (Feb, 20)	22,251,809		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,011,999	14. MTC Administration (0.5% of Line 13)	111,259	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	111,259	
4. MTC Administration (0.5% of Line 3)	5,060		16. MTC Planning (3.0% of Line 13)	667,554	
5. County Administration (Up to 0.5% of Line 3)	5,060		17. Total Charges (Lines 14+15+16)	890,072	
6. MTC Planning (3.0% of Line 3)	30,360		18. TDA Generations Less Charges (Lines 13-17)	21,361,737	
7. Total Charges (Lines 4+5+6)		40,480	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		971,519	19. Article 3.0 (2.0% of Line 18)	427,235	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	20,934,502	
9. Article 3 Adjustment (2.0% of line 8)	19,430		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		952,089	22. TDA Article 4 (Lines 20-21)	20,934,502	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		952,089			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	964,815	20,287	985,103	(1,355,968)	0	407,804	19,430	56,369	427,235	483,604
Article 4.5										
SUBTOTAL	964,815	20,287	985,103	(1,355,968)	0	407,804	19,430	56,369	427,235	483,604
Article 4/8										
Dixon	1,278,184	25,136	1,303,320	(1,431,732)	0	903,994	43,072	818,653	938,978	1,757,631
Fairfield	5,969,565	126,454	6,096,018	(9,066,136)	0	5,277,659	251,461	2,559,002	5,557,256	8,116,258
Rio Vista	627,857	13,684	641,541	(418,055)	0	417,466	19,891	660,842	446,672	1,107,514
Solano County	1,888,628	35,339	1,923,968	(840,480)	0	892,044	42,503	2,018,034	928,826	2,946,860
Suisun City	47,248	4,505	51,754	(1,373,612)	0	1,326,366	63,197	67,705	1,396,892	1,464,597
Vacaville	9,400,831	208,238	9,609,069	(4,647,361)	0	4,497,114	214,271	9,673,094	4,687,157	14,360,251
Vallejo/Benicia	5,379,599	120,873	5,500,472	(7,116,757)	3,821,134	6,667,772	317,695	9,190,315	6,978,721	16,169,036
SUBTOTAL	24,591,913	534,229	25,126,142	(24,894,133)	3,821,134	19,982,414	952,089	24,987,645	20,934,502	45,922,147
GRAND TOTAL	\$25,556,728	\$554,516	\$26,111,245	(\$26,250,101)	\$3,821,134	\$20,390,218	\$971,519	\$25,044,014	\$21,361,737	\$46,405,751

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

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FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	26,800,000		13. County Auditor Estimate	26,300,000	
2. Revised Revenue (Feb, 20)	25,500,000		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(1,300,000)	14. MTC Administration (0.5% of Line 13)	131,500	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	131,500	
4. MTC Administration (0.5% of Line 3)	(6,500)		16. MTC Planning (3.0% of Line 13)	789,000	
5. County Administration (Up to 0.5% of Line 3)	(6,500)		17. Total Charges (Lines 14+15+16)	1,052,000	
6. MTC Planning (3.0% of Line 3)	(39,000)		18. TDA Generations Less Charges (Lines 13-17)	25,248,000	
7. Total Charges (Lines 4+5+6)		(52,000)	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,248,000)	19. Article 3.0 (2.0% of Line 18)	504,960	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	24,743,040	
9. Article 3 Adjustment (2.0% of line 8)	(24,960)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		(1,223,040)	22. TDA Article 4 (Lines 20-21)	24,743,040	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(1,223,040)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,758,934	40,223	1,799,156	(869,672)	0	514,560	(24,960)	1,419,084	504,960	1,924,044
Article 4.5										
SUBTOTAL	1,758,934	40,223	1,799,156	(869,672)	0	514,560	(24,960)	1,419,084	504,960	1,924,044
Article 4/8										
GGBHTD ³	238,300	7,927	246,227	(6,517,325)	0	6,303,360	(305,760)	(273,498)	6,185,760	5,912,262
Petaluma	1,405,490	17,826	1,423,316	(2,214,933)	0	1,951,520	(94,663)	1,065,240	2,182,336	3,247,576
Santa Rosa	2,339,172	40,354	2,379,526	(7,270,963)	0	6,812,671	(330,465)	1,590,769	6,509,894	8,100,663
Sonoma County	5,864,746	66,282	5,931,028	(11,496,251)	288,700	10,145,888	(492,151)	4,377,214	9,865,050	14,242,264
SUBTOTAL	9,847,709	132,388	9,980,097	(27,499,472)	288,700	25,213,440	(1,223,040)	6,759,725	24,743,040	31,502,765
GRAND TOTAL	\$11,606,642	\$172,611	\$11,779,253	(\$28,369,144)	\$288,700	\$25,728,000	(\$1,248,000)	\$8,178,809	\$25,248,000	\$33,426,809

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.

**FY 2020-21 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2019-20 STA Revenue Estimate		FY2020-21 STA Revenue Estimate	
1. State Estimate (Nov, 19)	\$186,228,565	4. Projected Carryover (Aug, 20)	\$23,254,193
2. Actual Revenue (Aug, 20)		5. State Estimate (Jan, 20)	\$185,087,967
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$208,342,160

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
ACCMA - Corresponding to ACE	215,031	0	290,259	505,290	288,482	793,772
Caltrain	693,854	(8,469,994)	8,496,363	720,223	8,444,325	9,164,548
CCCTA	215,568	(848,487)	789,680	156,761	784,843	941,604
City of Dixon	24,344	0	7,403	31,747	7,357	39,104
ECCTA	237,439	(595,594)	415,004	56,849	412,462	469,311
City of Fairfield	91,860	(275,474)	163,554	(20,060)	162,553	142,493
GGBHTD	47,254	(8,291,789)	8,540,790	296,255	8,488,481	8,784,736
LAVTA	344,595	(340,493)	349,728	353,830	347,586	701,416
Marin Transit	1,018,368	(789,089)	1,668,066	1,897,344	1,657,849	3,555,193
NVTA	97,905	(206,345)	116,000	7,560	115,288	122,848
City of Petaluma	60,347	(41,087)	49,382	68,642	49,080	117,722
City of Rio Vista	4,575	0	7,458	12,033	7,412	19,445
SamTrans	3,921,525	(10,751,081)	8,121,101	1,291,545	8,071,361	9,362,906
SMART	18,515	0	1,695,538	1,714,053	1,685,153	3,399,206
City of Santa Rosa	777	(168,657)	160,210	(7,670)	159,229	151,559
Solano County Transit	55,949	(418,539)	351,963	(10,627)	349,807	339,180
Sonoma County Transit	47,091	(251,311)	225,725	21,505	224,342	245,847
City of Union City	20,142	(136,071)	116,445	516	115,731	116,247
Vacaville City Coach	46,943	0	29,292	76,235	29,112	105,347
VTA	119,051	(23,234,042)	23,249,042	134,051	23,106,649	23,240,700
VTA - Corresponding to ACE	865	(230,750)	216,633	(13,252)	215,305	202,053
WCCTA	100,132	(476,030)	504,435	128,537	501,346	629,883
WETA	9,411,017	0	2,314,946	11,725,963	2,300,768	14,026,731
SUBTOTAL	16,793,148	(55,524,833)	57,879,017	19,147,330	57,524,521	76,671,851
AC Transit	84,900	(20,253,875)	24,264,960	4,095,986	24,116,345	28,212,331
BART	189,225	(40,887,685)	40,698,461	0	40,449,195	40,449,195
SFMTA	252,274	(63,627,524)	63,386,127	10,877	62,997,906	63,008,783
SUBTOTAL	526,400	(124,769,084)	128,349,548	4,106,863	127,563,446	131,670,309
GRAND TOTAL	\$17,319,547	(\$180,293,917)	\$186,228,565	\$23,254,193	\$185,087,967	\$208,342,160

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
3. Projected carryover as of 6/30/20 does not include interest accrued in FY2019-20.
4. FY2020-21 STA revenue generation is based on January 31, 2020 estimates from the SCO.

**FY 2020-21 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - THROUGH FY 2017-18**

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STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ⁴	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
Northern Counties/Small Operators						
Marin	0	0	0	0	0	0
Napa	0	0	0	0	0	0
Solano/Vallejo	3,913,020	(3,894,534)	0	18,486	0	18,486
Sonoma	0	0	0	0	0	0
CCCTA	181,405	(179,589)	0	1,816	0	1,816
ECCTA	0	0	0	0	0	0
LAVTA	0	0	0	0	0	0
Union City	0	0	0	0	0	0
WCCTA	0	0	0	0	0	0
SUBTOTAL	4,094,424	(4,074,123)	0	20,302	0	20,302
Regional Paratransit						
Alameda	0	0	0	0	0	0
Contra Costa	0	0	0	0	0	0
Marin	0	0	0	0	0	0
Napa	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0
San Mateo	255,152	(255,152)	0	0	0	0
Santa Clara	0	0	0	0	0	0
Solano	787,624	(657,815)	0	129,809	0	129,809
Sonoma	0	0	0	0	0	0
SUBTOTAL	1,042,776	(912,967)	0	129,809	0	129,809
Lifeline						
Alameda	2,561,258	(2,468,575)	0	92,683	0	92,683
Contra Costa	1,296,613	(972,866)	0	323,747	0	323,747
Marin	428,098	(416,988)	0	11,110	0	11,110
Napa	332,878	0	0	332,878	0	332,878
San Francisco	1,234,497	(1,070,365)	0	164,132	0	164,132
San Mateo	1,259,910	(779,998)	0	479,912	0	479,912
Santa Clara	8,602,035	(3,474,903)	0	5,127,132	0	5,127,132
Solano	592,428	(470,918)	0	121,510	0	121,510
Sonoma	888,071	(854,086)	0	33,985	0	33,985
JARC Funding Restoration ⁵	400,668	0	0	400,668	0	400,668
Participatory Budgeting Pilot	1,022,099	0	0	1,022,099	0	1,022,099
Reserve for a Means-Based Transit Fare	5,910,243	0	0	5,910,243	0	5,910,243
SUBTOTAL	24,528,801	(10,508,699)	0	14,020,099	0	14,020,099
MTC Regional Coordination Program⁶		0	0	0	0	0
BART to Warm Springs	1,682	(1,682)	0	0	0	0
SamTrans	40,561	0	0	40,561	0	40,561
GRAND TOTAL	\$29,708,244	(\$15,497,474)	\$0	\$14,210,771	\$0	\$14,210,771

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
3. The projected carryover as of 6/30/2020 does not include interest accrued in FY 2019-20. All apportionment jurisdictions must spend or request to transfer all fund balances by 6/30/2020, except for Lifeline funds which will be closed out as projects conclude.
4. FY 2018-19 - FY 2020-21 revenue is distributed through MTC Resolution 4321, adopted in February 2018. See following page for details.
5. Includes 2/26/14 Commission action to re-assign \$1.1 million in FY 2014-15 Lifeline funds, and re-assigning \$693,696 of MTC's Means-Based Discount Project balance.
6. See Regional Program on following page for details from FY 2018-19 onwards.

**FY 2020-21 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

FY2019-20 STA Revenue Estimate		FY2020-21 STA Revenue Estimate	
1. State Estimate (Nov, 19)	\$67,889,961	4. Projected Carryover (Aug, 20)	\$48,762,355
2. Actual Revenue (Aug, 20)		5. State Estimate ⁴ (Jan, 20)	\$67,474,153
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$116,236,508

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2019	FY2019-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate	Projected Carryover ³	Revenue Estimate ⁴	Available For Allocation
County Block Grant⁵						
Alameda	499,255	(8,867,741)	8,359,440	(9,046)	8,349,235	8,340,189
Contra Costa	98,261	(10,600,690)	10,490,037	(12,392)	10,477,231	10,464,839
Marin	10,134	(2,711,879)	2,698,558	(3,187)	2,695,264	2,692,077
Napa	267,635	(1,928,357)	1,650,713	(10,008)	1,648,698	1,638,690
San Francisco	2,329,879	(2,903,814)	3,998,569	3,424,634	3,993,687	7,418,321
San Mateo	2,308,361	(1,407,983)	2,394,047	3,294,425	2,391,124	5,685,549
Santa Clara	24,933	(6,814,416)	6,664,063	(125,420)	6,655,927	6,530,507
Solano	4,788,590	(2,361,293)	4,966,343	7,393,641	4,960,280	12,353,921
Sonoma	535,610	(6,610,747)	6,067,869	(7,268)	6,060,461	6,053,193
SUBTOTAL	10,862,659	(44,206,920)	47,289,639	13,945,379	47,231,907	61,177,286
Regional Program⁶	10,945,583	(8,551,000)	12,266,988	14,661,571	12,242,246	26,903,817
Means-Based Transit Fare Program	13,692,555	(2,650,832)	8,000,000	19,041,723	8,000,000	27,041,723
Transit Emergency Service Contingency Fund⁷	746,473	33,876	333,333	1,113,682	0	1,113,682
GRAND TOTAL	\$36,247,270	(\$55,374,876)	\$67,889,961	\$48,762,355	\$67,474,153	\$116,236,508

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

3. The projected carryover as of 6/30/2020 does not include interest accrued in FY 2019-20.

4. FY2020-21 STA revenue generation based on January 31, 2019 State Controller's Office (SCO) forecast.

5. County Block Grant adopted through MTC Resolution 4321 in February 2018.

6. Regional Program adopted through MTC Resolution 4321 in February 2018. Balance and carryover amounts are from the MTC Regional Coordination Program established through MTC Resolution 3837, Revised. Funds are committed to Clipper® and other MTC Customer Service projects.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program. MTC expects to receive claims for funds in FY 2019-20 due to 2019 North Bay fires, which will increase outstanding commitments and reduce the fund balance below \$1,000,000.

**FY 2020-21 FUND ESTIMATE
BRIDGE TOLLS¹**

BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=D+E
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	5,718,615	(4,220,745)	1,000,000	2,497,870	1,000,000	3,497,870
Bay Trail	0	(450,000)	450,000	0	450,000	450,000
Studies	564,510	(139,454)	0	425,055	0	425,055
SUBTOTAL	6,283,125	(4,810,199)	1,450,000	2,922,925	1,450,000	4,372,925
5% State General Fund Revenues						
Ferry	13,055,918	(8,137,340)	3,341,267	8,259,844	3,374,680	11,634,524
Bay Trail	112,972	(383,076)	273,421	3,316	281,706	285,022
SUBTOTAL	13,168,890	(8,520,416)	3,614,688	8,263,160	3,656,386	11,919,546

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.
2. Balance as of 6/30/19 is from MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
3. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2020-21 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

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FY2019-20 AB1107 Revenue Estimate		FY2020-21 AB1107 Estimate	
1. Original MTC Estimate (Feb, 19)	\$91,000,000	4. Projected Carryover (Jun, 19)	\$0
2. Revised Estimate (Feb, 20)	\$91,000,000	5. MTC Estimate (Feb, 19)	\$93,500,000
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$93,500,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(45,500,000)	45,500,000	0	0	46,750,000	46,750,000
SFMTA	0	0	0	(45,500,000)	45,500,000	0	0	46,750,000	46,750,000
TOTAL	\$0	\$0	\$0	(\$91,000,000)	\$91,000,000	\$0	\$0	\$93,500,000	\$93,500,000

1. Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.

**FY 2020-21 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT		
Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	\$4,295,161	\$1,947,015
AC Transit	\$3,922,463	\$586,887
LAVTA	\$145,878	
Pleasanton	\$81,269	
Union City	\$145,552	
CCCTA		\$804,507
ECCTA		\$427,370
WCCTA		\$128,251

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2020-21
CCCTA	\$938,028
LAVTA	\$789,344
ECCTA	\$3,049,550
WCCTA	\$3,174,896

Fund Source	Apportionment Jurisdictions	Claimant	Amount¹	Program
Total Available BART STA Revenue-Based Funds			\$40,449,195	
STA Revenue-Based	BART	CCCTA	(938,028)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(692,416)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(3,049,550)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,918,228)	BART Feeder Bus
Total Payment			(7,598,222)	
Remaining BART STA Revenue-Based Funds			\$32,850,973	
Total Available BART TDA Article 4 Funds			\$353,597	
TDA Article 4	BART-Alameda	LAVTA	(96,929)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(256,668)	BART Feeder Bus
Total Payment			(353,597)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$9,362,906	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$8,561,882	
Total Available Union City TDA Article 4 Funds			\$13,807,798	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$13,691,099	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

**FY 2020-21 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-19	MTC Res-3833	MTC Res-3925	FY2020-21
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	0
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,288,914

**FY 2020-21 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

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2/26/2020*

FY2019-20 LCTOP Revenue Estimate¹		FY2020-21 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 20)	\$114,100,000	5. Estimated Statewide Appropriation (Jan, 20)	\$125,000,000
2. MTC Region Revenue-Based Funding	\$30,506,964	6. Estimated MTC Region Revenue-Based Funding	\$33,421,301
3. MTC Region Population-Based Funding	\$11,121,369	7. Estimated MTC Region Population-Based Funding	\$12,183,796
4. Total MTC Region Funds	\$41,628,333	8. Estimated Total MTC Region Funds	\$45,605,097

1. The FY 2019-20 LCTOP revenue generation is based on the \$114 million revised estimate included in the FY 2020-21 State Budget.

2. The FY 2020-21 LCTOP revenue generation is based on the \$125 million estimated in the FY 2020-21 State Budget.

**FY 2020-21 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

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FY2019-20 SGR Population-Based Revenue Estimate		FY2020-21 SGR Population-Based Revenue Estimate	
1. State Estimate (Nov, 19)	\$28,775,741	4. Projected Carryover (Aug, 20)	\$28,618,947
2. Actual Revenue (Aug, 20)		5. State Estimate (Jan, 20)	\$29,610,203
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$58,229,150

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	91	0	44,850	44,942	46,151	91,093
Caltrain	12	(142,483)	1,312,844	1,170,373	1,350,915	2,521,288
CCCTA	260	0	122,020	122,280	125,558	247,838
City of Dixon	3	0	1,144	1,147	1,177	2,324
ECCTA	122	0	64,126	64,247	65,985	130,232
City of Fairfield	79	0	25,272	25,351	26,005	51,356
GGBHTD	2,786	0	1,319,709	1,322,496	1,357,979	2,680,475
LAVTA	116	0	54,039	54,155	55,606	109,761
Marin Transit	0	(74,638)	257,747	183,109	265,221	448,330
NVTA	38	0	17,924	17,962	18,444	36,406
City of Petaluma	14	0	7,630	7,644	7,852	15,496
City of Rio Vista	1	0	1,152	1,154	1,186	2,340
SamTrans	2,751	0	1,254,860	1,257,611	1,291,249	2,548,860
SMART	573	0	261,992	262,565	269,589	532,154
City of Santa Rosa	58	0	24,755	24,813	25,473	50,286
Solano County Transit	125	0	54,385	54,509	55,962	110,471
Sonoma County Transit	77	0	34,879	34,956	35,890	70,846
City of Union City	38	0	17,993	18,031	18,515	36,546
Vacaville City Coach	9	0	4,526	4,535	4,657	9,192
VTA	10,027	0	3,592,405	3,602,432	3,696,581	7,299,013
VTA - Corresponding to ACE	71	0	33,474	33,545	34,444	67,989
WCCTA	162	0	77,944	78,106	80,205	158,311
WETA	676	0	357,702	358,378	368,075	726,453
SUBTOTAL	18,089	(217,121)	8,943,373	8,744,341	9,202,720	17,947,061
AC Transit	7,068	0	3,749,383	3,756,451	3,858,111	7,614,562
BART	13,713	0	6,288,661	6,302,374	6,471,025	12,773,399
SFMTA	21,458	0	9,794,323	9,815,781	10,078,347	19,894,128
SUBTOTAL	42,239	0	19,832,368	19,874,606	20,407,483	40,282,089
GRAND TOTAL	\$60,329	(\$217,121)	\$28,775,741	\$28,618,947	\$29,610,203	\$58,229,150

1. FY2019-20 State of Good Repair Program revenue generation is based on November 21, 2019 estimates from the State Controller's Office (SCO).

2. FY2020-21 State of Good Repair Program revenue generation is based on January 31, 2020p estimates from the State Controller's Office (SCO).

**FY 2020-21 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2019-20 SGR Population-Based Revenue Estimate		FY2020-21 SGR Population-Based Revenue Estimate	
1. State Estimate (Nov, 19)	\$10,490,248	4. Projected Carryover (Aug, 20)	\$10,539,700
2. Actual Revenue (Aug, 20)		5. State Estimate (Jan, 20)	\$10,794,453
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$21,334,153

SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2019	FY2018-20	FY2019-20	6/30/2020	FY2020-21	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	6,112,080	(6,062,628)	10,490,248	10,539,700	10,794,453	21,334,153
GRAND TOTAL	\$6,112,080	(\$6,062,628)	\$10,490,248	\$10,539,700	\$10,794,453	\$21,334,153

1. FY2019-20 State of Good Repair Program revenue generation is based on November 21, 2019 estimates from the State Controller's Office (SCO).

2. FY2020-21 State of Good Repair Program revenue generation is based on January 31, 2020 estimates from the State Controller's Office (SCO).

3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.



FY 2020-21 Fund Estimate

Programming and Allocations Committee
February 12, 2020

Agenda Item 3a

MTC's Fund Estimate

- State law requires MTC to complete a Fund Estimate by March 1st annually
- Assists transit operators in budgeting
- Approx. 40% of Bay Area transit operating revenues are based on sales taxes
- Operators will be urged to be cautious in their budgeting for FY 2020-21 given uncertainty about the economy
- **FY 2020-21 Fund Estimate will program approx. \$873 million, mostly for transit operations**

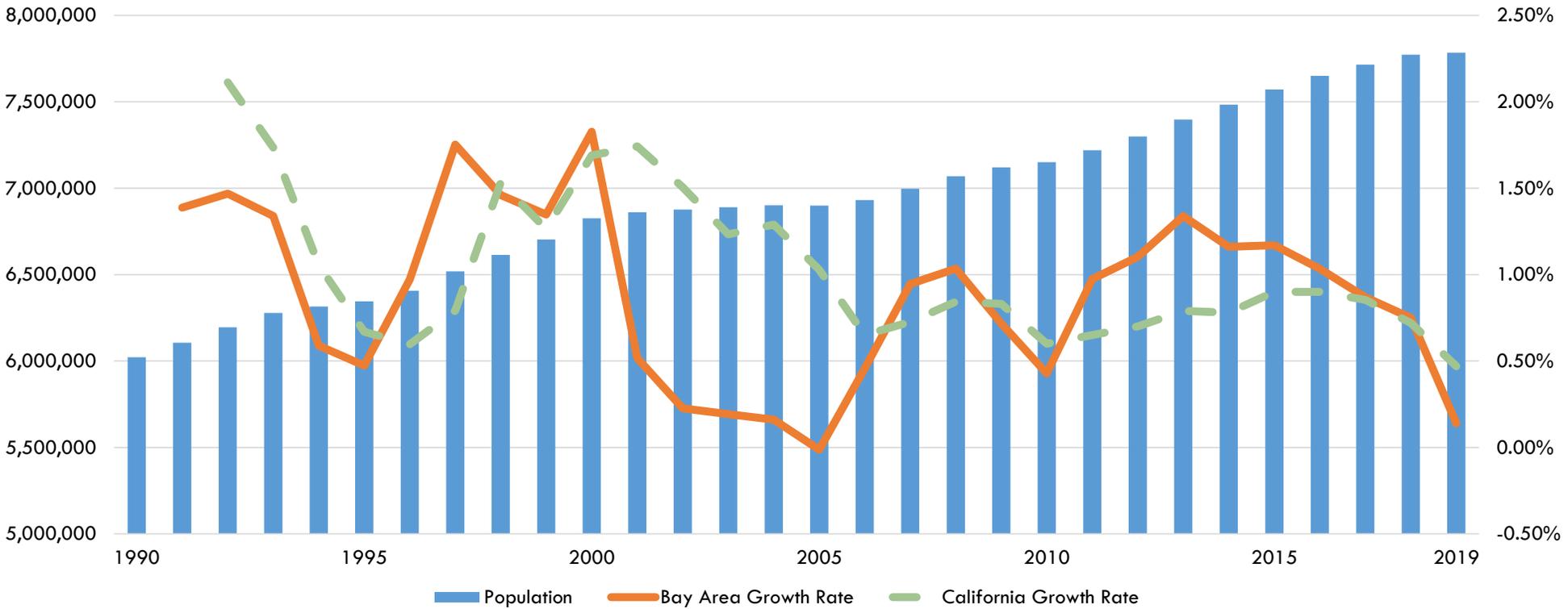


Fund Estimate Overview

	Program	Description	FY 2019-20 Estimate (\$, in millions)	FY 2020-21 Estimate (\$, in millions)
Sales Taxes and Tolls	Transportation Development Act (TDA) ¼ ¢ Sales Tax	¼ ¢ sales tax in each county	\$427	\$436
	AB 1107 ½ ¢ Sales Tax	MTC administers 25% of the revenue from the ½ ¢ sales tax in the three BART district counties	\$91	\$94
	Bridge Tolls	MTC 2% Toll Revenues and 5% State General Fund Revenues	\$5	\$5
STA Formula	State Transit Assistance (STA)	Sales tax on diesel fuel in CA	\$254	\$253
	State of Good Repair (SGR) Program	Transportation Improvement Fee (vehicle registration fee)	\$40	\$40
	Low Carbon Transit Operations Program (LCTOP)	5% of Cap-and-Trade auction revenues	\$42	\$46

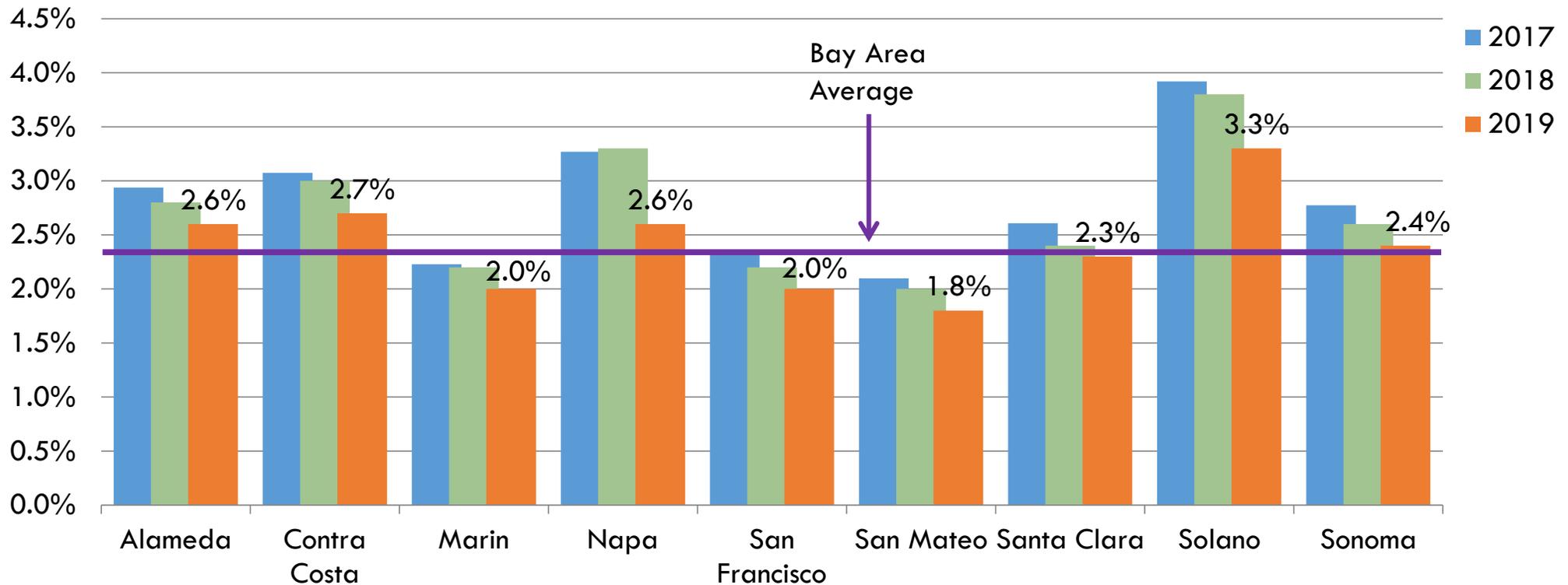
Note: Estimated revenue amounts are rounded to nearest million.

Bay Area Population



Source: California Department of Finance

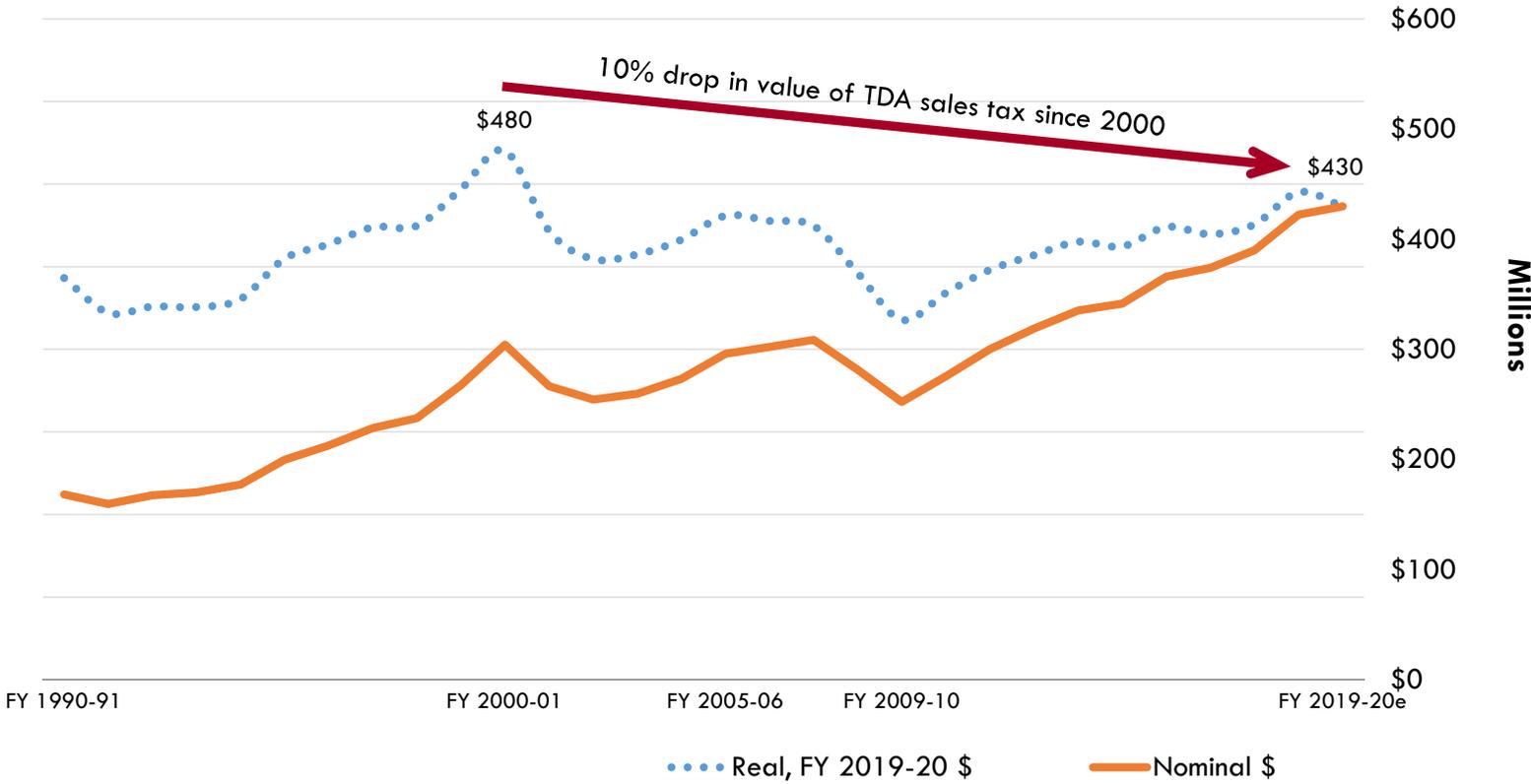
2.4% Unemployment Rate – An All Time Low



Data current as of December 2018 (most recent available data).

Source: California Employment Development Department, Labor Market Information Division – www.labormarketinfo.edd.ca.gov

Real Sales Tax Revenue: 10% Drop Since 2000



Source:
 1. Actuals reported by CA Dept. of Tax & Fee Admin.
 2. FY 2019-20 estimates from FY 2019-20 Fund Estimate

TDA Sales Tax Forecast FY 2020-21

- Estimates for each county prepared by individual county Auditor/Controllers
- Return to source, revenue earned in a county is spent in that county
- Revenue primarily used for transit operations and capital expenses
- Operators should be extra cautious due to uncertainty in County Auditor forecasts resulting from sales tax distribution changes
- FY 2020-21 forecast of \$435.6 million** is a **2.1% increase** above the Auditor/Controllers' revised forecast for FY 2019-20 (\$426.5 million)
 - Revised FY 2019-20 Auditor/Controllers' forecast represents a 0.8% decrease over original forecast
 - Impacts of *Wayfair* decision on revenue still unclear



AB 1107 Sales Tax Forecast FY 2019-20

- 25% of total revenue from BART's sales tax in Alameda, Contra Costa, and San Francisco counties
- MTC estimates revenue and establishes funding policy
- Only AC Transit, BART, and SFMTA eligible to receive AB 1107 funds per state statute
- Historically, Commission policy is to distribute 50% of funds to AC Transit and 50% to SFMTA
- **FY 2020-21 forecast of \$93.5 million** is a **0% increase** above the actuals for FY 2018-19 (\$93.5 million)

Conservative forecast, but all revenues received will automatically be allocated to SFMTA and AC Transit



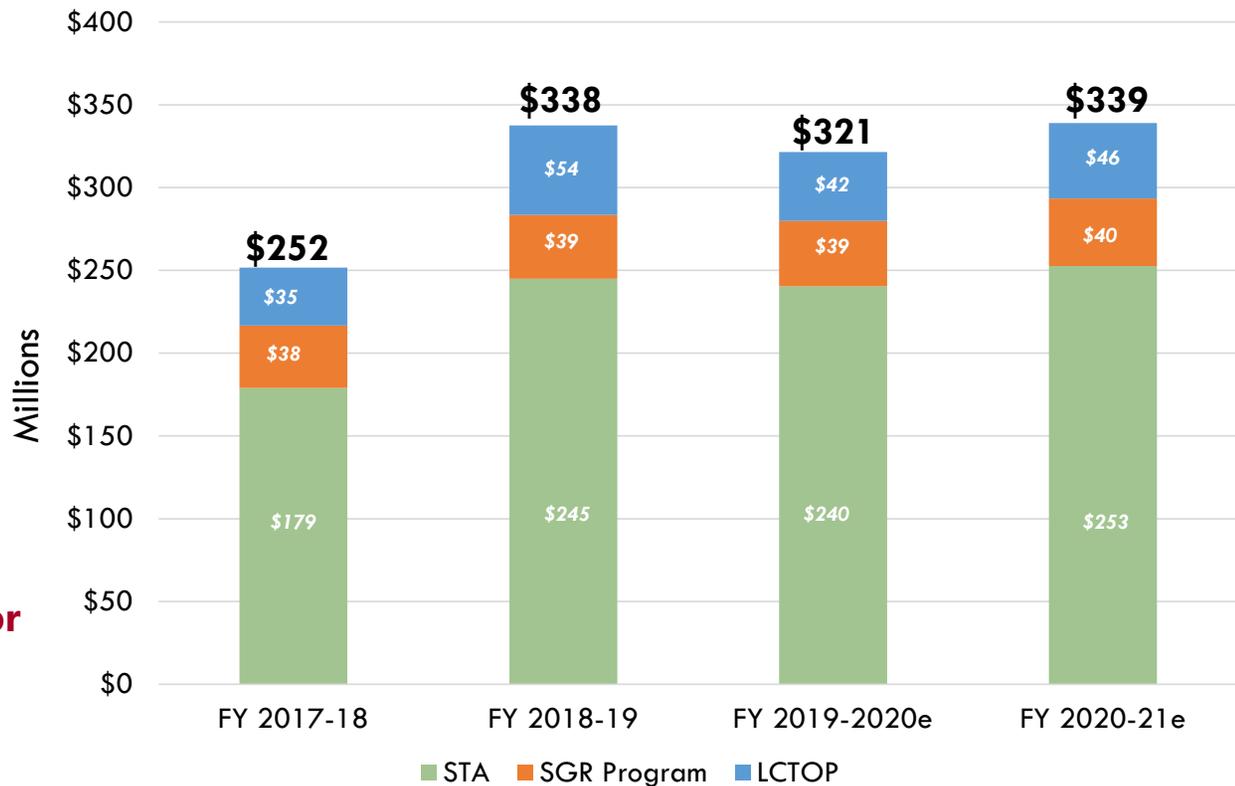
STA Formula Programs FY 2020-21

State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program

Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue

Population-Based funds flow to the Bay Area based on our 19.5% share of the state's population and are programmed by MTC

FY 2020-21 forecast of \$339 million for the Bay Area in STA, State of Good Repair (SGR) Program and Low Carbon Transit Operations Program (LCTOP) revenue



Staff recommendation is to forward to the Commission for approval:

MTC Resolution 4402 (FY 2020-21 Fund Estimate)





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0115 **Version:** 1 **Name:**

Type: Resolution **Status:** Commission Approval

File created: 1/3/2020 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: MTC Resolution No. 4403. Adoption of the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines.

The 2021 Regional ATP Cycle 5 will provide \$37 million in new programming covering the fiscal years 2021-22 through FY 2024-25. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 5 funds.

Sponsors:

Indexes:

Code sections:

Attachments: [3b Reso-4403 ATP.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4403. Adoption of the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines.

The 2021 Regional ATP Cycle 5 will provide \$37 million in new programming covering the fiscal years 2021-22 through FY 2024-25. The Regional ATP Guidelines lay out policies and project selection criteria for the regional share of ATP Cycle 5 funds.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

February 12, 2020

Agenda Item 3b

Resolution No. 4403

Subject: Adoption of the 2021 Regional Active Transportation Program (ATP) Cycle 5 Guidelines

Background: The State established the Active Transportation Program (ATP) in September 2013. ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program (“Statewide Competitive ATP”);
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (“Regional ATP”).

MTC is responsible for developing the guidelines for the Regional ATP, and for recommending proposed projects to the California Transportation Commission (CTC) for adoption. Resolution No. 4403 establishes MTC’s policies, procedures, and project selection criteria for the Cycle 5 Regional ATP. Staff expects about \$37 million in new funding available for MTC to program as part of the regional ATP over four years, FY 2021-22 through FY 2024-25.

MTC Guidelines – Proposed Changes

MTC’s Regional ATP Guidelines are based on CTC’s draft ATP Guidelines, scheduled for adoption on March 25, 2020. MTC staff recommends several changes from the Statewide Guidelines, summarized below and further explained in Attachments 1 and 2. Attachment 3 includes a summary of all previously awarded projects in the ATP.

- Remove the 10% target for project funding requests \$1 million and under (a provision in previous MTC ATP Guidelines); and
- Include a new provision requiring applicants requesting more than \$10 million to provide a scalability plan for their project.

Staff expects the region will continue to exceed the 25% state Disadvantaged Communities funding minimum with these minor policy shifts.

Application Technical Assistance Program

Staff proposes establishing an application technical assistance program for applicants in ATP Cycle 5. Regional performance in the Statewide Competitive program has varied greatly, with Bay Area jurisdictions receiving anywhere from 6% to 20% of the available funds in a given cycle. The proposed technical assistance program would provide early application scoping assistance and screening over the next few months, and 1-on-1 application technical assistance in the weeks leading up to application deadline. Staff expects this additional assistance will improve the quality and overall competitiveness of applications from the region.

Staff will prioritize technical assistance for agencies with projects benefiting disadvantaged communities and for agencies that have historically underperformed in the ATP. Further, staff will ensure that application evaluators will not review the same applications they provided technical assistance on, to avoid any conflict of interest.

Schedule and Other Considerations

Staff will submit these guidelines to the CTC for approval following Commission approval. Upon CTC approval of MTC's Regional ATP Guidelines, expected in March 2020, MTC will issue a call for projects for the regional program. Applications for the Regional ATP are due to MTC by June 15, 2020, which is the same due date as the Statewide Competitive ATP. MTC staff will recommend programming of projects from the Regional ATP in early 2021 via an amendment to MTC Resolution No. 4403.

Consistent with the recent discussion at the Commission workshop, no requirements are included in the proposed policy related to housing law compliance or production. Note that the state guidelines do ask jurisdictions to highlight connections to existing and planned housing for large transformative projects, but no points are currently attached to this reporting.

Issues: None.

Recommendation: 1) Refer MTC Resolution No. 4403 to the Commission for approval; 2) direct staff to submit MTC's Regional ATP Guidelines to the California Transportation Commission, and 3) authorize a call for projects consistent with the guidelines upon CTC's approval of MTC's Guidelines.

Attachments: Attachment 1 – Highlighted CTC 2021 ATP Guideline Changes
Attachment 2 – Regional ATP Guidelines Highlights
Attachment 3 – ATP History: List of Previously Awarded Projects
MTC Resolution No. 4403



Therese W. McMillan

Highlighted CTC 2021 ATP Guideline Changes

- **Updated Disadvantaged Communities Definitions**

The CTC removed the Regional Definition as a standalone qualifying metric for Disadvantaged Communities. However, if an applicant believes their project benefits a disadvantaged community, but the project does not meet one of the four approved metrics (median household income, CalEnviroScreen, National School Lunch Program, or Tribal Land criteria), the applicant may submit another means of qualifying as a disadvantaged community in the “Other” category. The Statewide Guidelines list regional definitions that are adopted as a part of a regular 4-year cycle of a Regional Transportation Plan/ Sustainable Communities Strategy and used for broader planning purposes beyond the ATP as a recommended alternative to use to qualify as a disadvantaged community. Applicants must note that if they use MTC’s Communities of Concern or any other means to be eligible beyond the four approved categories, their application cannot obtain the maximum amount of points in the disadvantaged communities section as CTC will not score the severity piece of the question.

- **Updated Project Size Thresholds**

CTC staff will maintain the five different application types available for applicants to complete depending on the project type and size. CTC updated the application size thresholds for the small and medium infrastructure/non-infrastructure categories. The applicant must complete the application appropriate for their project. The five application categories are:

- A. Large Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Any project requesting over \$10M in ATP funding will require an onsite field review with Caltrans and CTC staff.
- B. Medium Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$2 million to \$7 million will be considered a Medium Project and must use the Medium Project application.
- C. Small Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$2 million will be considered a Small Project and must use the Small Project application.
- D. Non-infrastructure Only
- E. Plan

- **Leveraging Funds**

The CTC will only consider funds that are not allocated by the Commission on a project-specific basis as eligible for leveraging points, with the exception of State Transportation Improvement Program funding.

Regional ATP Guidelines Highlights

Proposed Regional ATP Guidelines

MTC will follow the State Competitive ATP Guidelines, with the main differences from the Statewide ATP Guidelines as noted below:

1. Maintain additional screening criteria to require that jurisdictions receiving funds have an approved Housing Element and Complete Streets Policies, as required with the One Bay Area Grant Program (OBAG 2).
2. Maintain additional screening criteria focused on transit agency coordination.
3. Update additional evaluation criteria, as follows:
 - a. Consistency with Regional Priorities and Planning Efforts (such as Bay Trail and Regional Bike Network build-out and gap closures, and multi-jurisdictional projects, construction only requests). **Up to 7 points**, to be scored by MTC Staff.
 - b. Completion of Approved Environmental Document. Met by proof of an approved environmental document, and does not apply to planning activities or stand-alone non-infrastructure projects. **0 or 3 points**.
 - c. Countywide Plans/Goals Consistency. Met by Bay Area County Transportation Agency determination of consistency with countywide plans and/or goals. Inconsistent projects will receive a 2 point penalty. **0 or -2 point**.
 - d. Deliverability. MTC staff will review the project's proposed schedule for deliverability. Projects deemed undeliverable or that have significant delivery risks will receive a 5 point penalty. **0 or -5 points**.
 - e. Consistency with Community-Based Transportation Plan (CBTP). Additional points in the Disadvantaged Communities portion of the Statewide Application for projects identified in an approved CBTP. **See item 4 below**.
 - f. Consistency with Vision Zero Policy & Bike and Pedestrian Safety Policy or Plan. Additional points in the Disadvantaged Communities portion of the Statewide Application for projects within a jurisdiction with an adopted Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan. **See item 4 below**.
4. Maintain the revised the Disadvantaged Communities portion of the Statewide Application as follows:
 - a. Assign the statewide score value for Disadvantaged Communities to 60% of the statewide value (maximum 10 points reduced to 6 points), with the remaining 20% of the statewide value awarded to projects within a jurisdiction with an adopted Vision Zero or Bike and Pedestrian Safety Policy or Plan, and 20% for projects identified in an approved CBTP. Proof of CBTP and Safety Policy or Plan consistency must be provided in the supplemental regional application.
 - b. Use MTC's Communities of Concern definition to meet the 25% requirement for projects benefiting "Disadvantaged Communities," rather than other measures prescribed by CTC (such as median household income, Cal-Enviro-Screen 3.0, tribal lands, and percent of subsidized school lunches), as allowed by state guidelines.
5. Maintain an 11.47% match requirement, with waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to school projects. Also, MTC will waive local match for construction if pre-construction phases are funded entirely with non-federal and non-ATP funds.
6. Remove the 10% target for project funding requests \$1 million and under.
7. Include a provision requiring applicants requesting more than \$10 million to provide a scalability plan for their project.

- a. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request.
8. Maintain a contingency project list.
 - a. MTC will continue to adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 5 Regional ATP that occur prior to the adoption of Cycle 6. This will ensure that MTC will fully program all regional ATP funds, and minimize the loss of ATP funds to the region.

In addition to the above changes, all projects in the Regional ATP must comply with regional policies, including Resolution 3606 deadlines, and must submit a resolution of local support for all selected projects by April 1, 2021.

Other Information

Funding Amount:

The statewide competitive portion of the ATP provides about \$220M over four years, FY2021-22 through FY2024-25. MTC's large urbanized area share of the ATP provides \$37 million in new funding to the nine-county MTC region.

Schedule:

The current estimated schedule for the Cycle 5 ATP is below.

Milestone	Statewide ATP	Regional ATP
MTC Guideline Adoption	N/A	February 26, 2020
CTC Guideline Approval	March 25, 2020	March 25, 2020
Call for Projects	March 26, 2020	March 26, 2020
Application Due Date	June 15, 2020	June 15, 2020
Staff Recommendations	November 2020	January 6, 2021
MTC Adoption	N/A	January 27, 2021
CTC Approval	December 2, 2020	March 2021

Application and Evaluation:

MTC staff will prepare a supplemental application for projects competing for the Regional ATP proposal above. The base application will remain the statewide application to avoid duplication. Staff will form a multi-disciplinary evaluation committee to score and rank the submitted applications.

Programming in the TIP:

Project sponsors will be able to add the projects into the TIP following CTC approval of the Regional ATP program in March 2021.

ATP Contact:

For additional information, please go to the State ATP website (<https://catc.ca.gov/programs/active-transportation-program>), MTC's ATP website (<http://mtc.ca.gov/atp>), or contact Karl Anderson, MTC's ATP Program Manager, 415-778-6645, kanderson@bayareametro.gov.

ATP Regional Component Project Information - All ATP Cycles				
County	Sponsor	Cycle	Project Title	ATP Award Amount
Alameda	Alameda	1	Cross Alameda Trail	\$2,231,000
Alameda	Alameda County	1	Ashland Ave Bike/Ped SRTS	\$708,000
Alameda	Alameda County	1	Be Oakland, Be Active: A Comprehensive SRTS Program	\$988,000
Alameda	Alameda County	1	Hillside Elementary School SRTS	\$858,000
Alameda	Alameda County	1	Safe Routes to School Alameda County	\$668,000
Alameda	Berkeley	1	SRTS Improvements for LeConte Elementary	\$555,000
Alameda	Livermore	1	Marylin Ave Elementary SRTS	\$358,000
Alameda	Oakland	1	City of Oakland Improvements for SRTS	\$1,236,000
Alameda	Oakland	1	High-Courtland-Ygnacio Intersection improvements	\$443,000
Alameda	Oakland	1	Lake Merritt to Bay Trail Bicycle Ped Gap Closure Project	\$3,210,000
Contra Costa	Contra Costa County Transportation Authority	1	Riverside Ave Ped Overcrossing Replacement	\$2,000,000
Contra Costa	Contra Costa County	1	Pt Chicago Hwy/Willow Pass Bike/Ped Facility	\$800,000
Contra Costa	East Bay Regional Park District	1	San Francisco Bay Trail, Pinole Shores to Bay Front Park	\$4,000,000
Contra Costa	Pleasant Hill	1	Contra Costa Blvd Improvements (Beth-Harriett)	\$1,556,000
San Francisco	San Francisco Municipal Transportation Agency	1	San Francisco Citywide Bicycle Wayfinding	\$792,000
San Francisco	San Francisco Municipal Transportation Agency	1	Vision Zero Safety Investment	\$4,058,000
San Mateo	San Mateo (City)	1	City of San Mateo SRTS Program	\$2,515,000
Santa Clara	Santa Clara County	1	Gilroy Moves! SRTS (Non-infrastructure)	\$1,876,000
Santa Clara	Santa Clara Valley Transportation Authority	1	Central and South County Bicycle Corridor Plan	\$443,000
Sonoma	Sonoma County	1	Sonoma Co. SRTS High School Pilot	\$872,000
Cycle 1 Subtotal				\$30,167,000
Alameda	Alameda County	2	Castro Valley Elementary SRTS (Design Only)	\$250,000
Alameda	Alameda County	2	Creekside Middle School SRTS	\$475,000
Alameda	Alameda County	2	Stanton Elementary School SRTS (Design only)	\$300,000
Alameda	Oakland	2	Telegraph Ave Complete Streets	\$4,554,000
Contra Costa	San Pablo	2	Rumrill Blvd Complete Streets Improvement	\$4,310,000
Marin	Marin Transit	2	Novato Transit Facility: Ped Access & Safety Improvements	\$989,000
Napa	Napa Valley Transportation Authority	2	Napa Valley Vine Trail - St. Helena to Calistoga	\$6,106,000
San Francisco	San Francisco Department of Public Health	2	SF Safe Routes to School Non-Infrastructure	\$2,411,000
San Francisco	San Francisco Department of Public Works	2	Lombard Street Vision Zero (Partial Funding)	\$2,507,000
Santa Clara	San Jose	2	Coyote Creek Trail: Mabury to Empire	\$5,256,000
Solano	Solano Transportation Authority	2	SRTS Infrastructure & NI: Benicia, Rio Vista, Vallejo	\$3,067,000
Cycle 2 Subtotal				\$30,225,000

ATP Regional Component Project Information - All ATP Cycles				
County	Sponsor	Cycle	Project Title	ATP Award Amount
Contra Costa	Contra Costa County	3	Fred Jackson Way First Mile/ Last Mile Connection	\$3,298,000
Marin	San Rafael	3	Francisco Blvd East Ave Bridge Bike Ped Connectivity	\$4,025,000
Napa	Napa	3	SR 29 Bike/Ped Undercrossing	\$531,000
San Francisco	San Francisco Municipal Transportation Agency	3	Powell Street Safety Project	\$4,400,000
Solano	Vallejo	3	Bay Trail/Vine Trail Gap Closure	\$4,216,000
Cycle 3 Subtotal				\$16,470,000
Alameda	Alameda County	3.5	Active Oakland Comprehensive SRTS Program	\$977,000
Alameda	Alameda County	3.5	D Street Improvements	\$542,000
Alameda	Alameda County	3.5	Lewelling Blvd SRTS	\$400,000
Alameda	Alameda County	3.5	Somerset Ave School Corridor SRTS	\$330,000
Alameda	Alameda County Transportation Commission	3.5	I-80 Gilman I/C Bike/Ped Over-crossing & Access Improvements	\$4,152,000
Alameda	Berkeley	3.5	SRTS Improvements - John Muir Elementary	\$270,000
Alameda	Emeryville	3.5	Bike/Ped Greenway Safety & Connectivity Improvements Project	\$265,000
Alameda	Oakland	3.5	Oakland SRTS: Crossing to Safety	\$1,895,000
Contra Costa	Concord	3.5	Downtown Corridors Bike/Ped Improvements	\$623,000
Contra Costa	Contra Costa County	3.5	Pacheco Blvd Sidewalk Gap Closure Phase 3	\$619,000
Marin	Corte Madera	3.5	Central Marin Regional Pathways Gap Closure	\$415,000
Napa	Napa County of Education	3.5	Napa County SRTS	\$437,000
San Francisco	San Francisco Municipal Transportation Agency	3.5	Vision Zero SF Safer Intersections	\$2,002,000
San Mateo	San Carlos	3.5	Route 101 Holly Street Bike Ped Overcrossing	\$4,200,000
San Mateo	Woodside	3.5	Woodside ES Student Pathway Phase 3	\$528,000
Solano	Suisun City	3.5	McCoy Creek Trail	\$4,137,000
Cycle 3 Augmentation Subtotal				\$21,792,000
Alameda	Alameda County	4	Active and Safe Oakland	\$999,000
Alameda	Alameda County Transportation Commission	4	Alameda County School Travel Opportunities Program	\$3,761,000
Alameda	Albany	4	Ohlone Greenway Trail Safety Improvements	\$410,000
San Francisco	San Francisco Municipal Transportation Agency	4	6th Street Pedestrian Safety Project	\$6,000,000
Santa Clara	San Jose	4	Willow-Keyes Complete Streets Improvements	\$12,926,000
Sonoma	Sonoma-Marín Area Rail Transit	4	SMART Pathway- Santa Rosa-Rohnert Park and Penngrove Segments	\$12,574,000
Cycle 4 Subtotal				\$36,670,000
Total				\$135,324,000

ATP State Component, Bay Area Project Information - All ATP Cycles				
County	Sponsor	Cycle	Project Title	ATP Award Amount
Alameda	Alameda County Transportation Commission	1	East Bay Greenway	\$2,656,000
Alameda	Albany	1	San Pablo / Buchanan Complete Streets	\$335,000
Alameda	Oakland	1	International Blvd & East 12th St. Ped Improvements	\$2,481,000
Alameda	Oakland	1	Laurel Access to Mills, Maxwell Park and Seminary	\$3,598,000
Napa	Napa Valley Transportation Authority	1	Napa Vine Trail Phase 2 -Gap Closure	\$3,600,000
San Francisco	San Francisco Department of Public Health	1	SF SRTS Non-infrastructure Project	\$990,000
San Francisco	San Francisco Department of Public Works	1	John Yehall Chin SRTS	\$358,000
San Francisco	San Francisco Municipal Transportation Agency	1	SF Safer Streets	\$2,000,000
San Mateo	East Palo Alto	1	US-101 Pedestrian/Bike Overcrossing	\$8,600,000
San Mateo	San Mateo County Office of Education	1	SRTS for Health and Wellness	\$900,000
Solano	Solano Transportation Authority	1	Solano County SRTS - Ingraining Walking & Rolling into the School Culture	\$388,000
Cycle 1 Subtotal				\$25,906,000
Alameda	Berkeley	2	9th Street Bicycle Blvd Extension Pathway, Phase II	\$850,000
Alameda	Oakland	2	19th St BART to Lake Merritt Urban Greenway	\$4,583,000
Contra Costa	Contra Costa County	2	Bailey Road-State Route 4 Interchange	\$4,160,000
Contra Costa	Contra Costa County	2	Rio Vista Elementary School Ped Connection Project	\$600,000
Contra Costa	Richmond	2	Yellow Brick Rd in Richmond's Iron Triangle	\$6,209,000
San Mateo	Daly City	2	Central Corridor Bicycle/Pedestrian Safety Improvements	\$2,019,000
San Mateo	San Mateo County	2	Redwood City 2020 Sustainable Transportation Encouragement Program (STEP)	\$963,000
San Mateo	South San Francisco	2	Linden/Spruce Ave Traffic Calming Improvements	\$868,000
Cycle 2 Subtotal				\$20,252,000
Alameda	Alameda	3	Central Avenue Complete Street Project	\$7,326,000
Santa Clara	Sunnyvale	3	Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements	\$4,847,000
Solano	Fairfield	3	East Tabor/Tolenas Safe Routes to School Gap Closure Project	\$1,700,000
Cycle 3 Subtotal				\$13,873,000
Alameda	Berkeley	3.5	Sacramento Street Complete Streets Improvements	\$1,542,000
Alameda	East Bay Regional Park District	3.5	Doolittle Drive Bay Trail, Martin Luther King Jr. Shoreline, Oakland	\$4,000,000
Alameda	Oakland	3.5	14th Street: Safe Routes in the City	\$10,578,000
Alameda	Oakland	3.5	Fruitvale Alive Gap Closure Project	\$5,850,000
Contra Costa	Pittsburg	3.5	Pittsburg Active Transportation and Safe Routes Plan (WalkBikePittsburg2035)	\$312,000
San Francisco	San Francisco Municipal Transportation Agency	3.5	Geneva Ave Pedestrian and Bicycle Safety Improvements	\$2,350,000
Santa Clara	Sunnyvale	3.5	Sunnyvale Safe Routes to School Improvements	\$1,889,000
Sonoma	Sonoma-Marin Area Rail Transit	3.5	SMART Pathway - Petaluma (Payran to Southpoint)	\$1,461,000
Cycle 3 Augmentation Subtotal				\$27,982,000
San Francisco	San Francisco Municipal Transportation Agency	4	Alemany Interchange Improvements, Phase 2	\$1,971,000
Santa Clara	San Jose	4	Better BikewaySJ - San Fernando Corridor	\$9,992,000
Cycle 4 Subtotal				\$11,963,000
Total				\$99,976,000

Date: February 26, 2020
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4403

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 5 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – 2021 Regional ATP Program of Projects

Date: February 26, 2020

W.I.: 1515

Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 5 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4403

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

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

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

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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 February 26, 2020.

Date: February 26, 2020
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4403
Page 1 of 14

**2021 Regional Active Transportation Program
(ATP)**

Cycle 5

Guidelines

February 26, 2020

**MTC Resolution No. 4403
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://mtc.ca.gov/our-work/fund-invest>**

**2021 Regional Active Transportation Program (ATP) Cycle 5
Guidelines
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2021 Regional Active Transportation Program Cycle 5 Guidelines

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate several other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 5 ATP, scheduled to be approved on March 25, 2020. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC’s Cycle 5 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 26, 2020, for final consideration by the CTC in March 2020.

Development Principles

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings

and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor's control.

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines are scheduled to be adopted on March 25, 2020, and are available at <https://catc.ca.gov/programs/active-transportation-program>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

The development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 5 of ATP funding (FY 2021-22 through FY 2024-25), consistent with the ATP Fund Estimate approved by the CTC on March 25, 2020. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by April 1, 2021, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Active Transportation Program and has additional evaluation and screening criteria. Further information on these changes, as well as instructions for the application process, are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or to both. Sponsors applying to the State ATP program, the Regional ATP program, or both the state and regional programs must submit a copy of their state application to MTC. To be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as “Communities of Concern”. MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. To meet the State’s 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC’s COC definition.

MTC’s Communities of Concern are defined as those census tracts that have a concentration of both minority and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region’s population is located in Communities of Concern. MTC’s Communities of Concern definition of Disadvantaged Communities meets the State’s legislative intent and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area 2040 Equity Analysis Report*, available online at <https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>. Information regarding the 2016 update is available online at <https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057>. The last link also includes a static map of the COC locations. An interactive online map is available at <https://arcg.is/1aeHq>.

Community-Based Transportation Plans (CBTPs)

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding, and implementation discussions.

Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan

Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Vision Zero sets the highest level of responsibility on the system designers – transportation planners and engineers, policymakers, police, etc. Each Vision Zero policy contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgment that human error is inevitable and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety, in the spirit of Vision Zero.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects within a jurisdiction (city or county) with a Vision Zero or Bike and Pedestrian Safety Policy or Plan, and the remaining twenty percent to projects identified in an approved Community-Based Transportation Plan (CBTP) or similar. The applicant will provide proof of Vision Zero safety policy or plan adopted by resolution and CBTP consistency in the supplemental regional application.

3. Match Requirement

The CTC Guidelines do not require a match for Statewide ATP project nominations. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting Disadvantaged Communities, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

4. Large Funding Requests

MTC intends to fund a variety of projects across the region. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and can deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request. The applicant will provide an explanation of scalability in the supplemental regional application. MTC will not consider an application requesting more than \$10 million scalability explanation.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 5 Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC's concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for

each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy must be received by MTC or postmarked no later than June 15, 2020, to be considered.

Additional Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in the Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right of way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must receive the CTC allocation and receive the federal authorization to proceed (E-76 / federal obligation) for federally funded projects by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) 2 Requirements.**
 - a. Consistency with OBAG 2 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016, to be eligible to receive ATP funding. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving ATP funding must comply with this requirement during the entire ATP funding period or risk deprogramming of ATP funding.
 - b. Consistency with OBAG 2 Complete Streets Policy. Complete Streets are an essential part of promoting active transportation. To that end, project sponsors must supply documentation that the jurisdiction(s) in which the project is located meets the OBAG Complete Streets Policy by June 15, 2020. The policy may be met by the jurisdiction, either having updated the General Plan after January 1, 2010, to be consistent with the Complete Streets Act of 2008 or adopting a complete streets policy resolution

incorporating MTC's complete streets requirements. For further information regarding MTC's OBAG Complete Streets Policy, refer to the OBAG 2 website at <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>. A sample complete streets policy resolution is available at http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf

D. Transit Agency Coordination. Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. Evidence of coordination should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact." Otherwise, an application may be disqualified based on a lack of coordination with affected transit operators.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as outlined in the CTC Guidelines, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 7 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2040*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area 2040*'s Healthy and Safe Community goals & Transportation Demand Management strategies.
 - Consistency with MTC's Spare the Air Youth & Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
 - Applications only requesting construction phase funds
 - Demonstration of meeting regional project delivery requirements
 - Prior ATP cycle programming
- **Completion of Approved Environmental Document. (0 or 3 points)**
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
 - Photocopy of the approved environmental document cover and executive summary;
 - Link to the approved environmental document available online;

- Full soft copy of the environmental document provided on the electronic copy of the application;
- Documentation from Caltrans regarding environmental approval; and/or
- Other Council/Board action, such as resolutions and/or Planning Department approval of the environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**
Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than October 1, 2020. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**
MTC staff will review each application's project delivery schedule for the ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 5 (FY 2021-22 through FY 2024-25) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 5 will be held harmless.

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2021. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC) 2021 Regional Active Transportation Program (rATP) Cycle 5 Appendix A-1: ATP Development Schedule (Subject to Change) February 12, 2020	
January 2020	CTC releases draft ATP Guidelines
January 2020	Draft Regional ATP Guidelines presented to Working Groups
February 12, 2020	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
February 26, 2020	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 25, 2020	CTC scheduled adoption of State ATP Guidelines CTC scheduled approval of MTC's Regional ATP Guidelines
March 26, 2020	CTC scheduled release of ATP Call for Projects for Statewide Competitive Program MTC scheduled release of ATP Call for Projects for Regional Program
June 15, 2020	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
October 31, 2020	CTC releases staff recommendation for ATP Statewide Competitive Program
December 2, 2020	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
December 16, 2020	MTC releases staff recommendation for ATP Regional Program
January 2021	Working Group discussions of staff recommendations
January 13, 2021	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 27, 2021	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
March 15, 2021	CTC Approval of ATP Regional Program
April 1, 2021	TIP Amendment Deadline: Successful ATP project sponsors to submit 2021 TIP Amendment, including Resolution of Local Support
January 31, 2022	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2021-22
January 31, 2023	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2022-23
January 31, 2024	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2023-24
January 31, 2025	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2024-25

Shaded Area – Actions by State, CTC or Caltrans

**Metropolitan Transportation Commission (MTC)
 2021 Regional Active Transportation Program (ATP) Cycle 5**

Based on draft CTC fund estimate released on 1/24/2020

Appendix A-2: MTC ATP Regional Share Targets

Cycle 5 Program - FY 2021-22 through FY 2024-25

ATP Regional Share

All numbers in thousands

Fund Source	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
Federal STBG (TAP)			\$5,484	\$5,484	\$10,969
Federal Other			\$1,907	\$1,907	\$3,815
State	\$8,045	\$8,045			\$16,090
SB1			\$3,066	\$3,066	\$6,132
Total ATP Regional Share	\$8,045	\$8,045	\$10,458	\$10,458	\$37,005

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
25% - Benefiting Disadvantaged Communities	\$2,011	\$2,011	\$2,614	\$2,614	\$9,251
75% - Anywhere in the Region	\$6,034	\$6,034	\$7,843	\$7,843	\$27,754
Total ATP Regional Share	\$8,045	\$8,045	\$10,458	\$10,458	\$37,005

**METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2021 Regional Active Transportation Program (ATP) Cycle 5**

Appendix A-3: Regional ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/atp>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
 - a. Statewide ATP Application Form, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/atp>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Scalability plan for applications requesting more than \$10 million.
 - iii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iv. OBAG 2 Complete Streets Policy and Housing Element compliance
 - v. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
 - vi. Community-Based Transportation Plan evidence
 - vii. Transit Agency Coordination evidence
3. Project Programming Request (PPR) form
 - a. Available at: <https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip>
4. Complete Streets Checklist
 - a. Available at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>
 - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2021.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0017 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 11/27/2019 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: Update on BART System Initiatives

The BART General Manager will provide an update on BART systemwide initiatives, including quality of life improvements and the Core Capacity Program.

Sponsors:

Indexes:

Code sections:

Attachments: [4a_BART_System_Initiatives.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Update on BART System Initiatives

The BART General Manager will provide an update on BART systemwide initiatives, including quality of life improvements and the Core Capacity Program.

Presenter:

Alix Bockelman (MTC) and Bob Powers (BART)

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

February 12, 2020

Agenda Item 4a

Update on BART System Initiatives

Subject: The BART General Manager will provide an update on BART systemwide initiatives, including quality of life improvements and the Core Capacity Program.

Background: The attached presentation from BART staff further details various systemwide initiatives related to customer experience and major capital projects.

As a reminder, the Commission is a major funding partner in two major BART capital projects currently underway. The Fleet of the Future railcar procurement program will replace BART's aging railcar fleet with a goal of expanding the fleet to 1,200 railcars. A portion of this fleet expansion is included in BART's Core Capacity Project, which is a package of strategic investments that will increase capacity in the transbay corridor between San Francisco and Oakland by approximately 45%.

Fleet of the Future

The Commission committed to provide nearly \$2 billion to the BART Fleet of the Future railcar procurement program to replace and expand their fleet of vehicles. The replacement vehicles are currently being delivered, and the expansion cars will follow thereafter.

When the Commission adopted the FY2016-17 through FY2019-20 Transit Capital Priorities Program in 2017, financing against future Federal Transit Administration (FTA) revenues was included as part of the four-year funding plan for the program in order to fund all the high scoring needs and prior Commission commitments that were coming due, including BART's railcar replacement program. In 2018, FTA granted a Letter of No Prejudice allowing MTC to pursue this strategy, with proceeds of financing being used to meet anticipated project expenses for the BART railcar project.

Since that time, FTA revenues have been modestly higher than anticipated, allowing project expenses to-date to be met with pay-as-you-go fund sources. However, delivery of railcars is now accelerating and staff anticipates that proceeds will be needed to meet project cashflow needs later in 2020.

Staff plans to return to the Commission in the coming months to request approval of documents related to financing.

Core Capacity Project

The Core Capacity Project will allow BART to operate up to 30 ten-car trains per hour in each direction through the existing tube, maximizing throughput in the most heavily used part of its system.

The project includes four elements:

- **306 additional railcars** will provide the additional trains needed for the increased service, including all ten-car trains.
- **New communications-based train control system** will allow closer headways.
- **New railcar storage yard** at the Hayward Maintenance Complex (Phase 2) where the additional railcars can be stored and maintained.
- **Additional traction power substations** will provide the necessary power to run more frequent service.

The Core Capacity Project is currently in the Engineering phase of the FTA Capital Investment Grants (CIG) Program. The total project cost is approximately \$3.5 billion, with an expected FTA CIG award of \$1.17 billion. \$300 million of this has already been allocated. BART is anticipating a signed full funding grant agreement in the coming months.

Issues: None

Recommendation: Information Item.

Attachments: BART presentation.



Therese W. McMillan



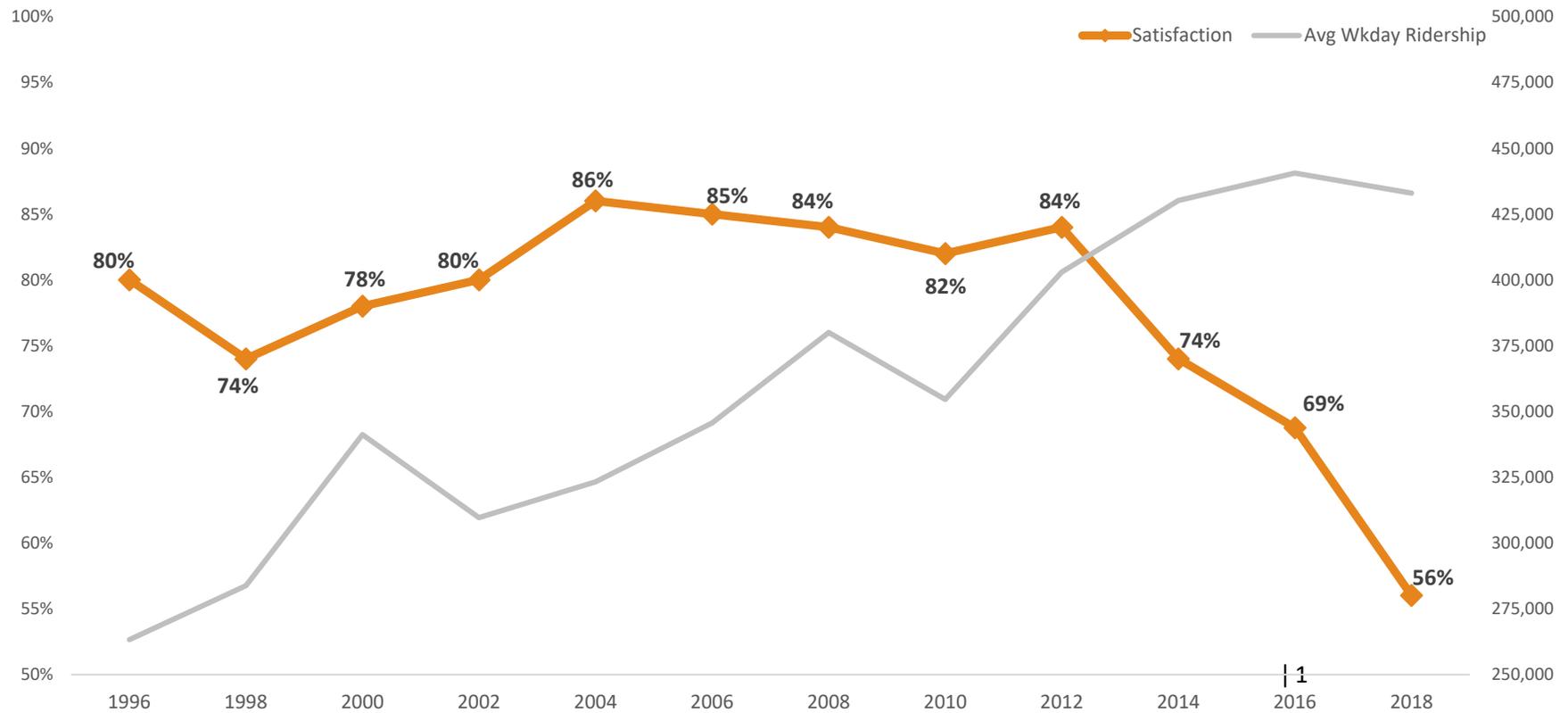
BART Quality of Life Improvement & Initiative Update

BART Core Capacity Program Update

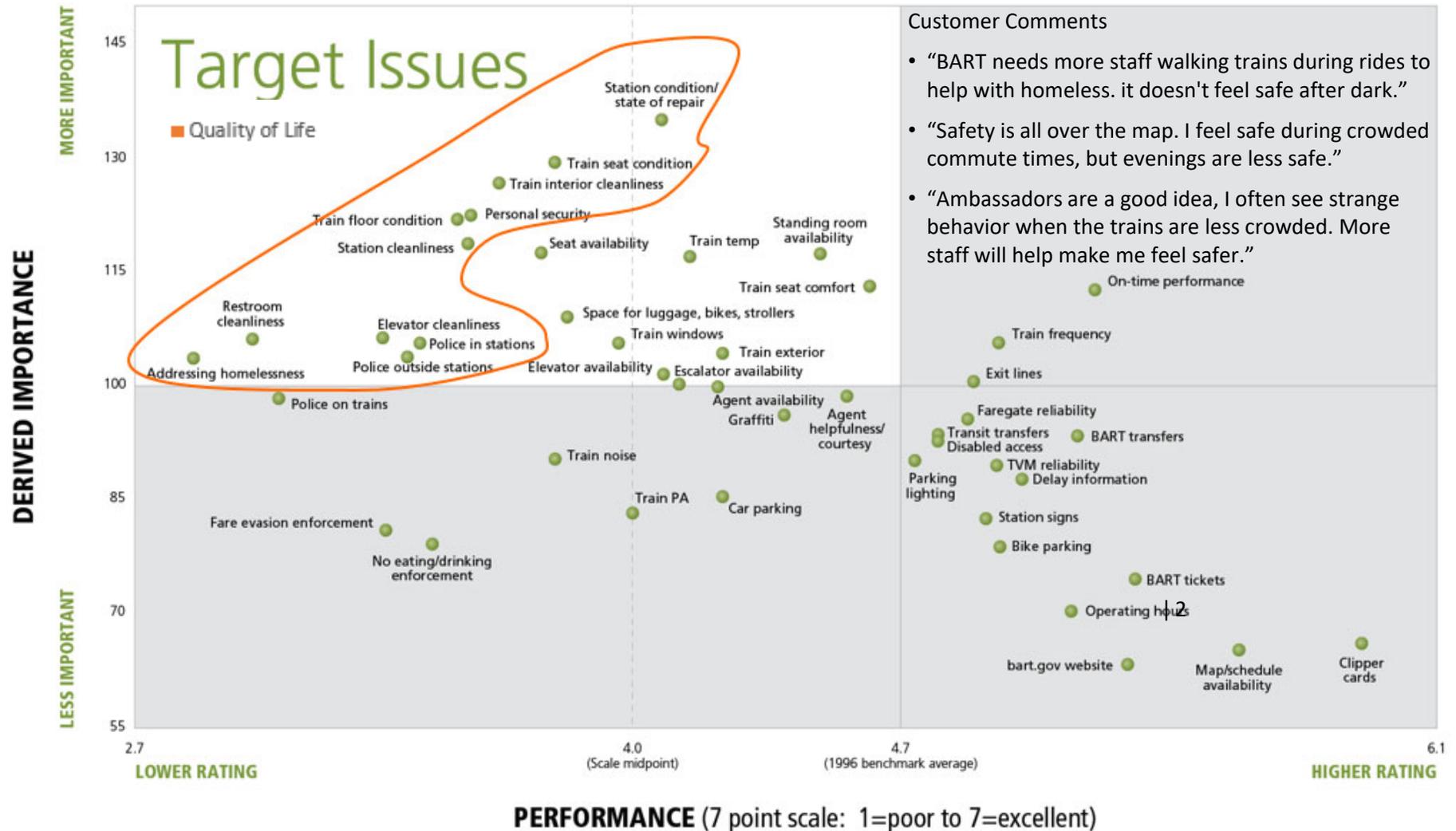
BART General Manager Bob Powers
February 12, 2020



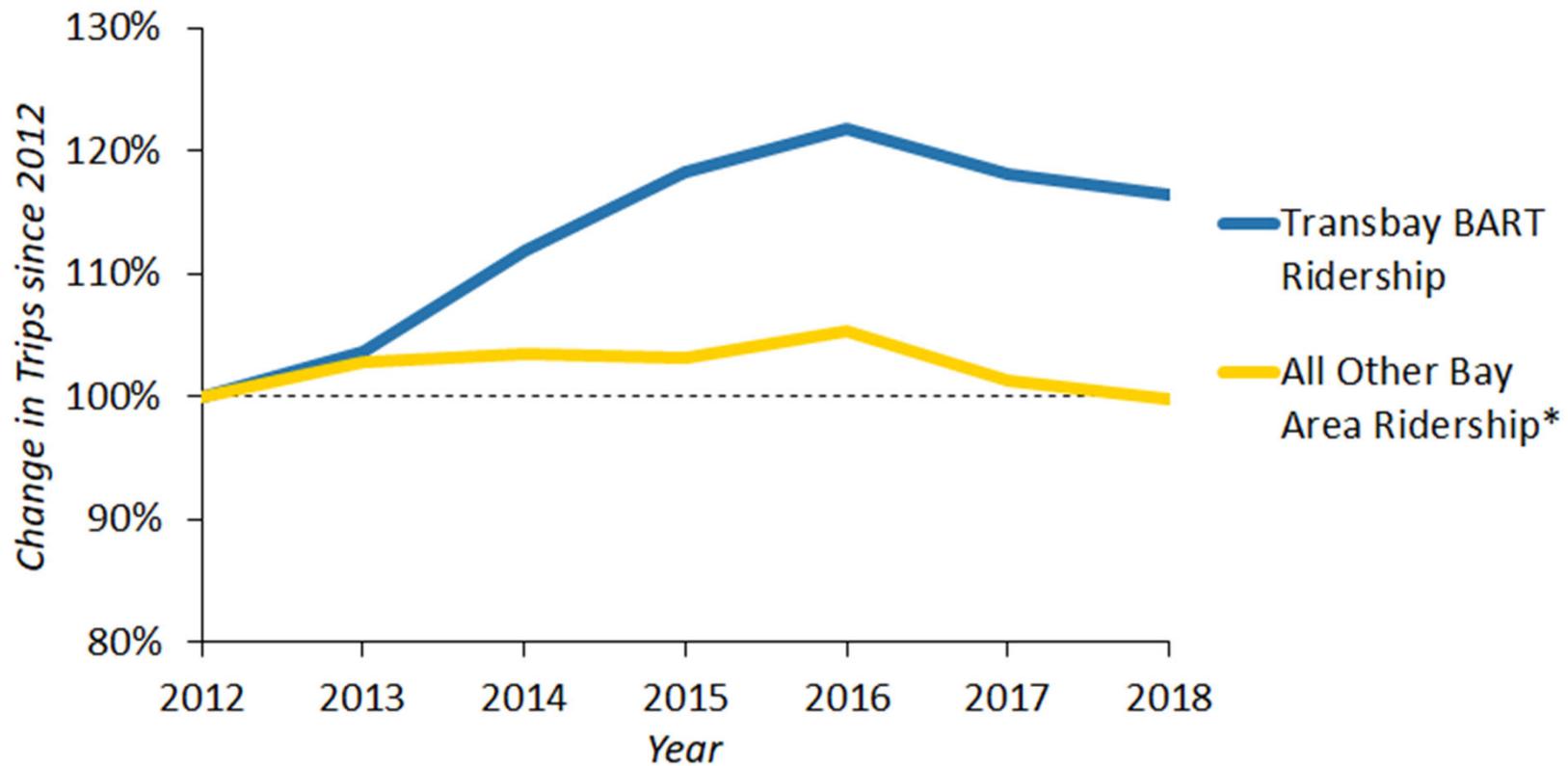
Customer Satisfaction & Ridership



Quality of Life 2018 Quadrant Chart



Bay Area Transit Ridership



* unlinked total MTC trips minus linked transbay BART trips

Data source: BART origin-destination matrices and National Transit Database

MTC UCLA Study, 2019

BART Quality of Life Investments



From FY14-20, BART has added ~\$60M on ongoing & new programs:

- **Safety & Security (Presence in System)** - Police Officers, Community Service Officers (CSOs) & Fare Inspectors; additional & improved cameras.
- **Fare Evasion** - Raising railings, enclosing elevators within paid areas, securing swing gates, modifying fare gates, conceptual design for next generation fare gates & policy changes such as efforts to increase Clipper utilization.
- **Homelessness** - Regional partnerships including Homeless Outreach Teams, Pit Stop restrooms, elevator attendants, downtown San Francisco station trespass barriers, escalator canopies & fencing/enclosing BART right-of-way.
- **Cleanliness** - Restructuring of the System Service Department to achieve greater efficiencies, additional resources for station brightening, station refresh, station entrances & train cleaning.



Increasing Visibility & Train Presence



- Train Teams
 - Deployed January 13, 2020
 - 12 sworn officers
 - Teams of 2
- Function
 - High Visibility
 - Evenings & Weekends
 - Respond to on-train service calls



Tim Grayson ✓
@AsmGrayson

Met two very kind @SFBART officers on my ride yesterday as they were saying hello to everyone on our train. Thank you for working to keep BART friendly and safe



Ambassador Pilot Program



- 10 Ambassadors in teams of 2
- Reports to BART PD
- Launched February 10, 2020 for 6 months

When:

- Coverage 7 days/week, 2:00 pm – 12:00 am
- Schedule
 - Saturday – Tuesday OR Wednesday - Saturday
 - 4 days/week, 10 hours/day
 - Double coverage on Saturday

Where:

- Core of the system to maximize impact
- Alternative routes for commute period.



Proof of Payment Inspections



- BART Board adopted Proof of Payment Ordinance, effective January 1, 2018
- 20 Fare Inspector Positions (fully staffed)
- Systematic approach
- All passengers asked for proof of payment
- All violators issued citation
- Fare Inspectors add to uniformed presence in the system

Embarcadero Station

- First 13 trains traveling to East Bay between 5:20 - 6:40 am
- Process takes 3 – 5 mins per train
- All passengers asked for proof of payment
- At this busy station, anyone in violation is required to off board the train & escorted out of the station.



Police Recruitment & Hiring



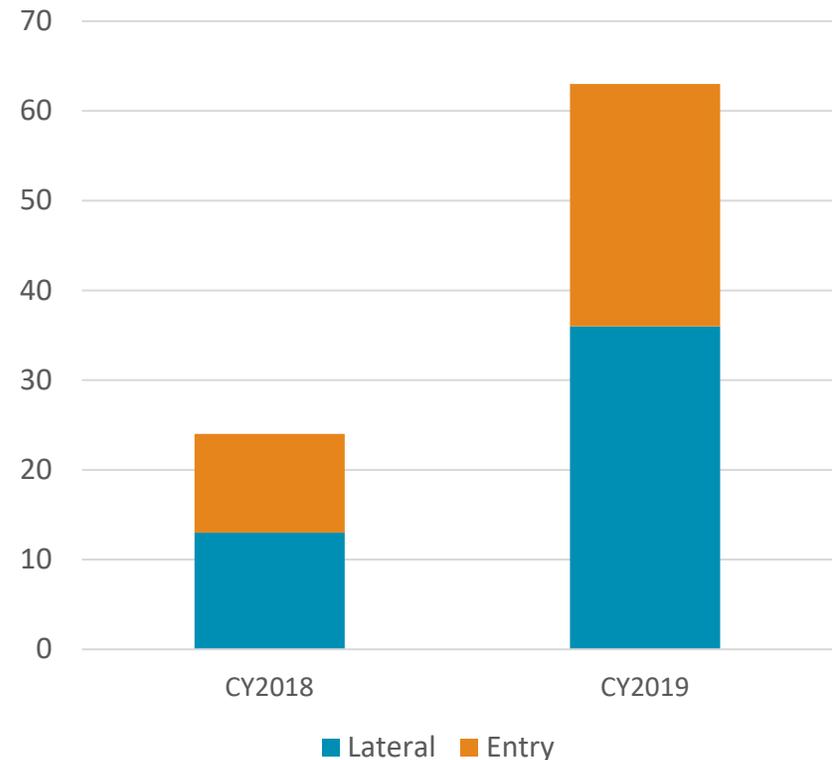
Hires in 2019

- Highlights:
- Officers: 63
- CSOs: 12
- Fare Inspector: 15
- Dispatcher: 5

- Officer Attrition: 36
- (including 6 promotions)

- Net Officers 2019: +27
- Net Officers 2018: +2

Police Officer Hiring



Station Hardening

Elements of a Completely Hardened Station include:

- Fare Gates (Modified or Replaced)
- Secured Swing Gates/ Doors
- Elevators in the Paid Area
- Digital Camera Network
- Raised Railing – 5 ft. (6ft.?)
- Clipper Load in Paid Area
- Fire Alarm System Update/ Integrated to Fare Gates



Station Hardening Plan



Stations (Some elements addressed)

Bay Point
Fremont
South Hayward
Embarcadero
Civic Center
16th Street
24th Street
Berkeley
Fruitvale
Coliseum
Daly City
Balboa Park
Glen Park
Montgomery
Lake Merritt
MacArthur
Richmond

Stations (in progress)

El Cerrito Plaza
El Cerrito Del Norte
12th Street
West Oakland
Powell
SFO
Concord
San Leandro
Bay Fair
Hayward

Stations Scheduled FY21/FY22

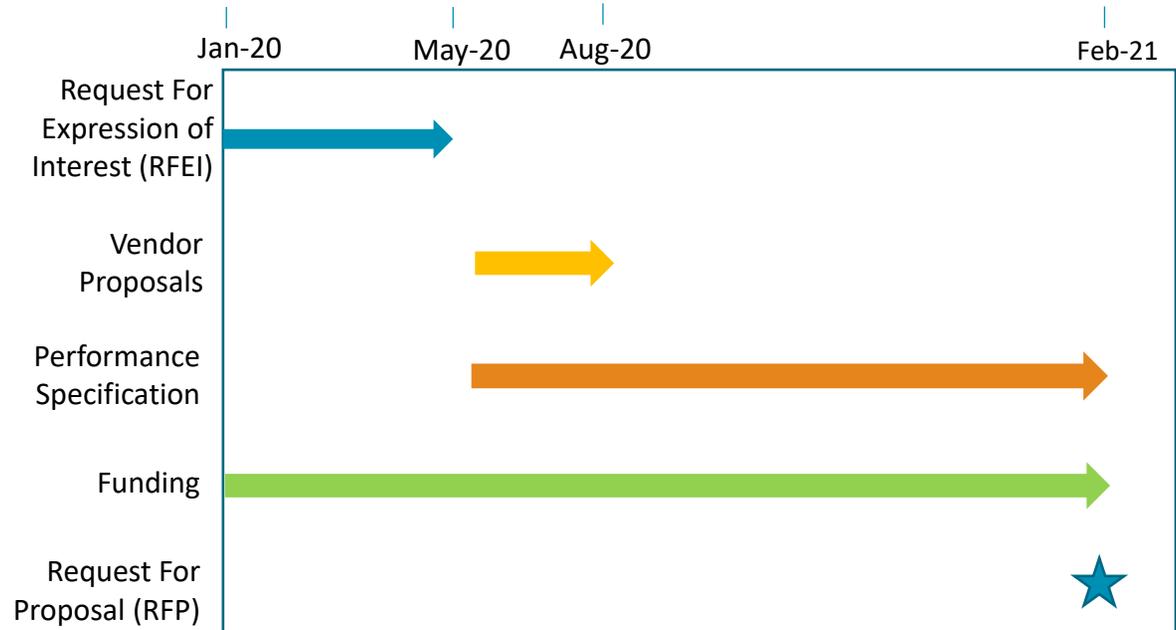
Ashby – FY21
North Berkeley – FY21
19th Street – FY21
Colma – FY21
South SF – FY21
San Bruno – FY21
Millbrae – FY21
North Concord – FY21
Pleasant Hill – FY21
Rockridge – FY21
Walnut Creek – FY22
Lafayette – FY22
Orinda – FY22
Union City – FY22

Next Generation Fare Gate – Swing Style Barriers



Fare Gates	
Alameda County	284 (42%)
Contra Costa County	117 (17%)
San Francisco County	199 (29%)
San Mateo County	82 (12%)
Total	682 (100%)

Project Timeline



Example of swing style gate

Rapid Response Car Cleaning

- Faster response to reported issues
- Intercepts biohazards and other messes
- Positioned center of system at Lake Merritt and 12th St. Stations
- 5:30 AM to 9:00 PM, Monday - Friday
- Dispatched by through Operations Control Center

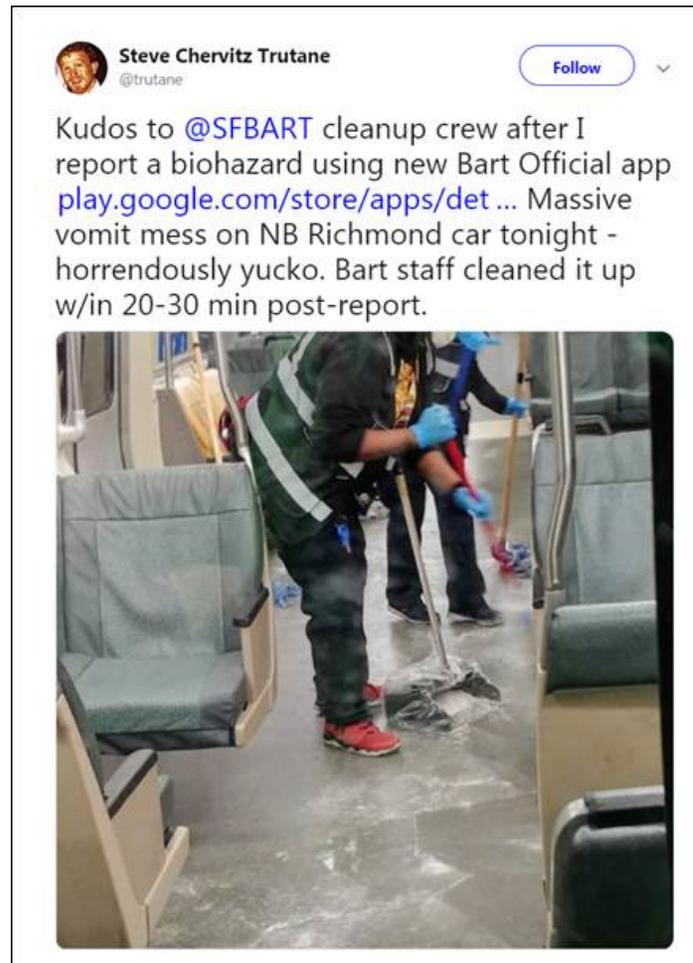


Quality of Life - Cleanliness

Biohazard



- Patrons can report a biohazard thru BART App
- Immediate response and every biohazard considered priority
- Puncture resistant gloves and training available to all cleaning & maintenance employees
- Needle counts declined in stations



Elevator Attendant & Pit Stop Programs



Elevator Attendant Program

- Launched Spring 2018, serve monthly average 50K customers per station
- Partner with SFMTA & Urban Alchemy
- Street & platform elevators at 4 Downtown SF stations
- Daily, station opening through closing
- Zero incidents of human waste, needles, vandalism & assaults



Pit Stop Program

- Ongoing funding partnership with SF Public Works at 16th St., Powell St. + 24th St. Stations
- Reduce public urination and defecation on BART property
- Attended restroom access for BART customers, cleaned between uses
- Near term solution, followed by restroom upgrades at Powell St. and 19th St. in 2021



Homelessness Challenges

- Homelessness is a national crisis. Many transit operators are struggling with this issue.
- Estimated 2019 Homeless Population in Bay Area = 28,200. 67% unsheltered. Sharp increases in:
 - Alameda County ~ 8,022 (43%)
 - San Francisco ~ 8,011 (17%)
 - Contra Costa County ~ 2,295 (43%)
 - San Mateo County ~ 1,512 (21%)
 - Santa Clara County ~ 9,706 (31%)
- 72 encampment fires in 2019. Affects passenger & employee safety. 50% of fires disrupted service.



Funding to Address Homelessness



State Actions to Address Homelessness

- Governor’s E.O. on Homelessness
- Provides state-owned land and assets to augment local shelter capacity
- Creates a multi-agency strike team to assist local governments, including transit agencies, in moving individuals into shelters and connecting them to services



Governor’s Proposed 2020-21 Budget

- Includes \$750 million one-time General Funds to establish the California Access to Housing and Services Fund
- Fund will create structure for developing affordable housing units, supplementing and augmenting rental subsidies, and stabilizing board and care homes.
- BART is not eligible for state homelessness funding; Governor directing counties to work with transit agencies.

Counties	Funding	Key Sources
Alameda County	\$306M	Whole Person Care, Mental Health Services Act, AB109, State & County General Fund
Contra Costa County	\$348M	Community Development Block Grant; Emergency Solutions Grant, Home Investment Partnerships, Federal, State, and General Fund.
San Francisco County	\$513M	Community Development Block Grant, Emergency Solutions Grant, Home Investment Partnership,; General Fund, Sales Taxes.
San Mateo County	\$332M	Community Development Block Grant, Emergency Solutions Grant, Home Investment Partnerships, Federal, State, and General Fund.
Total	\$1.50B	

FY20 BART Investments to Address Homelessness



Initiatives	Budget	BART Share	Partner Share	Comments
San Francisco Pit Stops Attended Restrooms	\$250K	\$125K	\$125K	Cost sharing with SF Public Works at 3 stations.
San Francisco Elevator Attendants	\$2.8M	\$750K	\$2.05M	Cost sharing with SFMTA, plus \$1.3M MTC Lifeline Grant via SFCTA.
San Francisco Homeless Outreach Team (HOT)	\$500K	\$250K	\$250K	Cost sharing with SFMTA.
Contra Costa HOT	\$244K	\$182K	\$62K	Cost sharing with Contra Costa County.
Alameda HOT	\$250K	\$250K	\$0	Alameda County is contributing in-kind admin support.
SFO HOT	\$350K	\$87.5K	\$262.5K	Cost sharing with Airport at SFO BART Station only.
San Mateo HOT	\$150K	\$150K	\$0	San Mateo County is contributing in-kind admin support.
Total	\$4.54M	\$1.79M	\$2.75M	

* Oakland Mayor Libby Schaaf & San Jose Mayor Sam Licardo have pioneered the use of cabin communities and tiny homes.

Core Capacity Program Big 4 Capital Projects



Address overcrowded trains and expand capacity on the system

- Transbay peak hour person-capacity will be increased by 45%

45% MORE CAPACITY

Fleet of the
Future
\$1.105B
306 more vehicles



Hayward
Maintenance
Complex
\$345M



Communication
Based Train Control
\$1.673B



Traction Power
Substations
\$137M

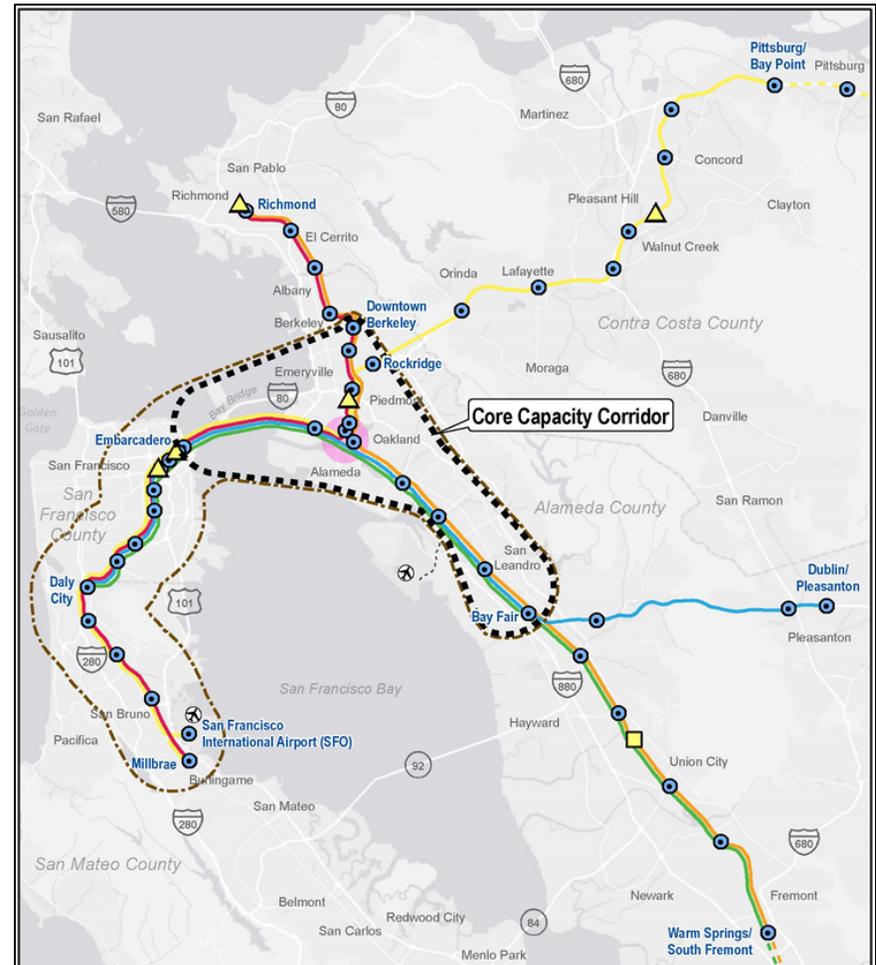


Core Capacity Program Scope



- 306 Fleet of the Future railcars
- New CBTC train control system-wide
- New railcar storage complex at Hayward Yard
- 6 new traction power substations

Note: Corridor limit shown is for FTA CIG Program eligibility purposes only.



- FTA approved the program's advancement into the Engineering phase on June 20, 2019:
 - Establishing CIG share of \$1.169B with accelerated payout
 - Allocating \$300M of FY18 CIG funds to TCCCP
- FTA approved BART's request for a Letter-of-No-Prejudice (LONP) on 7/15/19
- FTA's Annual Report to **Congress rated the project "High" – the best rating possible** – only major project in the country with a HIGH rating
- BART Board approved intent to award CBTC contract to Hitachi Rail, contingent upon FFGA
- BART working closely with FTA to supply all necessary materials

Core Capacity

Fleet of the Future Project Update

Growing and Modernizing the Fleet

- Accepted 134 new cars
- Retired 12 legacy cars
- Fleet size totaled 768 cars by December 31

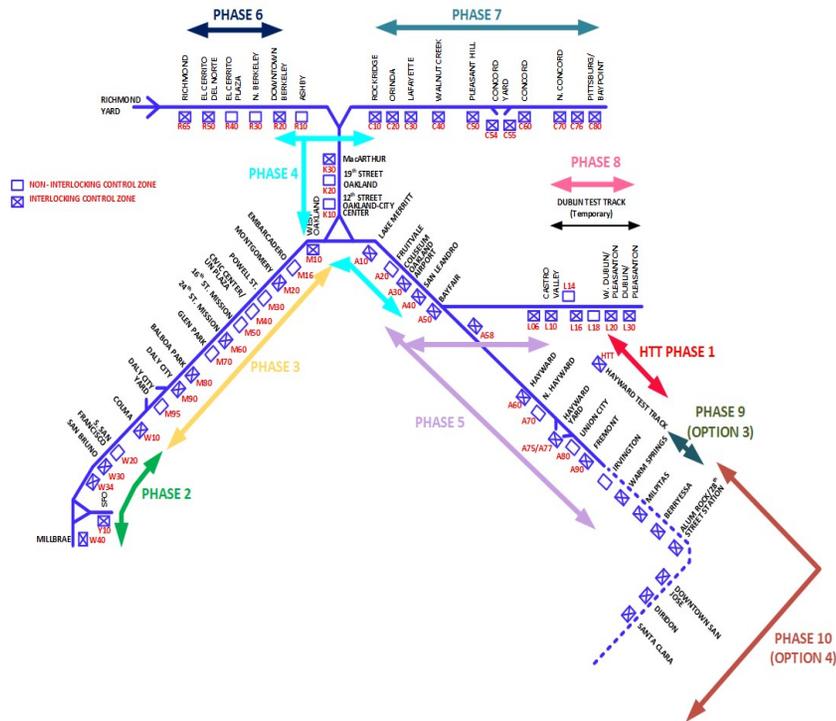
Service Enhancements

- 8 Fleet of the Future trains in regular service:
 - 2 trains each on Yellow, Green and Blue lines
 - 1 trains each on Orange and Red lines
- Lengthened legacy car trains on Orange, Red and Blue lines
 - Orange: 2 trains from 6 to 8 cars
 - Red: 1 train from 9 to 10 cars
 - Blue: 2 trains from 9 to 10 cars



Core Capacity

Communications Based Train Control System (CBTC)



Radio Communications Equipment

CBTC Hitachi Rail STS USA

- Increase train Capacity from 23 Trains per hour (TPH) to 30+ TPH
- Phased Deployment - 10 Phases, 125 miles of track
- VTA Options
- Prove on Test Track prior to Installation on Revenue Track

Hayward Maintenance Complex & Traction Power Substation



Hayward Maintenance Complex

- **Scope:** Increased Storage Capacity for 250 Revenue Vehicles, Includes:
 - New Vehicle Car Wash Facility
 - Car Cleaning Platforms
 - 2 At Grade Crossings
- **Benefits:** Increases storage capacity for new fleet and growing system
- The Project will be broken into 3 contracting opportunities
- **Schedule:**
 - Long lead Trackwork Procurement Award/NTP – Spring 2020 - \$16M
 - Civil Grading Award/NTP - Fall 2020 - \$65M
 - Storage Yard Build out Award/NTP- Fall 2021 - \$110M
 - Overall Project Completion – Winter 2024

Traction Power Substations (TPSS)

- **Scope:** New TPSS at 6 sites in SF, Oakland, Richmond, Concord & Hayward + 3 gap breakers in Hayward
- **Benefits:** Power BART system (trains, stations, infrastructure)
- **Schedule:**
 - SF sites - NTP Summer 2020 - \$88M
 - East Bay sites - NTP Spring 2022 - \$196M

Program Elements Cost



Program Elements	Cost YOES Millions
Total Program *	3,536.4
306 Train Control Enabled Rail Cars	1,105.5
Train Control Modernization	1,673.4
Hayward Maintenance Complex Phase 2	344.6
Traction Power Substations	136.8
Program Management/Contingency	276.1

* Almost 80% of program cost is for capacity rail cars and train control modernization

Funding Sources	\$Millions
Secured Funding	2,949.8
FTA CIG*	1,169.0
Other Federal	103.9
Regional	679.0
TIRCP	318.6
BART	679.3
Funding Gap	586.6

*Full Funding Grant Agreement anticipated early 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0035 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 11/27/2019 **In control:** Programming and Allocations Committee

On agenda: 2/12/2020 **Final action:**

Title: CTC Update

Update on the January 29-30, 2020 CTC meeting.

Sponsors:

Indexes:

Code sections:

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

Date	Ver.	Action By	Action	Result
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Subject:

CTC Update

Update on the January 29-30, 2020 CTC meeting.

Presenter:

Kenneth Kao

Recommended Action:

Information

Metropolitan Transportation Commission Programming and Allocations Committee

February 12, 2020

Agenda Item 4b

California Transportation Commission (CTC) Update

Subject: Update on the January 29-30, 2020 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).

January CTC Meeting (January 29-30, Sacramento, CA)

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

Statewide Policies and Programs

The CTC received updates on the following items:

- California Freight Mobility Plan. Caltrans released the draft plan for public comment in early December. MTC staff reviewed the draft Plan and provided comments to Caltrans in cooperation with other regional agencies including the Air District, Port of Oakland, and Alameda County Transportation Commission. The plan may affect how the State programs SB1 Trade Corridor Enhancement Program funds.
- Draft 2020 State Highway Operation and Protection Program (SHOPP). Caltrans will present an update on the draft 2020 SHOPP. As of mid-January, Caltrans had not yet shared the draft 2020 SHOPP with regional agencies, a concern shared by CTC staff. The SHOPP should be consistent with the adopted Asset Management Plan, which prioritizes SHOPP investments. MTC staff will continue to monitor the SHOPP and comment as appropriate.
- Draft 2019 Program of Projects for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities. Caltrans and CTC released the draft program of projects for the FTA Section 5310 program. The prioritized list includes 6 projects totaling \$1,373,200 for Bay Area applicants. However, 11 projects from the Bay Area were not included in the draft list. MTC staff is working with Caltrans to fix the oversight, and Caltrans will release an updated draft project list. MTC staff will continue to recommend program changes to Caltrans requiring more input and oversight from Metropolitan Planning Organizations and Regional Transportation Planning Agencies to minimize future oversights.

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

- Final Solutions for Congested Corridors (SCC) Program Guidelines. CTC adopted the final guidelines for the SCC Program and authorized the Call for Projects. Applications for the SCC Program are due by June 30, 2020.

- Draft Guidelines for Other Competitive Programs. CTC staff presented draft guidelines for the other CTC-administered competitive program authorized by SB1: Local Partnership Program and Trade Corridor Enhancement Program. Both programs are scheduled for final adoption in March, with applications due by June 12 and July 15, respectively. CTC's current schedule targets competitive program adoption in December 2020.
- Active Transportation Program Draft Guidelines. SB1 provides an additional \$100 million annually to the Active Transportation Program (ATP). CTC staff presented draft guidelines for Cycle 5 of the Statewide ATP. Specific highlights are covered under item 3a of this month's Programming and Allocations Committee meeting.

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

- Funding allocations for three Active Transportation Program (ATP) projects in Alameda, Contra Costa, and San Francisco Counties;
- Funding allocation for one State Transportation Improvement Program (STIP) project in San Mateo County; and
- Contract award extension for one Local Partnership Formulaic Program project in Martinez (Contra Costa 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 Appoints New Executive Director and Selects New Leadership

The CTC announced Mitchell Weiss as the new CTC Executive Director. Mr. Weiss replaces Susan Bransen, who retired this month. The CTC also elected Commissioner Paul Van Konynenburg (Modesto) as chair for the upcoming year, and Commissioner Hilary Norton (Los Angeles) as vice-chair.

CTC Commissioner Updates

In January 2020, Assembly Speaker Anthony Rendon appointed Dr. Joseph Lyou to the CTC. Dr. Lyou is the President and CEO of the Coalition for Clean Air, a non-profit based in Los Angeles. Separately, CTC Commissioner Tamika Butler resigned from the CTC in January 2020. Ms. Butler was a governor appointee.

The next CTC meeting is scheduled for March 25-26, 2020 in Santa Barbara, CA.

Issues: None.

Recommendation: Information. No action required.

Attachments: None.


Therese W. McMillan